

## **SECTION 12. PROVISIONAL AIRWORTHINESS CERTIFICATION**

### **4136. GENERAL.**

Under the provisions of CASR part 21, Subpart I, two classes of provisional airworthiness certificates may be issued. Class I certificates may be issued for all categories, whereas Class II certificates are issued for transport category aircraft only. In each case, a corresponding provisional type certificate or provisional amendment to the type certificate must be in effect to be eligible for a corresponding provisional airworthiness certificate.

### **4137. ELIGIBILITY.**

Only a ROI aircraft manufacturer, aircraft engine manufacturer, or certificated air carrier may apply for provisional airworthiness certificates as provided in CASR 21, Subpart I. Since the aircraft is normally one which is being used in the type certification process, the DGCA manufacturing inspector should already be generally familiar with its progress and conformity status. Therefore, upon determining that the application and attachments are satisfactory, he need only inspect the aircraft to the extent he considers necessary to determine that it is in a condition for safe operation when operated within its operating limitations.

### **4138. SPECIAL PURPOSE OPERATIONS.**

The special purpose operations for which provisionally certificated aircraft may be operated is contained in CASR part 91 sec. 91.317. These operations include:

- a. Training flight crews, including simulated air carrier operations;
- b. Demonstration flights by the manufacturer for prospective purchasers;
- c. Market surveys by the manufacturer;
- d. Flight checking of instruments, accessories and equipment, that does not affect the basic airworthiness of the aircraft; or
- e. Service testing of aircraft.

### **4139. STATEMENT OF CONFORMITY, DAAO FORM 21-07.**

A properly completed Statement of Conformity, DAAO Form 21-07, containing the information required by CASR part 21 sec 21.221 and sec. 21.223, may be used by the manufacturer as his conformity statement and should be attached to the Application for Airworthiness Certificate, DAAO Form 21-21.

### **4140. CERTIFICATION PROCEDURES.**

The DGCA should follow the appropriate procedures outlined in paragraph 4002 of this order.

**4141. SPECIAL AIRWORTHINESS CERTIFICATE, DAAOFORM 21-24.**

Upon a satisfactory determination that the aircraft conforms to its provisional type certificate, or provisional amendment to a type certificate, and is in a condition for safe operation, the DGCA should issue the Special Airworthiness Certificate, DAAO Form 21-24. The issuance of a provisional airworthiness certificate, corresponding with a provisional amendment to a type certificate (CASR part 21 sec.21.225), is considered to be an original issuance in the provisional category.

**4142. OPERATING LIMITATIONS.**

Operating limitations, established for the issuance of the provisional type certificate, are considered to be a part of the provisional airworthiness certificate issued to an individual aircraft. The DGCA inspector should, therefore, determine that they are available in the aircraft, in compliance with CASR part 91 sec.91.9. Limitations and restrictions, as required by CASR part 91 sec. 91.317, and which may not be included in placards or the provisional flight manual, should be enumerated on a separate sheet and displayed with the provisional airworthiness certificate.

**4143-4160. RESERVED.**

## **SECTION 13. SPECIAL FLIGHT PERMIT.**

### **4161. GENERAL.**

- a. Special flight permits are issued for aircraft that may not currently meet applicable airworthiness requirements, but are capable of safe flight. A special flight permit is not an authorization to deviate from the requirement of CASR part 91.
  - (1) CASR part 21 sec. 21.197(a) applies to aircraft which may not meet applicable airworthiness requirements and which will be operated for a purpose specified in CASR part 21 sec. 21.197(a)(1) through (5).
  - (2) CASR part 21 sec. 21.197(b) applies to aircraft which will be operated overweight, and which meet all applicable airworthiness requirements except those which cannot be met because of the overweight condition.
- b. DAAO Form 21-21, Application for Airworthiness Certificate, and DAAO Form 21-24, Special Airworthiness Certificate, are used for the administration of CASR part 21 sec. 21.197 and 21.199. The instructions for completion of these forms are contained in Chapter 8 except as noted in this Section.
- c. The validity of the special flight permit is not affected by the operation of the aircraft outside the border of the R.I. so long as it is operated for the intended purpose under CASR part 21 sec 21.197 and within the time frame specified on the permit. The special flight permit, however, does not authorize flight over foreign countries without permission of that country. If such operation is contemplated, then the effectiveness of the permit is contingent and it becomes the responsibility of the owner/operator to obtain such permission.
- d. In accordance with CASR part 39 sec39.7, anyone who operates a product that does not meet the requirements of an applicable AD is in violation of this section. If an AD requires compliance before further flight and does not have a provision for the issuance of special flight permits, the operation of an aircraft to which it applies would not be permitted and a special flight permit should not be issued.
- e. If the product is not an aircraft, and the AD does not provide for the product's operation during a ferry flight, the product may not be operated during such a flight (ref. CASR part 39 sec39.7. If the aircraft on which the product is installed can be safely operated without operating the product, a special flight permit could be issued with a limitation that the product be rendered inoperative in flight (ref. CASR Part 21 sec. 21.197(a)).

#### **4162. PURPOSES.**

CASR part 21 sec. 21.197 prescribes the general purposes for which a special flight permit may be issued. In addition, the following specific operations are also considered to be within the scope of the general provisions:

- a. The flight for any purpose covered by CASR A 21.197 of a R.I - registered aircraft, even though a type certificate has not been issued, if the aircraft is capable of safe flight.
- b. The delivery of an aircraft of either R.I. or foreign manufacture to the base of the purchaser or to a storage point in the ROI.
- c. The operation of non-air carrier multiengine aircraft with one engine inoperative. (The provisions of CASR part 91 sec.91.611 should be used as a guide.)
- d. For flying an aircraft, whose annual inspection has expired, to a base where an annual inspection is to be made.
- e. For flying an amateur-built aircraft, whose annual condition inspection has expired, to a base where the annual condition inspection is to be made.
- f. Production flight testing of LSA in accordance with CASR part 21 sec. 21.190(c)(7).

