

**ICAO CIRCULAR
2010**



**THE CONTINUING AIRWORTHINESS
OF AIRCRAFT IN SERVICE**

**Codes of Airworthiness Used by Different States,
Methods of Handling and Exchange of
Information on Airworthiness Directives
(or their Equivalent), Details of Systems
Used in States for Reporting of Information on
Faults, Defects and Malfunctions and List of the Design
Organizations Responsible for the Type Design/
the Continuing Airworthiness of Aircraft**

(Ninth Edition)
updated May 2011

Approved by the Secretary General
and published under his authority

FOREWORD

In order to assist those Contracting States that issue Certificates of Airworthiness to establish direct contact with the authorities of other States* responsible for the continuing airworthiness** of aircraft and its equipment, and vice versa as needs be, the ICAO Airworthiness Committee, a body of experts authorized by the Council and functioning under the Air Navigation Commission, at its eighth meeting held in Amsterdam in April/May 1968, recommended that ICAO collect the following information, compile it in a suitable form and disseminate it to all Contracting States for their guidance:

- a) the exact address including telephone number and telex or cable address of the agency directly responsible for the issuing of airworthiness directives (or their equivalent);
- b) a brief description of the method for the issuance of airworthiness directives (or their equivalent);
- c) the methods used for informing the individual aircraft owner and the airworthiness authorities of the State of Registry;
- d) the name of the publication in which individual directives and summaries are to be found; and
- e) the list of the design organizations responsible for the type design/the continuing airworthiness of aircraft.

At its fourteenth meeting held in Montreal in October/November 1981, the Airworthiness Committee recommended that details of States' systems for reporting of information on faults, defects and malfunctions should be collected and published in an ICAO circular.

The Air Navigation Commission, by approving the above recommendations, duly authorized the dissemination of all information.

This circular, published by authority of the Secretary General, contains the requisite material. It has been developed from the information provided by Contracting States and integrated into the circular as submitted by States. To assist ICAO in keeping this circular up to date, States are urged to notify any changes and provide any additional material as and when these become available.

* The continuing airworthiness of an aircraft is determined by the State in which the aircraft is registered, in relation to the appropriate airworthiness requirements in force for that aircraft (Annex 8, Part II, Chapter 4, paragraph 4.2).

** In this connexion the term "continuing airworthiness" refers to such matters as the promulgation of Service Bulletins, Airworthiness Directives relating to mandatory modifications and the like (Annex 8, Part II, Chapter 4, paragraph 4.2.1.1 a)).

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1. INTRODUCTION

To facilitate compliance with provisions 3.2.2 and Chapter 4 of Part II of Annex 8, this circular provides information on codes of airworthiness used by different States for issue or validation of certificates of airworthiness, methods of handling and exchange of information on Airworthiness Directives (or their equivalent) and details of systems used in States for reporting of information on faults, defects and malfunctions, as well as the list of the Design Organizations responsible for the continuing airworthiness of aircraft.

The information contained in this circular is published as provided by States.

2. CODES OF AIRWORTHINESS USED BY DIFFERENT STATES

2.1 To facilitate the import and export as well as the exchange of aircraft for lease, charter or interchange and to facilitate the operation of aircraft in international air navigation, Article 33 of the Chicago Convention places the burden on the State of Registry to recognize and/or render valid an airworthiness certificate issued by another Contracting State, subject to the condition that the airworthiness requirements under which a certificate is issued or rendered valid are equal to or above the minimum standards which may be established by ICAO from time to time pursuant to the Convention. These minimum standards are contained in Annex 8, entitled "Airworthiness of Aircraft", the first edition of which was adopted by the Council on 1 March 1949.

2.2 Annex 8 includes broad standards which define, for application by the national authorities, the minimum basis for recognition by States of certificates of airworthiness for the purpose of flight of aircraft of other States into and over their territories, thereby achieving, among other things, protection of other aircraft, third persons and property. It is recognized that ICAO standards would not replace national regulations and that national codes of airworthiness containing the full scope and extent of the detail considered necessary by individual States would be required as the basis for the certification of individual aircraft. Each State is thus free to develop its own comprehensive and detailed code of airworthiness or to select a comprehensive and detailed code of airworthiness established by another State.

2.3 Information on the codes of airworthiness adopted/used by different States for the issue or validation of certificates of airworthiness is contained in Section B.

3. METHODS OF HANDLING AND EXCHANGE OF INFORMATION ON AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT)

3.1 A large number of States operate aircraft that have been manufactured and/or certificated in another State. In order to continue to maintain such aircraft at a level of airworthiness equivalent to that achieved in the State in which the certificate of airworthiness for the prototype aircraft was issued, the State in which such aircraft are currently registered needs to obtain regularly all information, in particular, airworthiness directives, service bulletins, etc., issued by the type certification authority, by the manufacturer or, on rare occasions by the airworthiness authority of any other State in which the same type of aircraft are registered, where such information pertains to the continuing airworthiness and the prevention and remedying of recurring defects in aircraft and their equipment. It is necessary then that each State receive all continuing airworthiness information relating to aircraft on its register, no matter what State originates the information. It is equally necessary, to facilitate coordinated corrective measures, for the State of Manufacture to receive continuing airworthiness information originated in any other State relating to aircraft it has manufactured. There are, however, no established procedures for the exchange of such information among the interested parties. As a result, operators and registering authorities in other States are not always aware of the existence of these

airworthiness directives and service bulletins and it is possible that some of these may be of considerable importance from the operational safety viewpoint. A lack of proper coordination among States could, therefore, result in major accidents.

3.2 It is also well known that the method used by States to promulgate the information for maintaining continuing airworthiness of the aircraft and its equipment and the format in which this information is provided to the interested parties vary considerably. Most of the aircraft manufacturing States issues this information in the form of airworthiness directives, which are approved by an authority in the manufacturing State responsible for continuing airworthiness. In some cases the airworthiness directives make a reference to the fact that fuller details are available from the service bulletins issued by the manufacturers. Some of the non-aircraftmanufacturing States prepare their own airworthiness directives on the basis of information provided by the manufacturing States in the form of either airworthiness directives or service bulletins, and send these to the operators and the owners of aircraft on their national register. Others simply pass on the information received from the manufacturing States to the operators and the owners of aircraft.

3.3 These matters came to the attention of the Airworthiness Committee which, at its seventh meeting (Montreal, November – December 1966), discussed briefly the difficulties being experienced by certain States in maintaining the continuing airworthiness of imported aircraft. It noted that certain States have bilateral agreements for the exchange of the requisite information. However, it also noted that the detailed procedures vary from one State to another, depending upon the type of organization and the facilities available within the national authorities.

3.4 At its eighth meeting (Amsterdam, April – May 1968), the Airworthiness Committee renewed its discussion of this subject and made a detailed study of the procedures followed in several States. It agreed to the need for better coordination between the State of Registry on the one hand and the State of Manufacture or the State of Type Certification* on the other. Also, concerned States should establish a direct contact and agree upon the method of communication for the requisite information. In addition the committee established a working group which would study all relevant aspects of the problem in the light of the available information with the objective of submitting proposals for the consideration of the committee. In order to assist States in establishing contacts with the authorities responsible for continuing airworthiness of aircraft and their equipment, the committee made the following recommendations.

**“RECOMMENDATION 6.5/1 – DISSEMINATION OF INFORMATION IN
RESPECT OF AUTHORITIES
RESPONSIBLE FOR CONTINUING
AIRWORTHINESS**

That ICAO collect the following information in respect of the authorities in the Contracting States responsible for continuing airworthiness, compile it in a suitable form and disseminate to all Contracting States for their guidance:

- i) the exact address including telephone number and telex or cable address of the agency directly responsible for the issuing of airworthiness directives (or their equivalent);
- ii) a brief description of the method for the issuance of airworthiness directives (or their equivalent);

¹ In certain instances the State of Manufacture may not be the same as the State of Type Certification

- iii) the methods used for informing the individual aircraft owner and the airworthiness authorities of States of Registry; and
- iv) the name of the publication in which individual directives and summaries are to be found.”

The Air Navigation Commission subsequently approved the recommendation and all Contracting States were requested by ICAO State letter AN 3/33-68/208 dated 3 January 1969 to provide the necessary information. This information was published in 1969 in the first edition (including Addendum No. 1) of this circular.

3.5 At its tenth meeting (Montreal, May – June 1973) the Airworthiness Committee recommended (Recommendation 4/2) that there should be a periodic updating (at intervals of approximately two years) of this circular in order to take account of changes of address or changes in national procedures related to continuing airworthiness. This recommendation was approved by the Air Navigation Commission on 28 June 1973.

3.6 Accordingly, updated information on the names and addresses, including the telephone number, telex number and cable address, where available, of the authorities responsible for continuing airworthiness of aircraft and its equipment is given in Section A and details of practices employed in some of the Contracting States with respect to the format and the methods of exchange of the information are described in Section C.

Note.— The State of Design as described in Annex 8, is herein referred to as: “The Type Certification Authority”, “The manufacturing State responsible for continuing airworthiness” and “The State of Type Certification”.

4. REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

4.1 At its fourteenth meeting (Montreal, October –November 1981) the Airworthiness Committee recognized the need to introduce into Annex 8 a Standard requiring the State of Registry to ensure the existence of a system where information on faults, malfunctions, defects and other occurrences experienced during the operation of an aircraft, which could affect its continued airworthiness, was transmitted to the manufacturers of the aircraft for appropriate action. Accordingly, it developed Recommendation 2/1 for an amendment to Annex 8. The Committee also noted that in a number of States there already existed suitable systems for the reporting of occurrences to the authorities. It felt that details of the systems already in operation should be collected by ICAO and issued in the form of a circular for guidance to all States. Accordingly, it developed Recommendation 2/2 as follows:

**“RECOMMENDATION 2/2 – INFORMATION ON STATES’ SYSTEMS
FOR THE REPORTING OF
INFORMATION ON FAULTS, DEFECTS
AND MALFUNCTIONS**

That ICAO collect information from States on their systems for the mandatory reporting of information on faults, defects, malfunctions and other occurrences which cause or might cause adverse effects on the continuing airworthiness of aircraft and publish such information in an ICAO circular.”

The above recommendation was approved by the Air Navigation Commission on 15 December 1981 and the information received from States is provided in Section D.

5. LIST OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/THE CONTINUING AIRWORTHINESS OF AIRCRAFT

5.1 At its first meeting (Montreal, January 1988) the Continuing Airworthiness Panel realized that it was sometimes difficult for an airworthiness authority (State of Registry or Operator) or for an operator to identify which organization was responsible for the type design of a particular aircraft, especially when the aircraft were becoming older and production of the type may have ceased; additionally, where organizations in more than one State were engaged in a joint project. It was suggested that this situation might be alleviated if States could be asked to provide the names and addresses of the Type Certificate holders of particular aircraft in their States. Such information could then be published in ICAO Circular 95 (The Continuing Airworthiness of Aircraft in Service). It is not intended for the time being to obtain and publish information on Supplemental Type Certificates.

5.2 The meeting recognized that some States issuing an initial Type Certificate may not include within that Type Certificate those variants of the aircraft type that are not entered on the State's own register. In such cases the only Type Certificate issued may be that issued by a State of Registry. Nevertheless, the organization that produces the Type Design will remain effectively the organization responsible for the continuing airworthiness. Some suitable methods should therefore be found for annotating or separately listing such variants and associating them with an explanation that certain aspects of such variants may only have been investigated in a particular State of Registry.