#### **4163. APPLICATION AND ISSUANCE - GENERAL**

- a. When the application for a Special Flight Permit (DAAO Form 21-21, Application for Airworthiness Certificate) is found in compliance with all requirements, the DGCA should issue a Special Airworthiness Certificate, DAAO Form 21-24, together with operating limitations deemed necessary for safe operation. The operating limitations should be enumerated on a separate sheet, identified with the aircraft by registration and serial number, dated, and signed. The applicant should be advised that the special airworthiness certificate and operating limitations must be displayed in the aircraft in accordance with CASR part 91 sec. 91.203(b).
- b. The DGCA may assist the applicant, by completing, DAAO Form 21-21, based on information furnished by telephone, letter or fax. The name of the applicant should be entered in the space provided for his signature. A notation as to how the information was received should be entered above his name, e.g., "Received by letter dated-----." If the information provided is adequate, and all requirements for issuance are satisfied, the DGCA may issue a Special Airworthiness Certificate with appropriate limitations (except CASR part 21 sec. 21.197(b) for overweight operations). These limitations will include inspection requirements as deemed necessary. The Special Airworthiness Certificate and prescribed operating limitations must be displayed in the aircraft in accordance with CASR part 91 sec.91.203(b) prior to conducting the special flight.
- c. A copy of each certification document should be retained in the files of the DGCA office.

#### 4164. AIRCRAFT INSPECTION

- a. It is the responsibility of the DGCA to determine whether or not inspections or tests are necessary to ensure that the aircraft is capable of safe flight for the intended purpose.
- b. The DGCA should make, or require the applicant to make, appropriate inspections or tests considered necessary for safe flight.
- c. The DGCA should inspect damaged aircraft or an aircraft where the airworthiness is questionable in any respect. Additionally, the DGCA should inspect the LSA for which a special flight permit may be issued. The DGCA is authorized, at its discretion, to allow a properly certificated mechanic or a repair station to conduct the necessary aircraft inspection(s) in support of the issuance of a special flight permit.

**Note: If an affirmative, technical determination cannot be made that a particular aircraft is capable of safe operation because of insufficient design, inspection, or maintenance data that normally is available for a type-certificated aircraft, the special flight permit should not be issued.**

- d. When the DGCA requires the applicant to make the inspection, the applicant must be advised that such inspection must be:
  - (1) Accomplished by an appropriately certificated mechanic or repair station familiar with all the procedures and requirements contained in this chapter; and
  - (2) Documented in the aircraft logbook by the authorized person who conducted this inspection.

#### 4165. SPECIAL OPERATING LIMITATIONS.

The DGCA should establish limitations as deemed necessary for safe operation. Since individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. The objective is to assure safe operation of the aircraft, and if necessary, technical assistance of other DGCA offices or specialties should be utilized. Limitations should be clear and concise so they can be easily understood. In addition to the limitations deemed necessary for the particular flight, the following items should be considered when establishing operating limitations.

- a. Technical data to which the aircraft must conform.
- b. Operational equipment necessary for safe operation of the aircraft.
- c. Special crew member and pilot qualifications required. (For flights which involve long distances where various weather conditions may be encountered, the pilot-in-command should also be appropriately instrument rated.)
- d. Aircraft weight limits.
- e. Fuel and fuel distribution limits.
- f. Center of gravity limits.
- g. Maneuvers to which the aircraft limited.

- h. Limits on usage of flight equipment, such as autopilots, etc.
- i. Meteorological conditions to be avoided (and the inspections required if inadvertently encountered.
- j. Airspeed limits as required.
- k. Areas on the ground which should be avoided to ensure safety of the general public.
- l. Runway selections if considered necessary for safety.
- m. Route to be flown.
- n. Communications required with airport tower personnel to inform them prior to takeoff or landing of the nonstandard condition of the aircraft.
- o. Requirement for Flight Over an ICAO Country. The operating limitations issued with the special flight permit should include, when appropriate, the following statement:

**“This aircraft does not comply with the International Airworthiness Standards of Annex 8 to the Convention on International Civil aviation as follows:(DESCRIBE HERE THE ITEM (S) WHICH DO NOT COMPLY WITH THEAIRWORTHINESS REQUIREMENTS FOR STANDARD AIRCRAFT.)”**

- p. Any other limitation that should be prescribed for the particular flight.

#### **4166. SPECIAL FLIGHT PERMIT FOR OPERATION OF OVERWEIGHT AIRCRAFT.**

##### **a. General.**

- (1) The DGCA two primary concernswhen issuing special flight permits for the temporary operation of overweight aircraft.
  - (a) that the public will be guarded in the event of an accident.
  - (b) that when the aircraft is returned to a standard configuration, it has not been rendered unairworthy due to the overweight operations.
- (2) With safety being the primary concern, it is essential that the processing office utilize the technical assistance of other DGCA offices or specialties as deemed necessary to assure the highest degree of safety possible. All installations such as long range fuel system and navigational equipment must be installed in accordance with DGCA-approved data.
- (3) Applications where the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and the certificated center of gravity limits are not exceeded, may be processed without obtaining an engineering evaluation (except for rotorcraft).

- (4) Applications where the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or the center of gravity limits exceed the certificated limits, must be coordinated with the Sub Directorate of Engineering for engineering evaluation of the structural provisions, and any other provisions deemed necessary.
- (5) All applications for rotorcraft must be coordinated with the Sub Directorate of Engineering for an engineering evaluation of the structural and flight provisions or any other provisions deemed necessary.
- (6) The processing of an application should encompass a review of the airworthiness status of the basic aircraft, an evaluation of the added installations which constitute the excess weight, the required crew qualification, and the proposed operating limitations.

**b. Added Installations.**

- (1) Technical Data,
  - (a) When the application comes under the provisions of paragraph 488(a)(4) or (5), any drawings and structural reports submitted with the application should be sufficiently detailed to show that the added installations are structurally and functionally safe and to allow a conformity inspection of the added installations.
  - (b) The structural report should reference the drawings used for the installations.
- (2) Record of added Installations.
  - (a) The installations which are added to the aircraft for the intended overweight flight must be recorded in accordance with the requirements of CASR part 43 sec.43.9.
  - (b) The following statement must be entered in Section 3 of DAAO Form 43-337: No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit issued under the provisions of Civil Aviation Safety Regulations Part 21."
- (3) Auxiliary Fuel System Installation. In the evaluation of the auxiliary fuel system installations, the following items should be considered:
  - (a) The aircraft and auxiliary fuel system must meet applicable airworthiness requirements, except those which the aircraft cannot meet because of its overweight condition, and must be found safe for the intended flight.

- (b) Fuel tanks installed in pressurized area should be tested for the maximum pressure differential existing between cabin pressurization and aircraft maximum operating altitude with fuel tank empty.
  - (c) Adequate ventilation should be provided for the fuel tanks and the area in which the fuel tank located to prevent the accumulation of fumes which would be detrimental to the crew or present a fire or explosion hazard.
  - (d) A means should be provided to readily determine the quantity of fuel in the auxiliary tank(s) prior to takeoff. Also, a means should be provided to indicate, prior to takeoff and during flight, the quantity of fuel in that tank which has a vapor/excess fuel return line.
  - (e) The location of the fuel tank in the aircraft is a major factor in determining that the aircraft is safe for flight, since the added fuel and fuel facilities have the greatest effect on the aircraft center of gravity. In addition, the fuel system installation should not restrict entrance to or exiting from the aircraft provided by applicable CASR, and if required under CASR part 23 sec. 23.1001 (Amendment 23-7), should have an adequate fuel jettisoning system installed.
  - (f) Auxiliary fuel systems which are not complete, that is not connected to the basic aircraft fuel system, should not be considered for issuance of a special flight permit until such time as they are connected to the aircraft fuel system.
- (4) Engine Oil Quantity. The applicant should show that the supply provided for each engine is sufficient to ensure satisfactory cooling and system circulation for the duration of the flight. If considered necessary, an oil transfer system for replenishing the engine oil while the aircraft is in flight should be provided.
- (5) Maximum Weight and Center of Gravity Limits.
- (a) CASR part 21 sec. 21.197(b) limits the excess weight over the certificated maximum weight to the additional fuel, fuel carrying facilities and navigational equipment added for the intended flight. It should be determined that this part of the maximum weight selected by the applicant complies with this requirement.



- (b) When numerous alteration are performed, it may be necessary to weigh the aircraft to establish the aircraft weight and the center of gravity (CG) limits. The computations should be evaluated for accuracy. It may also be necessary to require flight test at the new maximum weight and CG limits to determine that the aircraft is safe for operation. Computed weight and balance information should be reflected on the reverse side of DAAO Form 43-337.
  - (c) Operation of rotorcraft excess weights, over the certificated maximum weight, presents some unique conditions over and above those encountered with fixed-wing aircraft; however, special attention should be given to this type of aircraft. A careful evaluation should be made of the effect that the overweight operation has upon the retirement times of critical parts.
- (6) Operating limitations should be prescribed as deemed necessary, and include:
- (a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.
  - (b) Runway (specify) must be used for overweight takeoff. (If enroute stop is scheduled, the following must be added to this limitation: Contact DGCA office, (city, routing symbol and telephone number) for runway to be used for overweight takeoff at (city).
  - (c) A copy of the DAAO Form 43-337 covering the additional fuel-carrying facilities and equipment shall be in the aircraft.
  - (d) Special entries to note required inspection of the aircraft for possible damage due to overweight operation upon completion of overweight flight(s)

#### **4167. SPECIAL FLIGHT PERMIT FOR PRODUCTION FLIGHT TESTING.**

A special flight permit issued for production flight testing may be used by a manufacturer to meet the requirements of CASR part 91 sec. 91.203 when operating new production aircraft for the purpose of production flight testing, as provided in CASR part 21 sec 21.197. The permit normally is valid only for the purpose of production flight testing. However, when deemed appropriate, the DGCA may allow both production flight testing and customer demonstration to be entered in block 2 of DAAO Form 21-24 as explained in paragraph 4168 of this Staff Instruction. The applicable operating limitations are printed on the reverse side of the Special Airworthiness Certificate, DAAO Form 21-24.

**a. Eligibility.**

- (1) A manufacturer producing aircraft under any of the following Subparts of CASR Part 21 is eligible to obtain special flight permits for production flight testing:
  - (a) Subpart F, "Production Under a Type Certificate "
  - (b) Subpart G. "Production Certificates,"
  
- (2) A manufacturer producing aircraft prior to issuance of the type certificate is also eligible for special flight permit for production flight testing if he can meet all of the following conditions:
  - (a) The manufacturer holds a type certificate and a currently effective production certificate for at least one other aircraft in the same category.
  - (b) The DGCA official flight test program, with respect to the issuance of a type certificate, is in process.
  - (c) A prototype aircraft of the model has been flown by the manufacturer under an experimental certificate to assure that there are no adverse flight characteristics and that production test pilots are fully familiar with the aircraft.
  - (d) A DGCA-approved production flight test procedure and checklist, for the aircraft involved, will be used to assure that all requirements for production test flights are complied with.
  - (e) The aircraft is not being flown by the manufacturer for purposes other than production flight tests, except as identified in paragraph 490 of this Staff Instruction.
  - (f) Limitations have been established to define the production flight test area.
  
- (3) A manufacturer producing LSA under CASR part 21 sec. 21.190 is eligible to obtain special flight permits for production flight testing within the provisions established in paragraph of this Staff Instruction.

**b. Application and Issue.**

- (1) Application for a special flight permit for production flight testing is made on an Application for Airworthiness Certificate, DAAO DAAO Form 21-21.
  
- (2) The DGCA issuing Special flight permits for production flight testing maintain a copy of the complete file in accordance with record retention requirements. Special flight permits should be issued only for the period needed to complete the production test flight, and no longer than 90 days.

#### **4168. SPECIAL FLIGHT PERMIT FOR CONDUCTING CUSTOMER DEMONSTRATION FLIGHT**

A special flight permit may be used by a manufacturer to meet the requirements of CASR A 91. 203 when operating a new production aircraft for the purpose of conducting customer demonstration flights, in accordance with CASR part 21 sec. 21.197(a) (5). This permit is normally issued only for the above purpose. However, as stated in paragraph 489 of this Staff Instruction, customer demonstration may be listed in block 2 of DAAO Form 21-24 along with production flight testing, and will not be issued in conjunction with any other special flight permit purposes. When both flight purposes are listed in block 2 of DAAO Form 21-24, the aircraft's operating limitations must clearly state that no customer demonstration flights are allowed until the aircraft has satisfactorily completed its production flight tests. The format for listing both flight purposes is "Production Flight Testing or Customer Demonstration."

##### **a. Eligibility.**

A special flight permit for conducting customer demonstration flights may be issued when the following conditions are met:


- (1) The new production aircraft was produced under a PC or TC only, and,
- (2) Has satisfactorily completed production flight tests. (Completion of production flight tests indicate acceptance by the production flight test pilot and no further flight tests are required).

##### **b. Application and Issue.**

- (1) Application for a special flight permit for customer demonstration flights is made on Application for Airworthiness Certificate, DAAO Form 21-21. Also, a letter from the manufacturer should be included describing the customer demonstration flights to be made, if sufficient information can not be included on the application.
- (2) Upon receipt of a properly executed application, the DGCA will inspect the aircraft and prescribe the operating limitations in accordance with paragraphs 4128 and 4165 as deemed necessary for safe operation. The demonstration flight area(s) will also be listed on the operating limitations. Special flight permits should be issued only for the period needed to complete the demonstrations flights, and no longer than 90 days.
- (3) The DGCA issuing special flight permits for customer demonstration flights will maintain a copy of the complete file in accordance with record retention requirements.