5.3 The meeting recognized that there are already cases where a nominally identical aircraft type is not only being produced and assembled in two separate States but those States have also issued Type Certificates to the organizations assembling the aircraft which imply the acceptance of responsibility associated with the initial Type Certificate (i.e. ability to deal with continuing airworthiness aspects of design as well as production). In such cases, ICAO should request the two States jointly to produce a statement for inclusion in the circular stating the system that they intend should be used for the reporting to them of occurrences.

5.4 Accordingly, the meeting developed the following recommendation:

RECOMMENDATION 1/1 – INFORMATION CONCERNING THE DESIGN ORGANIZATION RESPONSIBLE FOR CONTINUING AIRWORTHINESS

That for each aircraft type over 5 700 kg ICAO should obtain the name and address of the design organization responsible for its continuing airworthiness; that this information should be published in an appropriate ICAO document and thereafter periodically updated.

The above recommendation was approved by the Air Navigation Commission and the information received from States is provided in Section E.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Directorate General of Civil Aviation of Albania
Flight Safety Directory
Airworthiness Inspection Department
Tirana
Albania
Attn: Eglantina Manxhari, Chief of Airworthiness

Head Office
Rr "Muhamet Gjolllesha"
Prane parkut te Delegacioneve
No. 1, kati i pare
Tirana
Albania

Telephone + (335) 04 251 220
Facsimile: + (355) 04 226 232

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Airworthiness requirements are based on Law No. 7877 dated 30 November 1994 for Albanian Civil Aviation; Minister's Ordinance No. 140, dated 14 October 2008.

The Certificate of Airworthiness is issued for a period of up to one year, taking into account the aircraft's service life and the calendar time periods of service, if such limitations exist. Airworthiness codes adopted are DGCA and EASA. Part 23, Part 25 and Part 27 are relevant to ensuring the fleet.

Special Conditions

No information provided.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The Republic of Albania is not a State of Design and/or Manufacture of aircraft, so does not publish Airworthiness Directives (or their equivalent) or Service Bulletins. It uses the Airworthiness Directives (or their equivalent) and Service Bulletins which come from the State of Design.

These documents are then transmitted to the operators whose aircraft are registered in Albania. Occurrences, incidents and accidents will be reported to the State of Design.

The inspectors in charge (airworthiness inspectors) regularly ensure that they are applied by carrying out the necessary checks or inspections when an Airworthiness Certificate is issued or re-validated.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

There is no special system for communicating information on faults, defects and malfunctions. However, operators whose aircraft are registered in Albania transmit information relating to faults, defects and malfunctions to the DGCA of Albania within 72 hours of discovering any fault, defect or malfunction that may affect the airworthiness of the aircraft.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

The Republic of Albania does not have its own national organizations responsible for Type Design.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Directorate of Civil Aviation and Meteorology,
Air Transport Division
01, Rue Ibn Badis El Mouiz (formerly Poirson)
El Biar
Algeria

Telephone: + (213) 2192 0921
Facsimile: + (213) 2192 0932
E-mail: m_benchemam@hotmail.com

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Established by the State

Executive Decree No. 04-108 dated 13 April 2004 stipulating the characteristics and conditions for the issue and renewal of Certificates of Airworthiness and national laissez-passer of the aircraft listed in the Algerian aircraft register.

Adopted from another State

As per Instruction No. 1545/DACM dated 29 June 2004 concerning airworthiness codes, the Algerian Civil Aviation Authority (DACM) has adopted by reference the following American federal FAR and European JAR regulations:

- FAR Part 23: Airworthiness standards for normal, utility or acrobatic category aeroplanes with a maximum weight at take-off of 5 700 kg.
- FAR Part 25: (JAR 25 for European products) - airworthiness standards for transport category aeroplanes.
- FAR Part 27: Airworthiness standards for normal category rotorcraft with a maximum weight at take-off of 2 700 kg.
- FAR Part 29: Airworthiness standards for transport category rotorcraft.
- JAR 22: Airworthiness standards for utility or acrobatic category gliders.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Since Algeria is not a State of Design, it does not publish Airworthiness Directives.

As a State of Registry, Algeria directly adopts the mandatory information on continuing airworthiness, and analyzes and decides on appropriate measures concerning the different types of foreign-designed aircraft registered in the national aircraft register.

A violation of a Directive results in suspension of the validity of the Certificate of Airworthiness of the aircraft in questions.

Mandatory information concerning continuing airworthiness of the aircraft (or of an element of aircraft equipment) registered in the Algerian aircraft register (Airworthiness Directives) originates from the following:

-
- the State of Design;
 - the official services responsible for civil aviation;
 - for imported material, the airworthiness services of foreign authorities.

Airworthiness Directives are defined by the Algerian Directorate of Civil Aviation and Meteorology as Technical Airworthiness Instructions and are redistributed by the VERITAL delegated service to the relevant owners.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

In accordance with the regulatory provisions provided in Instruction No. 756/DACM dated 3 April 2004 concerning aircraft technical logs for aircraft operated on national territory, Algeria, as a State of Registry, has required air transport companies to have a system for registering faults and defects discovered during operation as well as for registering any maintenance done on the aircraft during its operation between scheduled visits to maintenance facilities.

Pursuant to Instruction No. 700/DACM dated 2 May 2001, air traffic service agents should notify the Civil Aviation Authority (DACM) of all incidents leading to flight delays or during operation.

This notification shall be provided by telegraph and shall contain the following mandatory information:

- date;
- place;
- aircraft type and registry number;
- owner;
- type of flight;
- departure and destination aerodromes;
- number of persons on board and name of the pilot-in-command;
- nature and circumstances;
- any other useful comments.

Furthermore, the owner/operator shall notify the Civil Aviation Authority (DACM) via the VERITAL delegated service within three days of any incident occurring during operation.

The VERITAL delegated oversight organization shall, in turn, establish a detailed report of circumstantial information for the competent services, accompanied by a Defect Record indicating the nature of the defects as well as the work done.

In the event that a defect remains or is of a repetitive nature, the Civil Aviation Authority (DACM) shall require the owner to inform the State of Design of the defects discovered so that it can take the necessary measures.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Algeria does not presently have any design organizations.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Directorate of Civil Aviation, Organization of Eastern Caribbean States, together with UK CAA Advisory Service:

Factory Road
PO Box 1130
St John's
Antigua

Telephone: + (268) 462 0907
Facsimile: + (268) 462 4145
E-mail: oecs.dca@candw.ag

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

The names of the airworthiness codes for Antigua and Barbuda are the Civil Aviation (Air Navigation) Regulations 1996 and 1997 and these are based on the Overseas Territories (Dependent territories) Order 1989.

Special Conditions

No information provided.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives received from manufacturers and/or Airworthiness Authority of a State are immediately communicated to local operators.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

International reporting on information on facts, defects and malfunctions is accomplished mainly by AFTN, facsimile, e-mail or regular postal services after the level of urgency has been established.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

This Section is not applicable to our situation.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Dirección Nacional de Aeronavegabilidad
Junín 1060
C.P. C1113AAF – Ciudad Autónoma de Buenos Aires
República Argentina

Telephone: + (54) 11 4508 2106
Facsimile: + (54) 11 4508 2108
E-mail: direccion@dna.org.ar

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Regulations of Argentina (DNAR)

Certification Procedures for Products and Parts	Part 21
Airworthiness Standards: Gliders and Powered Gliders	Part 22
Very Light Aeroplanes	Part VLA
Airworthiness Standards: Normal, Utility, Acrobatic and Commuter Category Aeroplanes	Part 23
Airworthiness Standards: Transport Category Aeroplanes	Part 25
Airworthiness Standards: Normal Category Rotorcraft	Part 27
Airworthiness Standards: Transport Category Rotorcraft	Part 29
Airworthiness Standards: Manned Free Balloons	Part 31
Airworthiness Standards for Aircraft Engines	Part 33
Airworthiness Standards: Fuel Venting and Exhaust Emission Requirements for Turbine Engine Power Aeroplanes	Part 34
Airworthiness Standards: Propellers	Part 35
Noise Standards: Aircraft Type and Airworthiness Certification	Part 36

Special Conditions

Aircraft imported into Argentina must have the original type certificate rendered valid by the National Airworthiness Authority prior to the issuance of the Certificate of Airworthiness.

Imported aircraft must have a Certificate of Airworthiness for Export issued by the foreign civil aviation authority certifying that the aircraft complies with the type design approved by Argentina and that the aircraft is fit for safe operation.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

By issuing Airworthiness Directives, the National Airworthiness Authority (DNA) establishes the actions necessary to ensure continuing airworthiness. Argentine Airworthiness Directives are issued and distributed by the DNA to all commercial air transport and aerial work companies, repair stations,

manufacturers of the products concerned, and foreign civil aviation authorities via letter, fax or e-mail, depending on the urgency of the matter. They are also published on the DNA's website at www.dna.org.ar.

Argentine Airworthiness Directives are not issued for imported products. Airworthiness Directives or airworthiness instructions considered mandatory by the civil aviation authority of the country of the organization holding the original type certificate in force shall, in accordance with DNAR Part 39, be regarded as equivalent to Argentine Airworthiness Directives. Nevertheless, if the DNA deems it necessary, it can issue an Argentine Airworthiness Directive to replace the foreign Airworthiness Directive.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The regulations in force require that the National Airworthiness Authority be notified of any defect or malfunction affecting flight safety. To this end, the National Airworthiness Authority established the In-Service Difficulties Report, Form 8010-1, for use by aircraft operators, owners, manufacturers and repair stations.

Air transport operators must report any failure, malfunction or defect in compliance with Part 121, Section 121.703, Mechanical Reliability Reports, and Part 135, Section 135.415, Mechanical Reliability Report.

Part 145, Section 145.221, Reports of Failures, Malfunctions or Defects, establishes that a repair station must report to the National Airworthiness Authority within 72 hours after it discovers any serious defect or other factor jeopardizing the airworthiness of aircraft, engines, propellers or any of their components.

Part 21, Section 21.3, Reporting of Failures, Malfunctions and Defects, establishes that the holder of a Type Certificate, Supplemental Type Certificate, Parts Manufacturer Approval or Technical Standard Order Authorization or the licensee of a Type Certificate must report to the National Airworthiness Authority within 24 hours after it discovers any failure, defect or malfunction in any product manufactured by it.

As well, the guidance material for completion of the In-Service Difficulties Report in general aviation and commercial air transport operations is published in Advisory Circular 20-109, In-Service Difficulties Report.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

LAVIA SA
Av. Colón 412, PB Dpto. B
5500 Mendoza
Tel. 0054-261-448-9198
E-mail: laviasamendoza@ciudad.com.ar

This company holds the Type Certificates for the following aircraft models:

PA-25-235/260 Pawnee, PA-25-235/260 Puelche, PA 25

PLANAR IND. AERONÁUTICA, S. A.
Arturo M. Bas 17
5000 Córdoba

Tel. 0054-351-421-4244

This company holds the Type Certificate for the following aircraft model:

ASK 18-AR (Glider)

AEROBOERO S.A.
Brasil y Alem
2421 Morteros
Córdoba
Tel. 0054-3562-425608

This company holds the Type Certificate for the following aircraft models:

AB 95, AB 115, AB 150AG, AB 180, AB 180AG and AB 180 RVR

PROYECTO PETREL, S.A.
Av. Julio A. Roca 570
Piso 3 Dpto. B
1067 Ciudad Autónoma de Buenos Aires
Tel: 0054-11-4342-2679

This company holds the Type Certificate for the following aircraft model:

Petrel 912i

PROMAER
Arenales 1395
1870 Avellaneda
Buenos Aires
Tel: 0054-11-4205-2680
E-mail: promaer@speddy.com.ar

The company holds the Type Certificate for the following aircraft model:

Pro 24-42 (Balloon)

CLERICI HÉLICES
Santa María de Oro 3061
1712 Castelar

Buenos Aires
Tel: 0054-11-4623-5754
E-mail: clerici@satlink.com

This company holds the Type Certificate for the following propeller model:

HCF-28 (Propeller)

PIGNOLO, S.A. HÉLICES
Roberto Laplace 3218
1611 Don Torcuato
Buenos Aires
Tel: 0054-11-4741-2035

This company holds the Type Certificate for the following propeller models:

BP 7242 (Propeller), BP 7644 (Propeller), BP 7244 (Propeller), BP 7646 (Propeller), BP 7248 (Propeller),
BP 9067 (Propeller)

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

General Department of Civil Aviation at the Government of the Republic of Armenia (GDCA RA)
Flight Standards and Flight Safety Inspection Departments
“Zvartnots” Airport
Yerevan
Republic of Armenia

Telephone: + (37410) 593 267/593 005
Telephone/fax: + (37410) 285 345
AFTN: UDDUYLYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The *Regulation on Aircraft State Registration, Conducting the Register, Issuance of Airworthiness Certificates and Recognition of Foreign Aircraft Airworthiness Certificates in the Republic of Armenia* defines the following applicable Airworthiness Codes together with the special conditions: JAR-VLA, JAR-VLR, JAR-22, JAR-23, JAR-25, JAR-26, JAR-27, JAR-29, JAR-34, JAR-36, JAR-TSO, JAR-E, JAR-P, JAR-APU, CS-VLA, CS-VLR, CS-22, CS-23, CS-25, CS-27, CS-29, CS-ETSO, CS-APU, CS-E, CS-P, FAR-22, FAR-23, FAR-25, FAR-27, FAR-29, FAR-33, FAR-34, FAR-35, FAR-36, FAR-125.

Aviation regulations of the Interstate Aviation Committee (IAC) of the Commonwealth of Independent States (CIS): AP-OLS, AP-23, AP-25, AP-27, AP-29, AP-33, AP-35, AP-36, AP-VD.

Airworthiness Code for Russian civil aircraft: NLGS, NLGS-2, NLGS-3, ENLGS and NLGV.

A Certificate of Airworthiness is issued for a period of up to three years, taking into account the aircraft's service life, technical condition and the calendar time periods of heavy maintenance checks. The extension of a Certificate of Airworthiness is issued on the basis of an application by the aircraft owner or operator and a report on the inspection and determination of airworthiness.

The GDCA RA may carry out a current check of the aircraft's technical condition or require the owner or operator to provide additional information confirming the civil aircraft's airworthiness.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The Republic of Armenia is not a State of Design and/or Manufacture of aircraft. However, in spite of this, the Airworthiness Directives received from aircraft designers, operators' information on faults, defects and malfunctions affecting airworthiness in the recommendations on the results of the investigation of aircraft accidents and incidents, develops its own Airworthiness Directives which are sent to all operators by mail or by telegraph (depending on the urgency). The Airworthiness Directives must be complied with by operators urgently or within specified periods of time. The results of the implementation of the requirements of the Airworthiness Directives should be recorded in the aircraft maintenance certificate,

applicable information should be sent to the General Department of Civil Aviation of the Republic of Armenia, to the other addressees as prescribed in the original Airworthiness Directive.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The regulations governing civil aviation activities which are in effect in the Republic of Armenia require the aircraft owner or operator to immediately inform the General Department of Civil Aviation of all faults, defects, and malfunctions that may affect the airworthiness of the aircraft. Furthermore, the regulations for the investigation of aircraft accidents and incidents require the owner or operator to immediately notify in writing the General Department of Civil Aviation of the Republic of Armenia which organizes the corresponding investigation/primary actions. The Flight Safety Inspection Department transmits the results of the investigation and the purpose of taking measures to prevent similar unfortunate aviation events to all operators of the Republic of Armenia and all other organizations as prescribed in the regulations for the investigation of aircraft accidents and incidents.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

There are no national organizations responsible for type design in the Republic of Armenia.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Safety Authority (CASA)
Postal Address
GPO Box 2005
Canberra
ACT 2601
AUSTRALIA

Street Address
Aviation House
Corner Furzer St. and Worgan St.
Phillip
ACT 2606
Australia

Telephone: + (612) 6217 1854
Facsimile: + (612) 6217 1442; +612 6217 1903
Out of hours mobile telephone: +(610) 434 563 133 (Group General Manager, Airworthiness Engineering Group)
E-mail: AIRWORTHINESS.STANDARDS@casa.gov.au

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Civil Aviation Safety Regulations:

- Part 21— Certification and Airworthiness Requirements for Aircraft and Parts
- Part 22 — Airworthiness Standards for Sailplanes and Powered Sailplanes
- Part 23 — Airworthiness Standards for Aeroplanes in the Normal, Utility, Acrobatic or Commuter Category
- Part 25 — Airworthiness Standard for Aeroplanes in the Transport Category
- Part 26 — Airworthiness Standards for Aircraft in the Primary or Intermediate Category
- Part 27 — Airworthiness Standards for Rotorcraft in the Normal Category
- Part 29 — Airworthiness Standards for Rotorcraft in the Transport Category
- Part 31 — Airworthiness Standards for Manned Free Balloons
- Part 32 — Airworthiness Standards for Engines for Very Light Aeroplanes
- Part 33 — Airworthiness Standards for Aircraft Engines
- Part 35 — Airworthiness Standards for Aircraft Propellers
- Part 39 — Airworthiness Directives

Parts 22 through 35 inclusive adopt by reference one or more of the codes specified in the United States Federal Aviation Regulations, and European Aviation Safety Agency's certification specifications.

Special Conditions

No special conditions for issue or validation of a Certificate of Airworthiness.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

CASA issues Airworthiness Directives (ADs) as instruments under Part 39 of the Civil Aviation Regulations (CARs 1998).

These instruments are amended monthly and are supplied by mail to subscribers of the publication. ADs are also published on the CASA Internet home page: <http://www.casa.gov.au/airworth/airwd/index.htm>.

Uniquely Australian ADs are forwarded by email, facsimile or post to relevant aviation regulatory authorities.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Civil Aviation Regulations Part IVB (Regulations 51 to 53 inclusive) require certain persons to investigate major defects and them to CASA. Defect data, in either printed or electronic format, will be supplied to aviation regulatory authorities on request.

CASA may issue ADs, and often does so in response to discovery of faults, defects or malfunctions where these indicate the continuing presence of an unsafe condition.

CASA may issue advice in Airworthiness Bulletins (AWBs). AWBs are published on the CASA Internet home page <http://www.casa.gov.au/airwort/awb/index.htm>.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

1. N22 and N24 family of two engine, normal category aeroplanes:

Hawker DeHavilland
226 Lorimer St.
Port Melbourne
Victoria

2. Jabiru ST, ST3 series of single-engine, two seat aeroplanes:

Jabiru Aircraft Pty Limited
PO Box 5168
Bundaberg West
Queensland 4670

3. Jabiru 2200 J Engine:

Jabiru Aircraft Pty Limited
PO Box 5168
Bundaberg West
Queensland 4670

4. AX8-90 S1 Balloon:

Balloon Aloft Australia Pty Ltd
Lot 1, Main Road
North Rothbury
NSW 2335

5. GA 200, GA 200C, GA8 single-engined aeroplanes:

Gippsland Aeronautics Pty Ltd
PO Box 881
Morwell
Victoria 3840

6. GR 912T single-engined aeroplane:

Howard Hughes Engineering Pty Ltd
PO Box 89
Ballina
NSW 2478

7. Various Balloons (full list):

Kavanagh Balloons Pty Ltd
10 Marina Close
Mt. Kuring-Gai
NSW 2080

8. Victa Airtourer 100, AT 115, 210CS series of single-engined aeroplanes:

Millicer Aircraft Industries Pty Ltd
PO Box 1242
Sale
Victoria 3850

9. SB7L-235, SB7L-360A series of aeroplanes: BB177 Propeller

Seabird Aviation Australia Pty Ltd
PO Box 618
Pialba
Queensland 4655

10. CA22A, CA25, CA 25N series of aeroplanes:

Skyfox Aviation Ltd
PO Box 910
Caloundra
Queensland 4551

11. Storch SS4:

Storch Aviation Pty Ltd
113 Koree Island Rd
Beechwood
NSW 2446

12. Trasavia PL-12 series of aeroplanes:

Transfield (NSW) Pty Ltd

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Austro Control GmbH (ACG)
Department AOT/ACE
Schnirchgasse 11
A-1030 Wien
Austria

Telephone: + (43) 5 1703 1666
Facsimile: + (43) 5 1703 1600
AFTN: LOWWYEYL
Telex: 114276

Note.— Austria has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA Regulations have been adopted and applied.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Acceptable Airworthiness Codes for the issue or validation of certificates of airworthiness in Austria are:

Sailplanes and Powered Sailplanes	CS-22
Very Light Aeroplanes	CS-VLA
Small and Commuter Aeroplanes	CS-23
Large Aeroplanes	CS-25
Small Helicopters	CS-27
Large Helicopters	CS-29
Manned Balloons	FAR-31
Small Rotorcraft	CS-VLR
Engines	CS-E
Auxiliary power-units	CS-APU
Propellers	CS-P

Special Conditions for the issuance of a Certificate of Airworthiness

Administrative and operational requirements for the issuance of a Certificate of Airworthiness are available on the ACG homepage.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

According to (EC) 216/2008, EASA is responsible for the design and the continued airworthiness of products.

For EASA products the Airworthiness Directives are published in the EASA homepage. Safety information bulletins will be issued by EASA in case of non-design related safety concerns.

In addition, to ensure continuing airworthiness for approved/certificated aeronautical equipment used/registered in Austria, ACG may issue an Airworthiness Directive in case of maintenance and production problems as necessary.

Methods of informing the owners and States of Registry are as follows: owners of individual aircraft registered in Austria are informed directly by mail through ACG.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

ACG has established and uses an occurrence reporting system which obliges all the civil-registered aircraft owners/operators, approved organizations and airfield personnel to report any faults, defects and malfunctions in accordance with the procedures detailed in the corresponding aviation ordinance. All reports must be submitted to ACG within 72 hours from the time the occurrence was first discovered.

ACG will review these reports and, as required, inform the State of Design (EASA).

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Diamond Aircraft Industries GmbH
N.A. Ottostrasse 5
2700 Wr. Neustadt
Austria

Ing. H. Brditschka HB-Flugtechnik Gesellschaft mit beschränkter Haftung
Dr. Adolf Schärf-Straße 42
4053 Haid
Austria

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Barbados Civil Aviation Department
 Building No. 4
 Grantley Adams Industrial Park
 Christ Church, BB 17089
 Barbados

Telephone: + 1(246) 428 0930
 Faxsmile: + 1(246) 428 2539
 E-mail : civilav@sunbeach.net
 AFTN: TBPBYAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Aircraft Category	Code of Airworthiness
Single-engine aeroplane having no more than two seats, a maximum take-off mass not exceeding 750 kg and a take-off speed in landing configuration not exceeding 45 knots.	European Code of Airworthiness – JAR-VLA
Aeroplanes having a maximum take-off mass of less than 5 700 kg and whose passenger seat configuration excluding the pilots’ seats is nine or less.	FAR, Part 23. JAR-23, Canadian Civil Aviation Regulations Part 23
Large aeroplanes	FAR, Part 25. JAR-25, Canadian Civil Aviation Regulations Part 25, Brazilian Regulations for Aeronautical Certification RBHA.
Large rotorcraft	FAR, Part 29, JAR-29
Small rotorcraft	FAR, Part 27. JAR-27
Manned balloons	FAR, Part 31

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Upon registering an aircraft in Barbados, the Barbados Civil Aviation Department (BCAD) shall:

- a) notify the State of Design of the registration of the aircraft in Barbados; and
- b) request:
 - 1) all Airworthiness Directives (ADs) in respect of the aircraft or its associated aeronautical product; and
 - 2) any information which the State of Design deems necessary;

for the continuing airworthiness and safe operation of the aircraft.