#### **4169. RESERVED**

Figure 4-1. Light-Sport Aircraft Statement of Compliance

	<b>MINISTRY OF TRANSPORTATION</b> DIRECTORATE GENERAL OF CIVIL AVIATION DIRECTORATE OF AIRWORTHINESS AND AIRCRAFT OPERATIONS Karya Building 22 <sup>nd</sup> floor Jalan Medan Merdeka Barat No. 8 Jakarta Pusat Telp. : (+62-21)3506664 - 3506665 Fax : 3506663 PO. Box 3049, Jakarta 10110 <b>website: www.hubud.dephub.go.id; e-mail: daao_dgca@dephub.go.id</b>			
	<b>LIGHT-SPORT AIRCRAFT STATEMENT OF COMPLIANCE</b>			
I. Aircraft Certification	1. Manufacturer Name:		2. Manufacturer Address: (street, city, zip)	
	3. Aircraft Serial No.:	4. Date of Manufacture: (dd/mm/yyyy)	5. Aircraft Make:	6. Aircraft Model:
	7. Maximum Take-off Weight:	8. Maximum Number Occupants:	9. V <sub>H</sub> :	10. V <sub>S1</sub> :
	<b>Class of light-sport aircraft: (Check all applicable items)</b> <input type="checkbox"/> Airplane <input type="checkbox"/> Powered Parachute <input type="checkbox"/> Weight-Shift-Control <input type="checkbox"/> Glider Than-Air <input type="checkbox"/> Lighter-			
II. Applicable User Manuals	Consensus Standard(s): (list below or use attachment)		Revision:	Valid Until:
	Aircraft Operating Instructions: (list applicable items)		Revision:	Date issued:
	Aircraft Maintenance and Inspection Procedures: (list applicable items)		Revision:	Date:
			Revision:	Date issued:
III. Manufacturer Process Documents	Comments: (any additional statements may be stated here or attached)			
	Manufacturer's Quality Assurance System: (list applicable items)		Revision:    Date:	
	Manufacturer's Continued Airworthiness System: (list applicable items)		Revision:    Date:	
IV. Manufacturer's Certification	<b>CERTIFICATION:</b> I hereby certify that aircraft serial number _____ complies with the Consensus Standard(s) identified on this statement of compliance and that the Manufacturer's Continued Airworthiness System will be adhered to support the aircraft throughout its life. This aircraft (1) was manufactured following the consensus standard(s) procedures and Manufacturer's Quality Assurance System identified on this statement, (2) conforms to the manufacturer's design data, (3) was ground and flight tested successfully, and (4) is in a condition for safe operation. Additionally, at the request of the DGCA, the manufacturer will provide unrestricted access to its facilities.			
	Name :		Signature :	
	Title :		Date :	
	Name :		Date :	

**Figure 4-2. Sample Program Letter, Research and Development/Showing Compliance Applicant Program Letter Special Airworthiness Certificate**

1. Registered Owner (as shown on Certificate of Registration)  
NAME \_\_\_\_\_:  
ADDRESS \_\_\_\_\_:
2. Aircraft Description
  - a. Registration Marks
  - b. Aircraft
  - c. Yr. Mfg.
  - d. Aircraft Serial No.
  - e. Aircraft Model Designation
3. Describe program purpose for which the aircraft is to be used (14 CFR 21.193(d)(1)).
4. Provide the following information as it pertains to your Program Letter.
  - a. List estimated flight hours required for program. Hrs.:
  - b. List estimated number of flights required for program. No. Flts:
  - c. List estimated duration for programs (CASR part 21 sec. 21.193(d)(2)). No. Days:
5. Describe the areas over which the flights are to be conducted, and address of base operation (CASR part 21 sec.21.193(d)(3)).
6. Describe the aircraft configuration (attach three-view drawings or three-view dimensioned photographs of the aircraft (CASR part 21 sec 21.193(d)(4)).
7. **Date**                      **Name and Title** (Print or Type)                      **Signature**

**Figure 4-3 . Sample Special Flight Permit Operating Limitations for LSA  
Category Production Flight Testing**



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DIRECTORATE GENERAL OF CIVIL AVIATION  
DIRECTORATE OF AIRWORTHINESS AND AIRCRAFT OPERATIONS  
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**SPECIAL FLIGHT PERMIT OPERATING LIMITATIONS**

**Make: GARUDA**

**Model : G100-1**

**S/N: 00001**

**Registration Mark:PK-ABC**

1. No person may operate this aircraft for other than the purpose of meeting the requirements of CASR part 21 sec. 21.190(c)(7) during flight testing. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of 14 CFR part 91 and all additional limitations herein prescribed. These operating limitations are a part of a special flight permit and are to be carried in the aircraft at all times and be available to the pilot in command of the aircraft.
2. All flight must be conducted within the geographical area described as follows. The area must be described by radius, coordinates, and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of area must be that required to safely conduct the anticipated maneuvers and tests.
3. All flights must be conducted and recorded in accordance with the manufacturer's production acceptance test procedure that meets the applicable consensus standard.
4. This aircraft is to be operated under Visual Flight Rules, day only.
5. The test pilot in command of this aircraft must hold at least a private pilot certificate, appropriate category, and class ratings to act as pilot in command, and have a minimum of 100 hours as a pilot in command in that category and class.
6. The production test pilot is to be the sole occupant.

Date

Director Airworthiness and Aircraft Operation

## CHAPTER 5. EXPORT APPROVAL PROCEDURES

### SECTION 1. GENERAL INFORMATION

#### 500. GENERAL.

This chapter provides policy and procedure for issuing export approvals under the provisions of CASR Part 21, Subpart L.

- a. The requirements of importing countries/jurisdictions must be met when exporting products or articles from the ROI to these countries/jurisdictions. The requirements for a specific country/jurisdiction may be found in either a bilateral agreement or a specific document submitted to the DGCA for publication that contains import requirements.
- b. "Special requirements" are those administrative requirements that must be satisfied as a condition of shipment at the time of export, for example, the requirement for DAAO Form 21-22, as well as copies of logbooks, flight manuals, and other materials. When a product or article does not meet the special requirements of an importing country/jurisdiction, the exporter should first prepare a technical description of the specific nonconformities. The DGCA should then prepare an accompanying cover letter for direct transmittal to the importing CAA requesting the CAA's acceptance of the nonconformities and a return reply to the DGCA before export. The reply from the importing CAA accepting the nonconformities must accompany each application for an Export C of A.
- c. In addition to a written statement of acceptance from the importing CAA, the items not complied with must be identified in the Exceptions block of the Export C of A. A copy of the written statement of acceptance from the importing CAA must be included with the Export C of A.
- d. DAAO Form 21-22 certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. When issued for new aircraft, the certification is considered original. When the aircraft is imported back into the ROI, the certification is considered recurrent.