Where the State of Design considers an aircraft or its associated aeronautical product to be unsafe based on an AD by that State, the State of Design shall issue a directive to Barbados in respect of any registered aircraft of the type identified in the AD.

An operator of a Barbadian aircraft shall, whenever an AD has been issued in respect of the same aircraft or aeronautical product type, comply with the AD.

Where the Director of Civil Aviation (DCA) determines that an aeronautical product has exhibited an unsafe condition and such condition is likely to exist or develop in other aeronautical products of the same Type Design, he shall issue a Special AD prescribing inspections and the conditions and limitations where any, under which such aeronautical products may continue to be operated, where an AD has not been issued by the State of Design.

The findings of any inspection referred to in the paragraph above shall be forwarded immediately by the operator to the DCA and to the State of Design.

Where the State of Design, the DCA or the State of Registry of other aircraft operated within Barbados, issues an AD in respect of an aeronautical product, a person shall not operate the aeronautical product to which the AD applies, except in accordance with the requirements of the AD.

- Barbados Civil Aviation (Airworthiness) Regulation 20

The BCAD ensures that all applicable ADs are complied with by owners/operators of all Barbadian registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the Civil Aviation (Airworthiness) Regulations, 2007.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Operators, approved maintenance organizations, air traffic controllers, pilots and holders of aircraft maintenance licences shall report to the Director of Civil Aviation any faults, failures, malfunctions or defects and other occurrences on any Barbadian aircraft under their control which cause or might cause adverse effects on the continued airworthiness of the aircraft.

- Barbados Civil Aviation (Airworthiness) Regulations, 2007, Regulation 22

Reports on faults, defects and malfunctions may be made on Form DCA AW-025 Service Difficulty Report (SDR).

Operators, approved maintenance organizations, air traffic controllers, pilots and holders of aircraft maintenance licences are directed to Airworthiness Advisory Circular No. 33 for further guidance.

The BCAD will review these SDRs and as required inform the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Currently there are no Type Design organizations in Barbados.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Belize Department of Civil Aviation
Airworthiness Division
P.O. Box 367
Phillip S.W. Goldson International Airport
Ladyville
Belize

Telephone: + (501) 225 2052 (Director's office)
 + (501) 225 2014 (general office)
Facsimile: + (501) 225 2533
E-mail: dcabelize@btl.net
AFTN: MZBZYAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The Airworthiness Code adopted by Belize for the issue or validation of the Certificates of Airworthiness is the Belize Civil Aviation Regulations (BCAR) 21.

Special Conditions

To be eligible for import into Belize, Class I, II and III aircraft and aircraft components must be fit for airworthiness certification in the normal category and meet the special requirements which apply. They must also comply with the provisions of the Belize Civil Aviation Regulations (BCAR) 21.

Policy for the issue of a Certificate of Airworthiness

The requirements which must be taken into account for the issue of a Certificate of Airworthiness are as follows:

- a) application form;
- b) aircraft Type Certificate;
- c) copy of aircraft statement of compliance;
- d) aircraft statement of origin;
- e) aircraft component list;
- f) foreign flight text report;
- g) copy of interior flammability test;
- h) copy of aircraft insurance;
- i) copy of the Export Certificate of Airworthiness;
- j) copy of the flight manual or acceptable equivalent document;
- k) copy of the maintenance manual and parts catalogue prepared by the manufacturer;

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- l) copy of the maintenance programme to be used;
 - m) copy of the record compliance with Airworthiness Directives;
 - n) a complete set of all the mandatory Service Bulletins prepared by the manufacturer or equivalent documents issued in relation to the aircraft;
 - o) the last weight and balance report done on the aircraft; and
 - p) operator's report and recommendation for issuance of the Certificate of Airworthiness.

Policy for renewing a Certificate of Airworthiness

The applicant must meet the following requirements:

- a) application form;
- b) availability of the aircraft at the time and place specified by the Belize Department of Civil Aviation (BDCA) for any inspections and checks deemed necessary; the applicant must provide equipment and staff so that the necessary tests can be carried out satisfactorily;
- c) availability of all pertinent records relating to maintenance, flight tests and calibration carried out previously;
- d) a record of the work done since the Certificate was last renewed;
- e) a record of fuselage, engine and propeller flight hours as follows:
 - 1) flight hours of the fuselage since it was new and flight hours since the last overhaul;
 - 2) flight hours of the engine(s) since they were new and flight hours since the last overhaul;
 - 3) flight hours of the propeller(s) since they were new and flight hours since the last overhaul;and
- f) a weight and balance report which must include the determination of the weight and centre of gravity and a list of the basic equipment installed on the aircraft.

Validation of a Certificate of Airworthiness

Annex 8, Part II, 3.2.5 to the Chicago Convention requires that when a State of Registry renders valid a Certificate of Airworthiness issued by another Contracting State, as an alternative to the issuance of its own Certificate of Airworthiness, it shall establish validity by suitable authorization to be carried with the former Certificate of Airworthiness accepting it as the equivalent of the latter. The validity of the authorization shall not extend beyond the period of validity of the Certificate of Airworthiness being rendered valid. The State of Registry shall ensure that the continuing airworthiness of the aircraft is determined in accordance with 3.2.3.

Requirements for the validation of a Certificate of Airworthiness

In accordance with BCAR 02.715 Foreign airplanes:

Validation of Certificates of Airworthiness.

- a) An aeroplane with foreign registration can be operated for commercial air transportation services and aerial work activities by a Belizean operator, only if it possesses a Certificate of

Airworthiness validated by the Department of Civil Aviation and the aeroplane has an approved Type Certificate and complies with the requirements of BCAR-21.

- 1) Valid original Certificate of Airworthiness or a photocopy certified by the aviation authority of the State of Registry.
- 2) Valid original registration certificate or a photocopy certified by the aviation authority of the State of Registry.
- 3) Record of compliance with Airworthiness Directives.
- 4) Maintenance programme approved by the State of Registry.
- 5) Aircraft release after the last servicing.
- 6) Up-to-date hours and cycles status of the fuselage, engines, propellers and components.
- 7) Any other documents as may be requested by the BDCA (e.g. insurance).

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

At present, Belize relies on the Airworthiness Directives and Service Bulletins issued by the Authorities of the State of Manufacture and the manufacturer companies, respectively. In addition, operators are required to subscribe with the respective companies like TData/HIS to keep up-to-date with all Airworthiness Directives and Service Bulletins. Compliance with these provisions are checked constantly by means of inspections and ongoing oversight by airworthiness inspectors from the Belize Department of Civil Aviation (BDCA).

Upon the receipt of any emergency Airworthiness Directives or applicable official correspondence, the Department initiates discussions with the operators so as they may affect appropriate measures. In specific cases which affect continuing airworthiness, the BDCA maintains communication with the authorities of the State of Manufacture and the manufacturer companies.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The system used by the BDCA for the notification of faults, defects and malfunctions is based on the requirements of the Belize Civil Aviation Regulations (BCAR 21.3).

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

At present, there is no organization in Belize responsible for any aircraft prototypes since Belize is not a State of Design.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Agência Nacional de Aviação Civil – ANAC
Superintendência de Aeronavegabilidade – SAR

Aeroporto Internacional de Brasília
Setor de Concessionárias – lote 5
Brasília
Distrito Federal
71.608-300
Brazil

Telephone: +(55) 61 3366 9580
Facsimile: +(55) 61 3366 9579
URL: <http://www.anac.gov.br/certificacao>
E-mail: ggep-gr@anac.gov.br

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Since 2008, all Brazilian Aeronautical Certification Regulations – RBHA are under recodification to Brazilian Regulations for Civil Aviation – RBAC.

Special Conditions

Aeronautical products must conform to a design approved by a Brazilian type approval. Some additional requirements may be established by the Brazilian Airworthiness Authority.

The aircraft must be accompanied with a certification from the Civil Airworthiness Authority which certifies that the aircraft conforms to the Brazilian Type Design and that the aircraft is in a condition for safe operation.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The Airworthiness Directives are issued in documents called “Diretrizes de Aeronavegabilidade” which are issued and made available on the internet at: <http://www.anac.gov.br/certificacao/DA/DAE.asp>.

For Brazilian products, ANAC will send Brazilian Airworthiness Directives to the Civil Aviation Authority in those ICAO Contracting States that have notified Brazil that a Brazilian manufactured aircraft of the make and model affected by the Brazilian Airworthiness Directives is registered in that country. Brazilian Airworthiness Directives will be distributed by electronic means.

ANAC distributes Brazilian Airworthiness Directives by e-mail to the operators and authorities, as required.

For imported products, Brazilian Airworthiness Directives are not normally issued. RBAC 39, Section 39.15 officially endorses foreign Airworthiness Directives (or equivalent documents) in Brazil. Depending on the situation, a Brazilian Airworthiness Directive may be issued for imported products

if it is evident that the foreign Airworthiness Directive will not be issued and the Brazilian Authority judges it necessary, or whenever a different provision for Brazilian operators is established.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Reporting of service difficulties to the authority is required by the aircraft and parts certification (RBAC 21), maintenance (RBAC 145) and operational (RBAC 121, 135) regulations. This is done through a service difficulty report used by the Brazilian manufactures, operators and any other interested individuals.

Service difficulty reports and accident/incident reports, notice or cause evidences, related to Brazilian registered aircraft, are analyzed with the aim of detecting failure causes affecting the approved type design or manufacturing operations.

Corrective actions are required from Brazilian Type Certificate holders, according to RBAC 21, Section 21.99. Whenever an unsafe condition is considered to exist and affect other products of the same Type Design, an Airworthiness Directive is issued and distributed to all affected operators and authorities.

If the service difficulty report is related to an imported product, both the foreign manufacturer and its authority are informed. If an unsafe condition exists and no corrective action is provided by the foreign authority, a Brazilian Airworthiness Directive may be issued.

All the information on service difficulties with Brazilian registered aircraft is available to other foreign authorities upon request.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

AEROMOT IND. - Indústria Mecânico Metalúrgica Ltda.
Av. das Indústrias, 1290 — Bairro Anchieta
Porto Alegre — RS
90200-290 Brazil
Telephone: +(55) 51 3357 8550
Facsimile: +(55) 51 3357 1655

EMBRAER – Empresa Brasileira de Aeronáutica S/A
Av. Brig. Faria Lima, 2170
São José dos Campos — SP
12227-901 Brazil
Telephone: +(55) 12 3309 0226
Facsimile: +(55) 12 3921 2394

HELICÓPTEROS DO BRASIL S/A — HELIBRÁS
Av. Santos Dumont, 200 — Distrito Industrial
Itajubá — MG
37504-900 Brazil
Telephone: +(55) 35 3623 2001
Facsimile: +(55) 35 3623 2001

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**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Directorate General of Civil Aviation and Meteorology (DGCAM)
Directorate of Safety and Security (DSS)
01 B.P. 1158
Ouagadougou 01
Burkina Faso

Telephone: (00226) 50 30 64 88 / (00226) 50 33 95 03
Facsimile: (00226) 50 31 45 44
E-mail: abselsawadogo@yahoo.fr

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Codes established by Burkina Faso:

Registration of Civil Aircraft	RAF 07
Airworthiness of Aircraft	RAF 08 CDN
Environmental Protection: Aircraft Noise	RAF 16 –
Maintenance Organization Approval	RAF 145

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

RAF 08 CDN – CDN.1.A.010 – General

(10) Burkina Faso shall inform the State of Design of an aircraft of the registration of said aircraft in the national aircraft registry and of the issuance of a Certificate of Airworthiness for said aircraft.