- e. An export airworthiness approval is not necessary for products or articles being exported to countries/jurisdictions for which there is no bilateral agreement or definitive import requirements that have been formally notified to the DGCA. A business or contractual agreement between the seller and the purchaser does not constitute or qualify as an authority-to-authority request for an export airworthiness approval. However, the DGCA will issue an export airworthiness approval to countries/jurisdictions that do not have a bilateral agreement or have not formally notified the DGCA of definitive import requirements. This export airworthiness approval applies to all eligible products and articles when they are found to conform to their DGCA-approved design and are in a condition for safe operation.

**501-504. RESERVED**



## **SECTION 2. EXPORT APPROVALS**

### **505. ELIGIBILITY.**

Any person may apply for an export airworthiness approval (CASR 21.323). Aircraft are eligible for an Export C of A if they meet the requirements of CASR Part 21 sec. 21.329. Aircraft engines, propellers, and articles are eligible for an export airworthiness approval if they meet the requirements of CASR Part 21 sec. 21.331.

### **506. EXPORT AIRWORTHINESS APPROVALS.**

This section covers the manner in which aircraft, aircraft engines, propellers and articles are exported. A sample DAAO Form 21-22, Export Certificate of Airworthiness.

#### **a. Unassembled Aircraft.**

All new aircraft presented for export approval must be completely assembled and flight tested. Because compliance with the PC rules ensures conformity with the approved type design, aircraft certificated under 14 CFR parts 23 and 27, or CAR parts 3, 4a, and 6, as well as gliders manufactured under a PC, are exempt from this requirement. This exception is made possible due to the relative simplicity of such aircraft and the fact that compliance with the production certification rules should ensure conformity with the approved type design. If these aircraft are shipped unassembled, under section 21.333, the exporter is required to furnish to the importer the manufacturer's assembly instructions and the DGCA approved flight test checkoff form. Care should be exercised to determine that the importing foreign country has no special requirements that prohibit exporting under these conditions.

#### **b. Products Located in Foreign Countries**

CASR part 21 sec. 21.325(c) permits the issuance of export approvals for used aircraft, engines, and propellers located in a foreign country. The rule was adopted as a service to Indonesian citizen abroad to assist them in the legitimate disposal of used airworthy used products to other country. Caution should be exercised to ensure that this feature of the rule is not used as a means of obtaining an easy "rubber stamp" approval. Before accepting an application, DGCA should ensure that the applicant is willing and able to meet all applicable requirements.

#### **c. Issuance of an Export C of A for ROI.-Manufactured Aircraft Located in Another Country.**

The DGCA will not issue DAAO Form 21-22 to ROI.-manufactured aircraft located in another country/jurisdiction unless it possesses a valid ROI. airworthiness certificate. The aircraft would then meet the requirements of CASR part 21 sec. 21.329.

**d. The Date of Issuance of an Export Airworthiness Approval.**

The date of issuance of an export airworthiness approval is the date the product was inspected by the DGCA, found to comply with the applicable requirements, and determined to be airworthy.

**507. APPLICATION**

Chapter 8 of this SI provides instructions for completing DAAO Form 21-19, Application for an Export Certificate of Airworthiness. Part I of the form must be completed for aircraft. Aircraft engines, propellers, and articles do not require a written application.

**508. ISSUANCE OF DAAO FORM 21-22 EXPORT CERTIFICATE OF AIRWORTHINESS, FOR AIRCRAFT.**

- a. An Export C of A may be issued only for COMPLETE aircraft shown by the applicant to meet the applicable requirements specified under CASR part 21 sec.21.329. An aircraft exported disassembled are considered complete aircraft. An Export C of A should not normally be issued if any components of the product are not installed; for example, when certain components are to be manufactured and installed in the country of import.

**Note:** CASR part 21 sec. 21.329 permits the issuance of an Export C of A for new or used aircraft. A used ROI.-manufactured aircraft that is foreign-owned and located in the ROI would be eligible for an Export C of A subject to compliance with the other requirements of CASR part 21, subpart L.

- b. Under the provisions of this section, new or used ROI.-manufactured aircraft do not require a standard airworthiness certificate or a special airworthiness certificate in the restricted category to be issued prior to export, but are required to meet the requirements for such a certificate. Aircraft manufactured in another country/jurisdiction are required to possess a valid ROI. standard airworthiness certificate issued under the provisions of CASR part 21 sec. 21.183(c), or a special airworthiness certificate in the restricted category issued under the provisions of CASR part 21 sec. 21.185(c) unless a written statement is received from the importing authority accepting the aircraft without an airworthiness certificate. Any other aircraft not meeting the requirements for a standard airworthiness certificate, or a special airworthiness certificate in the restricted or primary category, are not eligible to receive an Export C of A unless the importing country/jurisdiction accepts the aircraft in accordance with CASR part 21 sec. 21.329(b).

**509. ISSUANCE OF DAAO FORM 21-18, AIRWORTHINESS RELEASE CERTIFICATE, FOR ENGINES, PROPELLERS, AND ARTICLES.**

Export airworthiness approvals for aircraft engines, propellers, and articles are issued using DAAO Form 21-18. Instructions for completing DAAO Form 21-18 are found in SI 21-09 , Procedures for Completion and Use of the Authorized Release Certificate, DAAO Form 21-18, Airworthiness Release Certificate.

**510. RESPONSIBILITIES OF EXPORTERS (CASR Part 21 sec. 21.333).**

Each exporter receiving an export airworthiness approval for a product or article must:

- a. Forward to the importing country/jurisdiction all documents and information specified by that country/jurisdiction.
- b. Preserve and package products and articles as necessary to protect them against corrosion and damage during transit or storage and state the duration of effectiveness of such preservation and packaging.
- c. Remove, or cause to be removed, any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight.
- d. Secure all proper foreign entry clearances from all of the countries/jurisdictions involved when conducting sales demonstration or delivery flights.
- e. Ensure that the following regulatory responsibilities under CASR part 21 sec. 21.333 (when the title to an aircraft passes or has passed to a foreign purchaser) are fulfilled. The DGCA should remind the exporter of these responsibilities Request cancellation of the ROI. registration and airworthiness certificates from the DGCA, giving the date of the transfer of title and the name and address of the new owner.
- f. Although not specifically described in the regulations, when exporting an unassembled aircraft, the exporter should forward the manufacturer's assembly instructions and an DGCA-approved flight test checkoff form to the CAA of the importing country/jurisdiction.