(11) The State of Design of an aircraft should inform Burkina Faso all information which it considers necessary for ensuring the continuing airworthiness of said aircraft.

(12) Burkina Faso shall directly adopt mandatory information on continuing airworthiness which it receives from the State of Design.

(13) Burkina Faso shall inform the State of Design of all information relating to airworthiness which it has generated as the State of Registry.

(14) Burkina Faso shall notify the State of Design of any faults, defects and malfunctions of aircraft weighing more than 5.7 tons by means of the technical defect sheet included in the procedures.

RAF 08 CDN – CDN.1.C.005 – Airworthiness Directives

If required for safety, the Minister responsible for civil aviation may order, in the form of Airworthiness Directives, groundings, mandatory aircraft inspections or mandatory modifications to the aircraft, to the Certificate of Airworthiness and to the documents associated therewith, or to any other document relating to airworthiness and stipulated by the regulations in effect.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

All reports must be submitted to the DGCAM within 72 hours using the form in Annex 3 of RAF 08.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

None.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Cameroon Civil Aviation Authority
Aircraft Airworthiness and Maintenance Service
P.O. Box 6998
Yaoundé
Cameroon

Telephone: + (237) 22 30 30 90 / 22 30 26 92
Facsimile: + (237) 22 30 33 62
E-mail: contact@ccaa.aero

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Order No. 00607/MINT of 13 September 2006 modifying the Annex of Order No. 00733/MINT of 7 June 2005 relative to the airworthiness of civil aircraft.

Order No. 000154/MINT of 15 November 2006 relative to issuance conditions and validity of special airworthiness certificates of kit aircraft.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The State of Registry ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all a State's registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the State's airworthiness regulations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

All reports must be submitted to the Cameroon Civil Aviation Authority (CCAA) immediately after the service difficulty is first discovered. The system also requires all operators to inform the aircraft designer about these difficulties.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Nil.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Transport Canada Civil Aviation
Continuing Airworthiness Division (AARDG)
330 Sparks Street
Ottawa, Ontario
Canada K1A 0N5

Transport Canada website: www.tc.gc.ca
Airworthiness Manual: <http://www.tc.gc.ca/civilaviation/RegServ/Affairs/cars/Part5/Standards/500s.htm>
Current Canadian Airworthiness Directives: www.tc.gc.ca/cawis-swimn
Web service difficulty reporting system (WSDRS): www.tc.gc.ca/wsdrs
Telephone: +1 (613) 952-4357
Facsimile: +1 (613) 990-9478
E-mail: ads@tc.gc.ca
AFTN: CYHQYAYB

After hours emergency:

Telephone: +1 877 992 6853 (Civil Aviation Contingency Operations)
Facsimile: +1 866 993 7768 (Civil Aviation Contingency Operations)
E-mail: Aviation Operations Centre: avops@tc.gc.ca
Continuing Airworthiness (Airworthiness Directives Desk): ads@tc.gc.ca

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

The Canadian Aviation Regulations (CARs) are a compilation of regulatory requirements designed to enhance safety within Canadian Civil Aviation. Part V of these regulations deals with airworthiness, and associated with these regulations are airworthiness standards that can be found in the Airworthiness Manual, found on the Transport Canada website (see Section A).

Included in the Airworthiness Manual is the definition of requirements for issuance of a Certificate of Airworthiness. These requirements are outlined in Chapter 507 "Flight Authority and Certificate of Noise Compliance", specifically Section 507.02 "Issue of a Certificate of Airworthiness". This chapter states that a Certificate of Airworthiness (C of A) shall be issued for an aircraft which fully complies with all standards of airworthiness for aeroplanes in the normal, utility, aerobatic, commuter and transport category, rotorcraft in the normal and transport category, glider, powered glider, airship, or manned free balloon, as applicable. These standards of airworthiness are defined in the following chapters of the Airworthiness Manual:

- Chapter 552 Gliders and Powered Gliders
- Chapter 523-VLA Very Light Aeroplanes
- Chapter 523 Normal, Utility, Aerobatic and Commuter Category Aeroplanes
- Chapter 525 Transport Category Aeroplanes
- Chapter 527 Normal Category Rotorcraft
- Chapter 529 Transport Category Rotorcraft
- Chapter 531 Manned Free Balloons
- Chapter 533 Aircraft Engines
- Chapter 535 Propellers

- Chapter 541 Airships

When applying for a C of A it is advisable for the owner to have, or obtain a copy of the applicable type certificate data sheets. A copy of the data sheets can be obtained from the Type Certificate holder, and some are available on the Transport Canada web site. For more information, the following chapters of the Airworthiness Manual provide the standards associated with approval of or modification to a type design.

- Chapter 511 Approval of the Type Design of an Aeronautical Product
- Chapter 513 Approval of Modification and Repair Designs

Special Conditions

A Special Certificate of Airworthiness (Special C of A) is issued for an aircraft that does not meet all the requirements for a Certificate of Airworthiness. Airworthiness Manual, Chapter 507.03 “Issue of Special Certificates of Airworthiness” outlines the conditions whereby a Special C of A can be issued.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Canadian Airworthiness Directives are published in a standard format, in accordance with Transport Canada Civil Aviation internal instructions. They are issued in both of Canada's official languages, English and French.

The normal methods of informing Canadian aircraft owners and foreign States of Registry of the issuance of individual Airworthiness Directives are as follows:

a) Canadian owners

Canadian Airworthiness Directives — Transport Canada Airworthiness Directives are distributed by regular mail to all affected owners listed in the Canadian Civil Aircraft Register and special interest groups requesting distribution, and are also available on the Transport Canada web site (see Section A). In the event of an urgent directive distribution is accomplished by facsimile, e-mail or priority post.

Foreign Airworthiness Directives — Airworthiness Directives received from foreign airworthiness authorities responsible for the subject type design and which are applicable to aircraft registered in Canada, are issued to the affected owners and made available electronically on the Transport Canada web site (see Section A). Foreign emergency Airworthiness Directives received by facsimile or other electronic messaging systems are transmitted to the affected owners by facsimile or priority post.

Foreign mandatory service bulletins — Foreign manufacturers' service bulletins declared mandatory by the responsible airworthiness authority are not disseminated by Transport Canada. Instead, affected owners are notified by individual letter that the service bulletin has been issued as an Airworthiness Directive equivalent.

b) Foreign States of Registry

Canadian Airworthiness Directives are sent either by regular mail and/or electronic format (facsimile or e-mail) to the airworthiness authority of every foreign State of Registry. The method

of transmittal chosen is determined by the criticality and time sensitivity for compliance with the particular Airworthiness Directive.

Current Canadian Airworthiness Directives and the index of Canadian and foreign Airworthiness Directives applicable in Canada are available on the Transport Canada website (see Section A).

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Service Difficulty Reporting (SDR) System

SDR requirements are prescribed in CAR Part V, Subpart 91, and their associated standards are found in Chapter 591 of the Airworthiness Manual. Guidance material is available through Advisory Circular 591-001.

The Canadian Airworthiness Manual defines a “reportable service difficulty” as any defect, malfunction or failure of an aeronautical product, component, equipment or part affecting, or that, if not corrected, is likely to affect the safety of the aircraft, its occupants or any other person. The following certificate holders are required to submit service difficulty reports: flight training units (aeroplane and helicopter), manufacturers of aeronautical products, type certificate holders, modification and repair approval holders, distributors of aeronautical products, approved maintenance organizations, private operators – passenger transportation, and air operators (commercial air service).

A web-based SDR system is available (WSDRS), where registered users can: submit SDRs, query the SDR database, track and store submitted SDRs, update previously submitted SDRs, and check status updates on Canadian SDRs.

The Web Service Difficulty Report System (WSDRS) can be accessed at on the Transport Canada web site (see Section A). Interested persons should submit a request through the WSDRS website.

SDR reports can be submitted to Transport Canada by:

- a) online submission via the web application;
- b) by mail to Transport Canada Civil Aviation, Continuing Airworthiness Division (AARDG) (see address in Section A);
- c) by fax (see fax number in Section A); and
- d) other method accepted by the Minister of Transport, through the Chief, Continuing Airworthiness.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Type Certificate Holder Organization

Bell Helicopter Textron Canada
12800 rue de l'Avenir
Mirabel, Quebec
J7J 1R4

Type Certificate Holder Organization

Bombardier Inc.
P.O. Box 6087
Station "Centre Ville"
Montreal, Quebec
H3C 3G9

Cascade Aerospace Inc.
1337 Townline Road
Abbotsford, British Columbia
V2S 4N9

Diamond Aircraft Industries
1560 Crumlin Sideroad
London, Ontario
N5V 1S2

Eurocopter Canada Limited
1100 Gilmore Road
P.O. Box 250
Fort Erie, Ontario
L2A 5M9

Fantasy Sky Promotions Inc.
1439 Bridge St.
New Dundee, Ontario
N0B 2E0

Found Aircraft Development Inc.
R.R. #2, Site 12, Box 10
95 Airport Road
Parry Sound Municipal Area Airport
Parry Sound, Ontario
P2A 2W8

Hawker Siddeley Canada Limited
Canadian Car
Fort William Division
Box 67
Fort William, Ontario

Kelowna Flightcraft Ltd.
#1 – 5655 Kelowna Airport
Kelowna, British Columbia
V1V 1S1

Noorduyn Aviation Limited
6200 Henri Bourassa West
St-Laurent, Quebec
H4R 1C3

Type Certificate Holder Organization

Orenda Recip. Inc.
3160 Derry Road East
Mississauga, Ontario
L4T 1A9

Pratt & Whitney Canada Inc.
1000 Marie Victorin
Longueuil, Quebec
J4G 1A1

Saunders Aircraft Corporation Limited
P.O. Box 1230
Gimli, Manitoba

Société Air Canuck 80, Inc.
Succ. Rosemont
Case Postale 309
Montréal, Quebec
H1X 3B8

Viking Air Limited
#9-9600 Canora Road
Sidney, British Columbia
V8L 4R1

University of Toronto
Aeronautical Department
Faculty of Applied Science and Engineering
University of Toronto
Toronto, Ontario

Zenair Limited
P.O. Box 235
Midland, Ontario
L4R 4K8

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Dirección General de Aeronáutica Civil (DGAC)

General aviation and small commercial aviation (aeroplanes up to 5 700 kg MTOW and helicopters)

Subdepartamento de Aeronavegabilidad (SDA)
Miguel Claro 1314
Providencia
Santiago, Chile

Telephone: +(56) 2 4392691
Facsimile: +(56) 2 4368139
E-mail: sbd.aeronavegabilidad@dgac.cl
Web: www.dgac.cl
AFTN: SCSCZXOA

Large commercial aviation (aeroplanes over 5 700 kg MTOW)

Subdepartamento Transporte Público (SDTP)
Calle Omar Page 2075
Aeropuerto Arturo Merino Benitez
Pudahuel
Santiago, Chile

Telephone: +(56) 2 4363173
Facsimile: +(56) 2 4363773
E-mail: registraturatp@dgac.cl
Web: www.dgac.cl
AFTN: SCENZXOT

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Airworthiness Codes used in Chile to issue or validate an Airworthiness Certificate are:

Chilean Airworthiness Regulations

DAR 08, Reglamento de Aeronavegabilidad
DAR PARTE 31, Normas de Aeronavegabilidad para globos libres tripulados
DAR PARTE 35, Normas de Aeronavegabilidad para hélices

Foreign Airworthiness Regulations

Airworthiness Standards: Sailplanes and Powered Sailplanes, JAR 22
Airworthiness Standards: Normal, Utility, Acrobatic and Commuter Category Airplanes, CFR 14, Part 23
Airworthiness Standards Category Airplanes, CFR 14 Part 25
Airworthiness Standards: Normal Category Rotorcrafts, CFR 14 Part 27

Airworthiness Standards: Transport Category Rotorcrafts, CFR 14 Part 29
Airworthiness Standards: Aircraft Engines, CFR 14 Part 33
Certification Procedures for Products and Parts, CFR 14 Part 21
Annex 16 — *Environmental Protection* (Aircraft Noise and Aircraft Engine Emissions)

Special Requirements

DGAC Procedure DAP 08-31, establishes requirements for importing and certification of aeronautical products. Also, in FAA AC 21-2, Appendix 2, “Republic of Chile — Special Requirements” are indicated in the requirements for importing.