**511. DETERMINATION OF "NEW" AND "USED" PRODUCTS OR ARTICLES.**

- a. The regulations do not define "new" or "used" products or articles. There should be no problem in making this determination with uninstalled aircraft engines, propellers, or articles, because any time-in-service makes them used.
- b. An aircraft may be considered new as long as ownership is retained by the manufacturer, distributor, or dealer; if there is no intervening private owner, lease, or time-sharing arrangements; and if the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered new regardless of the operating time logged by the manufacturer, distributor, or dealer when the following apply:

- (1) The aircraft is built from spare and/or surplus articles, even though the articles may be used as well as new, and has been operated under an experimental airworthiness certificate only for the purpose of conducting flight tests for meeting the requirements set forth in CASR Part 21 sec. 21.127 by the applicant and by an DGCA test pilot.
- (2) The aircraft has been maintained in accordance with the overhaul provisions of CASR Part 43, as applicable.

## **512. PROCESSING AND PREPARATION OF EXPORT C OF A.**

The following instructions will be adhered to in processing applications and issuing Export C of A for Aircraft.

- a. Review. Upon receipt, the Application for Export Certificate of Airworthiness, DAAO Form 21-19, Part I, will be reviewed to determine that the product is eligible and that the application has been properly completed and signed. This review includes a determination as to the acceptability of all other data which the applicant is required by the regulation to submit, as applicable to each case. Airplane and rotorcraft flight manuals must be current, including DGCA engineering approval of changes, as required by the applicable CASRs.
- b. Product Inspection. If the application is in order, the DGCA will inspect the product to the extent necessary (including review of substantiating records) to ensure that the product is airworthy, that it conforms to its DGCA specification or type certificate data sheet and, that the special requirements, if any, of the importing country have been met. Except for the latter and the rules applicable to used products, airworthiness determination will be made in a manner similar to R.I. domestic certification or approval.
- c. If the aircraft has been examined and found to be nonconforming with the DGCA type design, or the import type design; or the special import requirements have not been met, the Export C of A should not be issued until either:
  - (1) The applicant corrects the nonconformities, or
  - (2) The DGCA obtains a written statement from the CAA of the importing country/jurisdiction signifying its acceptance of the product with the nonconformities as listed. Requests for acceptance of nonconformities to the importing country CAA should be transmitted to and received from authority to authority. The exporter should first prepare a technical description of the nonconformities to the type design or specific nonconformities related to other special importing requirements. The DGCA should then prepare an accompanying cover letter for direct transmittal to the importing CAA requesting the CAA's acceptance of the nonconformities and a return reply to the DGCA before export. Electronic mail may be used to expedite this process as long as the DGCA can confirm that the required statement is sent by authorized personnel within the importing CAA.

- (3) If a written statement of acceptance is received by the DGCA from the importing CAA, the nonconformities should be listed on the Export C of A under "Exceptions," with a reference to the importing CAA's written statement of acceptance (for example, letter by subject and date). A copy of the written statement of acceptance from the importing CAA must then be attached to the Export C of A. Other items not related to the type design but failing to meet the importing country's/jurisdiction's requirements will be attached to the Export C of A. The completed Export C of A and a copy of the importing CAA's letter, facsimile, or other such document, should be provided to the exporter, and the product may then be released for export.
- (4) Upon determining that the product is satisfactory, DAAO Form 21-22 will be prepared.

**NOTE: THE EXPORT C OF A IS AN OFFICIAL R.I. GOVERNMENT DOCUMENT ISSUED TO FOREIGN COUNTRIES, ALL ENTRIES WILL BE TYPEWRITTEN AND NO ERASURES OR STRIKEOVERS ARE PERMITTED.** Both copies of the certificate will be signed in ink over the typed name of the authorized DGCA. The original will be turned over to the applicant or his representative, together with those documents required with the product. Some provision should be made to preclude the Export C of A from becoming mutilated in transit due to its being an official R.I. document.

- (a) Determined the make, model, and serial number of all installed engines and propellers, and operating time (hours/cycles).
- (b) Determine whether product is New or Used in accordance with paragraph 807.
- (c) When a foreign manufactured aircraft is being exported to a third party country with whom an airworthiness bilateral agreement is in effect, the following statement will be inserted on the Export C of A under the heading: "Exceptions:" "This (product) was not manufactured in the R.I. and, therefore, this certificate is not issued pursuant to the bilateral agreement providing for the reciprocal recognition of airworthiness certificates between the R.I. and the Government of (name of country) which has stated its willingness to accept this certificate under these conditions, as indicated in their communication, reference \_\_\_\_\_ dated \_\_\_\_\_."

NOTE: The above statement would not be applicable if certain bilateral agreements provide for "third party" country acceptance of airworthiness from an importing country which is not the country of manufacture.

- (d) When temporary installations, such as provisions for extra fuel or navigational equipment, have been made for the purpose of export delivery:
- (5) If the Export C of A is issued AFTER the installation has been made, either by the manufacturer or by other persons, the following statement or equivalent should be inserted under Exceptions: "A temporary [insert type of installation] has been installed in this aircraft in conformity with [insert drawing numbers, or other data to which conformity was shown] to facilitate its delivery flight. This certificate is valid when the temporary installation is removed." Copies of all referenced drawings and data should accompany the original Export C of A when it is submitted to the applicant or the applicant's representative.
- (6) If the Export C of A is issued BEFORE making the temporary installation, such as at the manufacturer's plant, and the aircraft is then flown to another location for installation of the temporary equipment, the Export C of A should reflect the configuration of the aircraft at the time the certificate was issued. It then becomes the responsibility of the exporter and importer to secure the installation documents or data required by the CAA of the country/jurisdiction of import. Export C of A may not be amended, reissued, or revalidated after original issuance.
- (a) If there are no exceptions, type the word "None" in the Exceptions block. If additional information is to be provided, it is permissible to type in the words "Additional Information" under the Exceptions block. If the importing country/jurisdiction has notified the DGCA that it wishes to have a conforming statement to its approved design, a statement similar to the following example must be included for new products: "This aircraft conforms to [insert importing country/jurisdiction] approved type certificate number [insert number]."

**Note:** The conforming statement does not apply to USED aircraft.

- (b) The entries at the bottom of the form must be completed as follows:
- (1) Signature of Authorized Person. The name and DGCA authority of the person signing the form should be typed adjacent to or under the signature with the signature signed in permanent blue or black ink on the original and copy(s).
  - (2) Date. Enter the date the inspection of the aircraft was completed.
  - (3) Title of the Authorized Person.

### **513. APPROVAL OF MODIFICATIONS.**

In many instances, an aircraft that conforms to the type design may be modified prior to export, in accordance with the foreign purchaser's requirements. The responsibility for approval and recordation of such modifications would primarily be dependent upon the registration status of the aircraft. The following guidelines should be used in issuing Export C of A's for modified Aircraft.

- a. If the aircraft is modified while under R.I. registry, the applicable rules in CASR Part 21 or Part 43 would apply to DGCA approval of the modifications, depending upon whether an airworthiness certificate had been issued for it. Any test flying which may be necessary would require the issuance of an experimental certificate. The Export C of A would not require any listing of exceptions, since the aircraft would meet the appropriate DGCA standards whether the Export C of A is issued before or after the DGCA-approved modifications had been made.
- b. If the aircraft is modified after the aircraft has been removed from R.I. registry, the approval of the modifications would be the responsibility of the civil air authority of the foreign country of registry or intended registry. The applicant / exporter is responsible for obtaining the foreign approval. Any test flying which may be necessary would require the issuance of a special flight authorization. The Export C of A would require no listing of exceptions if the aircraft conformed to the type design before the modifications; but if the Export C of A is issued after the aircraft is modified, then reference to the documentary evidence of foreign approval should be shown under exceptions.

### **514. RESERVED**

### **515. ROUTING AND PROCESSING OF EXPORT FILES.**

After the issuance of DAAO Form 21-22, the Manufacturing Inspector must complete part III of DAAO Form 21-19. All files, must be spot checked by the deputy director of aeronautical product. A spot check will be indicated by the signature in permanent blue or black ink above the typed name. The documents specified in paragraph 807 of this Staff Instruction, including special export files processed, are to be forwarded promptly to SDAP as the final step in the certification process

### **516. ISSUANCE OF EXPORT CERTIFICATE OF AIRWORTHINESS FOR AIRCRAFT TYPE CERTIFICATED IN MULTIPLE CATEGORIES. (NORMAL AND RESTRICTED).**

Operations outside of the normal category operating limitations when in the restricted category, either weight or maneuvering, unless properly approved as appropriate for an aircraft having Standard Airworthiness Certificate would render it impossible to determine the condition for safe operation when the aircraft is to be returned to normal category. Unknown stresses and possible hidden damage to the aircraft structure may have resulted because of the weights, maneuvers, and speeds utilized for the restricted category operations. Therefore, to retain eligibility for issuance of an Export Certification of Airworthiness as a

standard aircraft after having been operated in the restricted category, the following would apply:

- a. While being operated in the restricted category, any changes made to the aircraft that are to be retained when in normal category operation, or any operations that are outside of the normal category operating limitations must be approved in accordance with the regulations and procedures applicable to an aircraft having a Standard Airworthiness Certificate.
- b. If the TCDS for an aircraft includes both normal and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for normal category, the aircraft is NOT eligible for issuance of an Export Certificate of Airworthiness as a standard aircraft, after having been operated in the restricted category, unless:
  - (1) The TCDS specifically states that the aircraft is eligible for operation in the normal category after having been operated at the limitations applicable to the restricted category or,
  - (2) If the TCDS does not have such a note or other reference, the operations outside of the normal category operating limitations, including increased gross weight, had been approved as appropriate for an aircraft having a Standard Airworthiness Certificate.

**517. ISSUANCE OF EXPORT C OF A FOR RESTRICTED CATEGORY AIRCRAFT.**

The following comment will be included under Exceptions: "The above is a restricted category aircraft. This aircraft has not been determined to meet the international standards concerning the airworthiness of aircraft as provided for in Annex 8 to the Convention on International Civil Aviation."

**518. RESERVED**



## CHAPTER 6. IMPORT PROCEDURES

### SECTION 1. GENERAL INFORMATION

#### 600. GENERAL.

This chapter provides guidance and procedures relative to R.I. airworthiness certification and approval of import aircraft, aircraft engines, propellers, and articles which are exported from a foreign country with which the Republic of Indonesia has an agreement for the acceptance of those products for export and import.

- a. Foreign-manufactured aircraft and related products must be accompanied by one of the following when being imported to the ROI for DGCA airworthiness acceptance:
  - (1) an Export C of A; or
  - (2) a certifying statement issued by the CAA of the country of manufacture, or by the exporting CAA in the case of a third country.
  
- b. Any deviations from the DGCA-approved design must be noted on the certifying statement. Any deviations must be resolved by the installer before the product is eligible for installation on any ROI.-registered aircraft or product thereof.
  
- c. DGCA airworthiness approvals for civil aeronautical products imported to the ROI are processed in the following manner:
  - (1) Issuance of ROI airworthiness certificates for completed aircraft are processed in accordance with paragraph 603 of this Staff Instruction.
  
  - (2) Aircraft engines, propellers, and articles are considered to meet the requirements of CASR when accompanied by certification from the appropriate CAA. Certification confirms the products are of DGCA-approved design and are in a condition for safe operation as outlined in paragraph 610 of this Staff Instruction.
  
- d. The DGCA requirements for the approval of civil aeronautical products imported to the ROI are set forth in the following regulations:
  - (1) Part 21, subpart H, section 21.183(c) and 21.185(c) establish the regulatory requirements for ROI. airworthiness certification of new imported aircraft. The primary basis for airworthiness certification of used imported aircraft is sec. 21.183(d). New imported aircraft type certificated under a sec. 21.21 TC and manufactured under license by a bilateral country are no longer entitled to a standard airworthiness certificate under the provision of 21.183(d).
  
  - (2) Part 21, subpart N, Approval of Engines, Propellers, Articles Import, establishes the procedural requirements for airworthiness approval or acceptance of aircraft engines, propellers, Articles manufactured outside the ROI.

- (3) Part 21, subpart O, Technical Standard Staff Instruction Authorizations, establishes procedures for TSO products. Section 21.617 covers “letter of TSO design approval” for import appliances.
- e. An Export C of A, or another certifying statement, issued by either the DGCA or CAA, assists in airworthiness certification on behalf of the new country of registry. This export certificate does not constitute an “airworthiness certificate” however, issuance of an Export C of A or other certifying statement does constitute original certification.
- f. Modifications or repairs made to an aircraft or related product subsequent to export certification by the CAA may invalidate that certification unless the modifications or repairs are approved by the DGCA.