Any aircraft which is the first of a new type or model to be registered in Chile requires that the existing Type Certificate granted by its State of Design be validated by the DGAC after the application presented by the Type Certificate holder.

The Type Certificate holder shall provide on a permanent basis and at no cost to the DGAC the Flight Manual, Instructions for Continued Airworthiness and the associated technical publications.

DGAC Norms DAN 91 and DAN 08-09 establish the minimum instruments, communication and navigation equipment that an aircraft must have installed according to its category and kind of operation.

DGAC Norm DAN 91 establishes requirements about aircraft noise.

The mandatory inspections and/or modification (Airworthiness Directives) to each aircraft, engine, propeller, component or accessory, and all technical documents that the authority of the State of Design establishes as applicable.

The DGAC will define special conditions applicable to any type of aircraft, engine or propeller when it considers that the original specifications do not include satisfactory safety standards.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Mandatory inspections and/or modifications to ensure continuing airworthiness are issued as Airworthiness Directives by the DGAC. The Chilean Airworthiness Directives are based on measures derived from local investigation and the requirements are prepared in accordance with technical investigations and assessments.

The following methods are used to make it available:

Chilean Airworthiness Directives: these are available through the DGAC website (www.dgac.cl).

Foreign Airworthiness Directives: in the case of foreign manufactured aircraft, engines and propellers registered in Chile, the Airworthiness Directives published by the State issuing the Type Certificate.

The requirements to comply with the Airworthiness Directives are included in DGAC Regulation DAR 39 (Reglamento sobre Directivas de Aeronavegabilidad) and Norm DAN 43 (Mantenimiento).

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The requirements and procedures used by the Chilean DGAC for reporting faults, defects and malfunctions, are included in DGAC Norm DAN 43 (Mantenimiento) and procedure DAP 06-19 (Procedimiento para notificar a la DGAC información sobre el mantenimiento de la Aeronavegabilidad).

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

For technical information:

Dirección General de Aeronáutica Civil (DGAC)
Subdepartamento de Aeronavegabilidad (SDA)
Miguel Claro 1314
Providencia
Santiago, Chile

Telephone: +(56) 2 4392691
Facsimile: +(56) 2 4368139
E-mail: sbd.aeronavegabilidad@dgac.cl
Web: www.dgac.cl
AFTN: SCSCZXOA

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Chief, Airworthiness Standards
Flight Standard and Airworthiness Division
Civil Aviation Department
10/F Commercial Building, Airport Freight Forwarding Centre
2 Chun Wan Road, Lantau
Hong Kong

Telephone: +(852) 2769 7508
Facsimile: +(852) 2362 4250
E-mail: awo@cad.gov.hk
Telex: 39524 CFSHK HX
Cable: AVSTANDARD
AFTN: VHHHYAYC

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

State: Hong Kong Special Administration Region, China

Airworthiness Code(s) adopted for issue or Validation of Certificate of Airworthiness:

- a) FAR
- b) JAR
- c) BCAR

Special conditions, if any:

Details contained in Hong Kong Aviation Requirement HKAR-1 Sub-section 1.2-2.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Information concerning classification, notification and identification of mandatory modification, inspections and changes to approved documentation is promulgated in the Hong Kong Airworthiness Notice No.36.

The Hong Kong Airworthiness Notices are available on the Internet at <http://www.cad.gov.hk>.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Details of the mandatory occurrence reporting scheme used in Hong Kong Special Administrative Region, China are contained in the Civil Aviation Document CAD 382.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

The design organizations approved to various extents for continuing airworthiness of aircraft are signified either with Approval Rating E1, E2, E3 or with HKAR-21 Approval. Their names and addresses are available on the Internet at <http://www.info.cad.gov.hk>.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Autoridade de Aviação Civil
Alameda Dr. Carlos D'Assumpção, 336-342
Centro Comercial Cheng Feng, 18º andar
Macao

Telephone: +(853) 2851 1213
Facsimile: +(853) 2833 8089
E-mail: aacm@aacm.gov.mo
AFTN: VMICYAYI

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Codes:

FAR and JAR/EASA
Other member States of ICAO after evaluation in each case

Special Conditions:

Not applicable

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The Airworthiness Directives issued by the State of Design are mandatory, as established in the AC/AW/013R00.

However, the Civil Aviation Authority of Macao, China reserves the right to issue an Airworthiness Directive whenever an unsafe situation of a product might exist or develop in other products of the same type design.

Airworthiness Directives are sent to the operators and owners by letter, fax or messenger, depending on the urgency of the matter.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Reporting of information on faults, defects and malfunctions in the form of a Mandatory Occurrence Report to the Civil Aviation Authority of Macao, China is mandatory as established in AC/GEN/002R00 and AC/GEN/003R00.

In the case of occurrences that might cause adverse effects on the continuing airworthiness of the aircraft, the organization which raises the occurrence report must pass a copy of the report to the type design holder and manufacturer(s) of the relevant products.

The Civil Aviation Authority of Macao, China, after receiving an occurrence report, will analyze the information collected and conduct an investigation, if necessary. In the case of an aircraft accident or

serious incident, reports will be made to other States and ICAO in accordance with ICAO Annex 13 — *Aircraft Accident and Incident Investigation*.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Institute of Cuba
Department of Engineering and Airworthiness
Calle 23 No. 64, esquina a Infanta
El Vedado, Plaza de la Revolución, La Habana
Cuba

Telephone: + (53) 7 838 1124
Telephone/facsimile: + (53) 7 838 1118
Pizarra: + (53) 7 834 4949, ext 2324/2323
E-mail: dia@iacc.avianet.cu

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The main code consists of Decree 255 “On Civil Aviation” of 2 November 2007, which is the basis of the Cuban Aviation Regulations governing all flight activity in the country.

The regulations relating to airworthiness are the following:

RAC-6	Volume 1: General Regulations for Operations and Flight Volume 2, Part 1: Operations and Certification (Air Transport Operators) Volume 2, Part 2: Commuter Air Transport Operators Volume 2, Part 3: Air Transport Operators for Remuneration or Hire; Certification and Operations Volume 3, Part 1: Operation of Regular Captive Balloons, Unmanned Rockets and Unmanned Free Balloons Volume 3, Part 2: Ultra Light Flights, Certified Flight Clubs and Aviation Activities
RAC-21	Certification of Aviation Products and Parts
RAC-22	Chapter 3: Specifications for Certification of Commuter, Acrobatic, Utility and Normal Category Aeroplanes; taken from EASA, CS-23
RAC-22	Chapter 4: Specifications for Certification of Large Aeroplanes, taken from EASA, CS-25
RAC-22	Chapter 5: Specifications for Certification of Small Helicopters, taken from EASA CS-27
RAC-22	Chapter 6: Specifications for Certification of Large Helicopters, taken from EASA CS-29
RAC-22	Chapter 7: Specifications for Certification of Engines, taken from EASA, CS-E
RAC-22	Chapter 8: Specifications for Certification of Propellers, taken from EASA, CS-P
RAC-22	Chapter 9: Specifications for Certification of Gliders and Motorized Gliders, taken from EASA, CS-22.

RAC-22	Chapter 10: Specifications for Certification of Very Light Airplanes, taken from EASA, CS-VLA
RAC-22	Chapter 11: Specifications for Certification of Very Light Helicopters, taken from EASA, CS-VLR
RAC-23	Airworthiness Guidelines
RAC-24	Approved Maintenance Organizations
RAC-26	Identification of Products, Nationality Marks and Registration
RAC-27	Maintenance, Preventive Maintenance, Reconstruction and Modifications

Special Conditions

For issue of the airworthiness certificate, the aircraft under inspection must obtain type approval or validation of the type certificate. Aircraft, engines and propellers, both new and used, must have an airworthiness export certificate to be cleared for import.

By prior agreement with the Department of Engineering and Airworthiness of the Civil Aviation Institute of Cuba, design and manufacture regulations and certification from other States may be accepted.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

The guidelines are published under the title “Airworthiness Guidelines” (Directivas de Aeronavegabilidad) and are of a compulsory nature.

The rules for issuing the Airworthiness Guidelines are found in the Cuban Aviation Regulations RAC-23, “Airworthiness Guidelines”.

To be valid, the Airworthiness Guidelines must be issued by the Department of Engineering and Airworthiness of the Civil Aviation Institute of Cuba.

The Department of Engineering and Airworthiness drafts guidelines on the basis of fault, failure and malfunction reports by the approved maintenance organizations and by national air transport operators.

The Guidelines are sent to design and manufacture organizations.

As a rule, the Airworthiness Guidelines of the designer/manufacturer of the aircraft in question take effect upon receipt and are published in the form of an Airworthiness Guideline validating the content.

RAC-23 sets out the analysis of mandatory service bulletins. Important bulletins may become national Airworthiness Guidelines, particularly those from Eastern Europe and Russia.

Compliance with the Airworthiness Guidelines is verified through scheduled and surprise AAC inspections as well as the aircraft maintenance registers and logs.

The Airworthiness Guidelines are circulated in:

- Documents submitted directly to concerned parties;
- Regular mail, messages, fax, e-mail or any other means available.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Cuban Aviation Regulation RAC-6 “Air Transport Operations” governs the establishment of a system for reporting service difficulties. The Civil Aviation Institute of Cuba has established a reporting method.

In accordance with the aforementioned regulation and method, operators, companies and State-approved maintenance organizations are required to report any failure, defect or malfunction, following the procedures set out in the reporting system documents and using the standard IACC and AAC forms.

Reports shall be submitted to IACC no later than 72 hours after the time of incident.

All reports will be analyzed by the Department of Engineering and Airworthiness and the Department of Aviation Operations and Safety. An Emergency Airworthiness Guideline may be drafted to convey observations to the State of Design.

Under the system, operators must report any service difficulties encountered to the aircraft design authorities.

Foreign registered operators operating on national territory (FIR of Cuba) must report any failure, defect or malfunction to ATC. If such incidents occur during landing, the AAC of the national territory shall be responsible for evaluating the airworthiness of the affected aircraft, in keeping with ICAO regulations, and shall report to the State of Registry and/or Design where appropriate.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

There are no design organizations in charge of continuing airworthiness and type design of aircraft in Cuba at this time.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Department of Civil Aviation
Safety Regulation Unit (SRU)
Airworthiness Section
27 Pindarou Street
Nicosia 1429
Cyprus

Telephone: +(357) 22 404120
Fax: +(357) 22 304708
E-mail: apaspalides@dca.mcw.gov.cy

Note.— Cyprus has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design. EASA Regulations have been adopted.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

This falls into two distinct categories, i.e. aircraft that fall in the remit of EASA and those of Annex II aircraft, as defined in Article 4(4) of Regulation (EC) No. 216/2008 on common rules in the field of civil aviation.

Annex II aircraft

The Department of Civil Aviation applies national regulations as defined in the Cyprus Air Law of 2002-2008 as amended.

EASA aircraft

Airworthiness Code(s)

a) Sailplanes and powered sailplanes	CS-22
b) Normal, utility, aerobatic and commuter aeroplanes	CS-23
c) Large aeroplanes	CS-25
d) Small rotorcraft	CS-27
e) Large rotorcraft	CS-29
f) Aircraft engine emission and fuel venting	CS-34
g) Aircraft noise	CS-36
h) Auxiliary power unit	CS-APU
i) All weather operations	CS-AWO
j) Engines	CS-E
k) European Technical Standard Orders	CS-ETSO
l) Definitions and abbreviations	CS-abbreviations
m) Propellers	CS-P
n) Very light aeroplanes	CS-VLA
o) Very light rotorcraft	CS-VLR

Reference can be made to the EASA website: http://www.easa.europa.eu/wspord/g/rg_certspecs.php.

Special Conditions

For special conditions reference is made to Part 21A.16B of the Annex to regulation (EC) No. 1702/2003 and the special conditions are part of the EASA certification basis.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives issued by the State of Design are mandatory. Additionally the Cyprus Department of Civil Aviation may issue an Airworthiness Directive whenever an unsafe or potentially unsafe condition of a product may exist or develop in other products of the same type design and subsequently the State of Design will be duly informed. All Airworthiness Directives are sent to the affected operators and owners by the Department of Civil Aviation by email or fax.

In addition, the Department of Civil Aviation through scheduled and ad-hoc inspections of the maintenance records and where applicable the EASA Part M arrangements, ensures the compliance with the Airworthiness Directives.

Furthermore, Cyprus as a member State of the European Union also abides by Part 21A.3B of the Annex to Regulation (EC) No. 1702/2003 and the EASA AD policy which can be found at: http://www.easa.europa.eu/ws_prod/c/doc/working_procedures.

In addition, reference should be made to the EASA AD publication tool, which can be found at: http://www.easa.europa.eu/ws_prod/c/c_awdir.php.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The Cyprus Department of Civil Aviation has established a procedure whereby all the civil registered aircraft owners/operators, air carriers and the EASA Part 145 Maintenance Organizations are obliged to report to the Authority all the faults, defects and malfunctions.

Reporting of information is made in accordance with EASA Part 21A.3 of the Annex to the Regulation (EC) No. 1702/2003, Part M.A202; Part 145.A.60 of the Annexes I and II to Regulation (EC) No. 2042/2003; EU OPS.420 of Annex III to Regulation (EC) No. 3922/1991 and AMC 20-8.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

The Cyprus Department of Civil Aviation uses information as found in the EASA web site which carried the relevant list, reference http://www.easa.europa.eu/ws_prod/c/corgapprodoa_doa.php.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Authority
Ruzyně Airport
160 08 Prague 6
Czech Republic

Telephone: + (420) 225 422 080 (Executive Office)
Facsimile: + (420) 220 561 823
E-mail: caa@caa.cz; podatelna@caa.cz

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Established and adopted by States

Products transferred under the European Aviation Safety Agency (EASA) system:

European Aviation Safety Agency (EASA) Certification Specifications	(CS)
Sailplanes and Powered Sailplanes	CS-22
Normal, Utility, Aerobatic and Commuter Aeroplanes	CS-23
Large Aeroplanes	CS-25
Small Rotorcraft	CS-27
Large Rotorcraft	CS-29
Aircraft Engine Emissions and Fuel Venting	CS-34
Aircraft Noise	CS-36
Auxiliary Power Units	CS-APU
All Weather Operations	CS-AWO
Engines	CS-E
European Technical Standard Orders	CS-ETSO
Definitions and Abbreviations	CS-Definitions
Propellers	CS-P
Very Light Aeroplanes	CS-VLA
Very Light Rotorcraft	CS-VLR
General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances	AMC-20

For more information on EASA Certification Specifications please refer to the EASA website:
<http://www.easa.europa.eu>

**Products referred to in Annex II to Regulation (EC) No. 216/2008 of the European Parliament
and of the Council:**

- a) BCAR
- b) FAR
- c) USSR Civil Aircraft Airworthiness Regulations
- d) OSTIV (gliders only)

Special conditions

Products transferred under the European Aviation Safety Agency (EASA) system:

Special conditions are part of the EASA Certification Basis and are established in accordance with the Annex to the Commission Regulation (EC) No. 1702/2003, Part 21, paragraph 21A.16B.

Products referred to in Annex II to Regulation (EC) No. 216/2008 of the European Parliament and of the Council

Special conditions are part of CAA-CZ Certification Basis and are established in accordance with national regulation L 8/A, Airworthiness of Aircraft – Procedures.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Products transferred under the European Aviation Safety Agency (EASA) system

Airworthiness Directives are issued completely in accordance with applicable requirements of EASA.

For products transferred under the EASA system the Airworthiness Directives, issued by EASA on the basis of the Annex to the Commission Regulation (EC) No. 1702/2003, Part-21, paragraph 21 A.3B, and in compliance with the EASA AD policy, are automatically accepted. Following their publication on the EASA website by means of the EASA publication tool (www.easa.europa.eu) these Airworthiness Directives are mandatory for all operators and owners of aircraft registered in the Czech Republic. The Civil Aviation Authority of the Czech Republic (CAA CZ) republishes the EASA Airworthiness Directives relating to the products operated in the Czech Republic on the CAA CZ website (www.caa.cz).

Products referred to in Annex II to Regulation (EC) No. 216/2008 of the European Parliament and of the Council

Airworthiness Directives for these products are issued in accordance with ICAO Annex 8 — *Airworthiness of Aircraft*, Part II. These requirements are specified in detail in the national Regulation L 8/A, Airworthiness of Aircraft – Procedures, Subpart 4. The Airworthiness Directives in question are also published through the CAA CZ website (www.caa.cz).

Airworthiness Directives for products for which the Czech Republic is the State of Design are sent to all States which applied for the provision of instructions for continuing airworthiness of a specific product.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Products transferred under the European Aviation Safety Agency (EASA) system:

EASA procedures are applied in full scope. The system for reporting of information on faults, defects and malfunctions is established by paragraph 21A.3 of the Annex to the Commission Regulation (EC) No. 1702/2003, by paragraph M.A.202 of Annex I and paragraph 145.A.60 of Annex II to the Commission Regulation (EC) No. 2042/2003, by paragraph OPS.420 of Annex III to the Regulation (EC) No. 3922/1991 (EU-OPS) and by AMC 20-8.

Products referred to in Annex II to Regulation (EC) No. 216/2008 of the European Parliament and of the Council

The Civil Aviation Authority of the Czech Republic (CAA CZ) established a reporting system that assigns an obligation to all operators, maintenance organizations and Type Certificate holders to report any faults, defects and malfunctions with specified effects. Furthermore, operators and maintenance organizations have an obligation to provide the same reports to the Type Certificate holders.

The reports must be dispatched not later than 72 hours after the identification of the occurrence and must include specified data. For a report to the CAA CZ it is possible to use a standard form available on the CAA CZ website.

Following the receipt of the report the CAA CZ accomplishes an evaluation in accordance with the CAA CZ internal procedures and takes appropriate action when necessary.

In the case of a product for which the Czech Republic is the State of Design, the Type Certificate holder is also required to propose corrective actions within the defined period. Where the Czech Republic is not the State of Design, the reports are sent to the competent national aviation authority.

Moreover, all operators and maintenance organizations have an obligation to keep overviews of all faults, defects and malfunctions of aircraft operated and/or maintained. These overviews must be submitted to the CAA CZ and, in case of products for which the Czech Republic is the State of Design, also to the Type Certificate holder at least once a year.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

For the list of EASA DOA approvals issued in accordance with the Annex to the Commission Regulation (EC) No. 1702/2003, Part 21, please refer to the EASA website www.easa.europa.eu.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Eastern Caribbean Civil Aviation Authority
Corner Factory Road and Nugent Avenue
PO Box 1130
St John's
Antigua

Telephone: + (268) 462 0907
Facsimile: + (268) 462 0082
E-mail: oecs.dca@candw.ag

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The following Act and Regulations were established and adopted:

- Civil Aviation Act – No. 7 of 2005
- Civil Aviation Regulations – S.I. No. 174 of 2007

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design CAAs are mandatory and operators are responsible for compliance. The ECCAA monitors compliance.

Airworthiness Directives issued by the ECCAA are covered by the Civil Aviation Regulations and these are distributed/communicated to applicable operators and State of Design CAAs.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The ECCAA has established a Mandatory Occurrence Reporting (MOR) System which requires operators and or persons involved in aviation to report accidents or incidents as stated by the Regulations using the standard form provided. The MORs must be reported within 72 hours of the occurrence. These are then processed and sent to the State of Design CAA or OEM if applicable.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

This is not applicable in our situation.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Ministry of Civil Aviation
Airport Road
11776 Cairo
Egypt

Telephone and facsimile: + (202) 22682907

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Part 21 — Certification procedures
Part 22 — Airworthiness standards for very light aeroplanes
Part 23 — Airworthiness standards for small aeroplanes
Part 25 — Airworthiness standards for large aeroplanes
Part 27 — Airworthiness standards for small rotorcraft
Part 29 — Airworthiness standards for large rotorcraft
Part 31 — Airworthiness standards for manned free balloons
Part 33 — Airworthiness standards for aircraft engines
Part 34 — Airworthiness standards for aircraft emissions
Part 35 — Airworthiness standards for aircraft propellers
Part 36 — Airworthiness standards for aircraft noise

Special Conditions

- 1) Prior to the issuance of the Certificate of Airworthiness, all imported aircraft must be subject to Type Certification validation as detailed in Part 21 of the regulations.
- 2) Imported small aircraft must be less than ten years in service since the production date.
- 3) Imported large aircraft must be less than fifteen years in service since the production date.
- 4) The aircraft must conform to a type design approved by the ECAA.
- 5) The aircraft must be accompanied with a certification from the civil airworthiness authority which certifies that the aircraft conforms to the ECAA validated type certificate and data sheet.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design are mandatory.

However, Egypt may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same type design, and the State of Design shall be informed of these Airworthiness Directives.

The ECAA ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all Egyptian registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the ECAA airworthiness regulations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The Egyptian Civil Aviation Authority has established and uses a service difficulty reporting system which obliges all the civil-registered aircraft owners/operators, air carriers and the State-approved repair stations to report any faults, defects and malfunctions in accordance with the procedures detailed in a difficulty reporting system document using the civil aviation authority forms as detailed in ECAR Part 39.

All reports must be submitted to the ECAA within 72 hours from the time the service difficulty was first discovered. The system also requires all operators to inform the aircraft designer about these difficulties.

The Civil Aviation Authority will review these reports and, as required, inform the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

None.