**601. RESERVED**

**602. RESERVED**

## **SECTION 2. IMPORT AIRCRAFT**

### **603. REQUIREMENTS FOR ROI AIRWORTHINESS CERTIFICATION.**

To be eligible for the issuance of an airworthiness certificate, a foreign manufactured aircraft must have been type certificated in accordance with CASR 21.29. The regulatory provisions, pertaining to airworthiness certificates, for import aircraft are CASR 21.183(c) and CASR A 21.185(c). Any additional requirements called out in CASR parts 36, 39, 45, 47, and 91, 135 and 121, also must be met before the aircraft can be certificated. These include the following:

**a. ROI Registration.**

A ROI. registration application must be completed and submitted, and nationality and registration markings must be applied, before a ROI. airworthiness certificate may be issued. Because these are statutory requirements, the DGCA cannot issue an exemption from this requirement. ROI. registration and evidence of deregistration from the exporting country are required prior to the issuance of a ROI. airworthiness certificate. The requirements for ROI. registration are in part 47; and aircraft nationality and registration markings are in part 45, subpart C.

**b. Product Identification.**

Prior to the issuance of a ROI. airworthiness certificate, the aircraft must have an ID plate in accordance with 21.182, and must meet the requirements of part 45, subpart B, Identification of Aircraft and Related Products.

**c. Noise and Emissions Requirements.**

In addition to meeting the airworthiness standards, an aircraft must meet the noise standards of sec. 21.93(b), 21.183(e), or 21.185(d); or part 36, or part 91, subpart I, Operating Noise Limits, as applicable.

**d. Approved Flight Manuals, Markings, and Placards.**

The aircraft must be accompanied by an approved flight manual in the English language as identified on the DGCA TCDS. Also, the aircraft must have the flight manual, the appropriate markings and placards in the English language as specified in the DGCA TCDS, or other approved data as required by 91.9.

**e. Logbooks and Maintenance Records.**

Aircraft must be accompanied by the logbooks and maintenance records as specified in sec. 91.417 to determine the status of required inspections, life limits, and AD compliance for the airframe, engine(s), propeller(s), rotor(s), and appliances of an aircraft.

**f. Aircraft Location.**

A ROI. airworthiness certificate will not be issued to an aircraft located outside the ROI, unless the DGCA finds no undue burden in administering the applicable regulations. Procedures have been established to use the services of the CAA of the State of Manufacture. For issuance of a ROI. standard airworthiness certificate for new aircraft manufactured outside the ROI, see appendix A to this SI.

**604. APPLICATION.**

- a. Application for a ROI. airworthiness certificate must be made on DAAO Form 21-21 by the registered owner, or an agent who has a letter of authorization from the registered owner and an operator.
- b. When the applicant has completed and signed the application, it should be submitted to the DGCA.
- c. Approved flight manuals, logbooks, and maintenance records will be made available for examination by the DGCA, upon request.

**605. AIRWORTHINESS DETERMINATION.**

- a. In all cases, the DGCA is required to make a finding that the aircraft conforms to an DGCA-approved TC and that it is in a condition for safe operation before the DGCA issues an airworthiness certificate for that aircraft. The DGCA may base its findings, wholly or partially, on the export certification document (for example, an Export C of A) issued by the CAA of another country, provided a bilateral agreement exists that covers the aircraft type (for example, rotorcraft).
- b. Sections 21.183(c) and 21.185(c) provide that an import aircraft type-certificated under the procedures of Part 21 sec. 21.29 is entitled to a ROI airworthiness certificate (standard or special) if the CAA of the country of manufacture certifies, and the DGCA finds, that the aircraft conforms to its approved TC and is found to be in a condition for safe operation.
- c. A CAA certification must be made by issuance of an export certification document that contains the certification statement noted on the corresponding DGCA TCDS, or that certifies that the aircraft meets its DGCA-approved type design and is in a condition for safe operation.
- d. Applicants should be cautioned that it may be impracticable to obtain a ROI. airworthiness certificate for an aircraft operated under the registry of another country subsequent to the issuance of an Export C of A by the CAA of the country of manufacture. This includes ROI.-manufactured aircraft being returned to the ROI register. Applicants must be able to identify repairs and modifications to the aircraft from the date the export certificate was issued until the date of application for the airworthiness certificate, as well as be able to document the equipment installed and any maintenance accomplished during that period. The applicant must

show that the aircraft has remained in or has been returned to its DGCA approved TC and is in a condition for safe operation. This may involve extensive inspections accomplished by designees, the CAA of the country of manufacture, the aircraft manufacturer, repair stations, etc., before a ROI airworthiness certificate can be issued.

- e. A non-ROI manufactured aircraft originally exported to another country may have an Export C of A issued by the CAA of the country of manufacture that attests conformance to a design not approved by the DGCA. This certificate may be useful in establishing a baseline for showing conformity to the DGCA-approved design after modification. In this case, or when the Export C of A may not be available, it is helpful if the applicant obtains a statement from the CAA of the country of manufacture that certifies that when originally exported from that country, the aircraft met its DGCA-approved design and/or notes any differences between the configuration identified in their original export certification and the DGCA-approved design. The applicant must obtain the necessary technical data needed to convert the aircraft to its DGCA-approved design configuration. This method may involve extensive inspections to be accomplished by DGCA, the CAA of the country of manufacture, the aircraft manufacturer, persons authorized under part 43, etc., before the applicant can show conformity to the DGCA-approved design. Attempts to obtain a ROI airworthiness certificate using this method may be in vain; in some instances the applicant ultimately may be unable to obtain the desired airworthiness certificate.
- f. The DGCA normally will not issue an airworthiness certificate for an aircraft when no export certification is available. Without assurance in the form of an export certificate or a certifying statement from the CAA of the country of manufacture or the country of register, there is no practical way for an applicant to show, or for the DGCA to find, that the aircraft conforms with the DGCA-approved design and is in a condition for safe operation.
- g. Inspections by the DGCA should be conducted to determine that no changes or modifications have been made, and that the condition of the aircraft has not deteriorated subsequent to export certification by the CAA. Flight testing may be required prior to issuance of a ROI airworthiness certificate if the aircraft has been disassembled and reassembled subsequent to export certification by the CAA.
- h. When an imported product's export certification document lists exceptions to the DGCA type design (for example, modifications, alterations, and major repairs that have had no prior DGCA approval), the importer must resolve the exceptions before final airworthiness certification by either having the exceptions formally approved by the DGCA or removing the nonconforming items to establish full conformity to the DGCA type design. All exceptions on imported aircraft for which the importer is seeking a standard airworthiness certificate, or a special airworthiness certificate in the restricted category, as applicable, must be resolved by the applicant before final airworthiness certification.

**606. RESERVED.**

**607. CERTIFICATION PROCEDURES.**

The procedures identified above generally are common to issuance of all classifications of airworthiness certificates and are consistent with the procedures identified in chapters 3 and 4 of this Staff Instruction.

**608. RESERVED**

**609. RESERVED.**