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**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Finnish Civil Aviation Authority (CAA FI)
Airworthiness Department
PO Box 186
FIN-01531 VANTAA
Finland

Telephone: + (358 9) 425011
Facsimile: + (358 9) 42502940
AFTN: EFHKYAYX
E-mail: airworthiness@fcaa.fi

Note.— Finland has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA Regulations have been adopted and applied.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Airworthiness codes for product types certificated recently are the applicable EASA Certification Specifications (CS) ref. <http://www.easa.europa.eu>; CS-22 (sailplanes and powered sailplanes), CS-23 (normal, utility, aerobatic and commuter aeroplanes), CS-25 (large aeroplanes), CS-27 (small rotorcraft), CS-29 (large rotorcraft), CS-34 (aircraft engine emissions and fuel venting), CS-36 (aircraft noise), CS-APU (auxiliary power units), CS-AWO (all weather operations), CS-E (engines), CS-ETSO (European technical standard orders), CS-Definitions (definitions and abbreviations), CS-P (propellers), CS-VLA (very light aeroplanes), CS-VLR (very light rotorcraft), AMC-20 (general acceptable means of compliance for airworthiness of products, parts and appliances); for hot air balloons British Civil Aviation Requirements (BCAR).

Special Conditions

Ref. Part-21.A.16B of the Annex to Regulation (EC) No. 1702/2003. The special conditions are part of the EASA certification basis.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

1. Aircraft engines and propellers subject to EASA oversight

Ref. Part-21A.3B of the Annex to Regulation (EC) No. 1702/2003, the EASA Airworthiness Directive policy and the EASA Airworthiness Directive publication tool: <http://www.easa.europa.eu>.

The owner or operator of the aircraft, engine, propeller or other equipment installed in the aircraft is required to comply with the Airworthiness Directives issued by EASA or the State of Design of the product.

For aeroplanes other than large aeroplanes and helicopters or twin-engined helicopters and engines and propellers installed in these, CAA FI issues airworthiness notices ("Lentokelpoisuustiedote" for

the Finnish language edition and “Luftvärdighetsavi” for the Swedish language edition) based on these Airworthiness Directives. The purpose of the airworthiness notices is to inform the owners and operators of the aeroplanes of any new Airworthiness Directive applicable to their aircraft.

No airworthiness notices are issued on EASA and State of Design Airworthiness Directives for large aeroplanes and helicopters or twin-engined helicopters registered in Finland, or for engines, propellers and equipment used in these. The operator of these aeroplanes is instead required to establish a procedure for gaining the original EASA or State of Design Airworthiness Directives. Compliance with these is mandatory.

In case of an emergency Airworthiness Directive, the CAA FI sends a copy by facsimile or e-mail to the owner or operator of the aircraft.

2. Aircraft engines and propellers not subject to EASA oversight (Annex II to Regulation (EC) No. 216/2008

Mandatory modifications and inspections to ensure the continuing airworthiness of aircraft other than large aeroplanes and helicopters or twin-engined helicopters registered in Finland and for engines, propellers and equipment used in these aircraft are issued as Finnish Airworthiness Directives (FAD) “Lentokelpoisuusmääräys” for the Finnish language edition and “Luftvärdighetsdirectiv” for the Swedish language edition) in the following cases:

- a) an Airworthiness Directive or its equivalent, issued by the State of Design for an aircraft registered in Finland or for aircraft engines, propellers or equipment used in Finland, is issued as a FAD;
- b) as a result of experience gained in operation or maintenance of the aircraft, the Airworthiness Department may deem it necessary, in the light of flight safety, to issue a FAD;
- c) when a modification introduced by a Service Bulletin or equivalent issued by the manufacturer is, in the light of experience gained in Finland, considered mandatory, it is issued as a FAD; and
- d) inspections and airworthiness limitations introduced by Service Bulletins are considered to be part of the aircraft maintenance schedule and are therefore considered to be mandatory even without a FAD.

For large aeroplanes and helicopters and twin-engined helicopters the procedure is the same as for EASA aircraft in this category.

3. Finnish Airworthiness Notices and Directives are distributed at no cost by mail, or in case of urgency by facsimile or e-mail, to registered owners and operators of the aircraft and aircraft maintenance organizations. They are also published on the CAA FI internet site <http://www.civilaviationauthority.fi/frontpage>.

4. A summary of current Finnish Airworthiness Notices and Directives is published on the CAA FI internet site. A summary of EASA or State of Design Airworthiness Directives applicable to aircraft registered in Finland is published as a separate list on the internet site.

5. When the need arises for an Airworthiness Directive applicable to an aircraft of Finnish design subject to EASA oversight, the EASA is consulted for further action.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Operators of aircraft on the Finnish register and maintenance organizations are required to report faults, defects and malfunctions to the CAA FI, ref. Part-21A.3 of the Annex to Regulation (EC) No. 1702/2003, Part MA.202; Part-145.A.60 of Annexes I and II to Regulation (EC 2042/2003; EU-OPS.420 of Annex III to Regulation (EC) No. 3922/1991; AMC 20-8; Finnish Aviation Act 1242/2005 Section 128 and Aviation Regulation GEN M1-4. .

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

A list of design organizations is found on the EASA web site: <http://www.easa.europa.eu>.

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**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Direction Générale de l'Aviation Civile (DGAC)
50, rue Henry Farman
75720 Paris Cedex 15

Direction de la Sécurité de l'Aviation Civile (DSAC)
Director: Ms. Florence Rousse
Telephone: +33 1 58 09 43 23
Facsimile: +33 1 58 09 43 38
E-mail: florence.rousse@aviation-civile.gouv.fr

There are few aircraft (approximately 250) of those referred to in Annex II of Regulation (EC) No. 215/2008 which have a Certificate of Airworthiness in accordance with the requirements of Annex 8 to the Chicago Convention. They are not used for commercial air transport and are operated on few international flights.

European Aviation Safety Agency (EASA)

Mailing address:
European Safety Agency
Postfach 10 12 53
D-50452 Koeln
Germany

Website: <http://www.easa.europa.eu>
Telephone: +49 221 8999 0000

France has notified ICAO and its Contracting States that, with the exception of the obligations related to aircraft referred to in Annex II of Regulation (EC) No. 216/2008, by means of Regulation (EC) No. 216/2008, it meets the commitments incumbent upon it as a State of Design and State of Manufacture as described in Part II of Annex 8 to the Chicago Convention. Article 17.2 e) of Regulation (EC) No. 216/2008 states that the European Aviation Safety Agency, in its fields of competence, carried out, on behalf of Member States, functions and tasks ascribed to them by applicable international conventions, in particular, the Chicago Convention.

For the aircraft referred to in Annex II of Regulation (EC) No. 216/2008, by means of Articles R 133-1 to R 133-11 of the Civil Aviation Code, France meets the commitments incumbent upon it as a State of Design and State of Manufacture as described in Part II of Annex 8 — *Airworthiness of Aircraft* to the Chicago Convention.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

For all aircraft in EASA's field of competence

The rules for certification are defined in Part 21 of the Annex to Regulation (EC) No. 1702/2003.

The Airworthiness Codes, or certification specifications (CS), are available on the Agency's website: http://www.easa.eu.int/ws_prod/g/rg_certspeccs.php.

CS-22:	Sailplanes and powered sailplanes
CS-23:	Airworthiness standards applicable to normal, utility, aerobatic and commuter aeroplanes
CS-25:	Airworthiness standards applicable to large aeroplanes
CS-27:	Small rotorcraft
CS-29:	Large rotorcraft
CS-VLA:	Very light aeroplanes
CS-VLR:	Very light rotorcraft
CS-E:	Engines
CS-P:	Propellers

Special conditions are established in paragraph 21A.16B of Part 21.

For aircraft which were certified by the French DGCA before the establishment of EASA, the codes were based on the JAR or on national codes. The DGCA does not plan to issue new Type Certificates for aircraft referred to in Annex II of Regulation (EC) No. 216/2008.

To include new “Annex II” aircraft in the French register, a special individual certificate of airworthiness (CDNS) will be issued in compliance with the rules of the Civil Aviation Code.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

To go to the website: http://www.easa.europa.eu/ws_prod/c/c_awdir.php.

The Airworthiness Directives issued by the State of Design (EASA) are mandatory. EASA formulates Airworthiness Directives under Part 21, paragraph 21A.3B of the Annex to Regulation (EC) 1702/2003.

EASA has posted on its website (http://www.easa.europa.eu/ws_prod/c/c_intwrkproc.php) both its Airworthiness Directive policy and the decision to automatically recognize the Airworthiness Directives issued by a non-EC State of Design of a product (EASA ED Decision 2/2003).

According to the issuance policy, the Agency can issue Airworthiness Directives if a problem stems from a maintenance fault or a manufacturing non-conformance.

EASA uses the following Airworthiness Directives publishing tool: <http://ad.easa.europa.eu>.

Moreover, under Article 14.1 of Regulation (EC) No. 216/2008, the State of Registry (France) can issue an Airworthiness Directive in the event a product presents an urgent unsafe condition.

The DGCA, through the Groupement pour la Sécurité de l'Aviation Civile (Civil Aviation Safety Group), or GSAC, forwards all Airworthiness Directives to the operators and owners concerned. The GSAC's address is 72/78 Grande Rue, 92314 Sèvres Cedex; the GSAC's telephone is +33-1-46-90-48-00.

Airworthiness Directives are forwarded to the registered persons concerned with aeronautical documentation. The directives are available to everyone at: http://www.gsac.fr/php/P_ConsignesNav.php.

In respect of aircraft referred to in Annex II of Regulation (EC) No. 216/2008, the DGCA issues an Airworthiness Directive when it considers that measures are necessary to ensure safety.

The Airworthiness Directive specifies its applicability, the nature of the associated inspections or modifications, and the limitations and compliance deadlines of the measures in question. If there is no

Type Certificate holder to propose corrective action in respect of a problem, the Airworthiness Directive may go as far as prohibiting a product from flight.

Compliance with Airworthiness Directives is mandatory for aircraft registered in France. The products concerned are not airworthy if they do not comply with the Airworthiness Directives within the allotted timeframe.

If the products concerned are of foreign design, and unless the DGCA decides otherwise, the Airworthiness Directives issued by the authority of the State of Design of said products are, through Airworthiness Directives issued by the DGCA, rendered applicable to the products registered in France.

The DGCA can, however, issue an Airworthiness Directive if it decides that an occurrence justifies this action, even if the design authority of the product has not done this itself.

All the relevant Airworthiness Directives are forwarded to the registered persons concerned with aeronautical documentation. The directives are available to everyone at: http://www.gsac.fr/php/P_ConsignesNav.php.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Information regarding in-service faults is forwarded by the operators or the maintenance organizations to the design organization and the design authority (EASA).

The instruments governing these activities are as follows:

Requirement for design organizations:

- 21A.3 of Part 21 of the Annex to Regulation (EC) No. 1702/2003;

Requirements for maintenance organizations:

- MA.202 and 145.A.60 of Annexes I and II of Regulation (EC) No. 2042/2003.

Requirements for operators:

- EU-OPS.1.420, Annex III of Regulation (EC) No. 3922/1991 for aeroplane operations;
- OPS 3.420, Order of 23 September 1999 for helicopter operations.

For aircraft referred to in Annex II of Regulation (EC) No. 216/2008, France does not systematically forward to other countries the anomaly reports related to products operated or designed in France.

Serious incidents and accidents are reported by pilots and engineers in the French system to the Bureau d'Enquêtes et d'Analyse pour la Sécurité d'Aviation Civile (BEA) (Office of Investigation and Analysis for Civil Aviation Safety), which notifies the DGCA of information that is useful in terms of safety. Less serious anomalies are reported to the DSAC/Direction Technique Navigabilité et Opérations (Airworthiness and Operations Technical Bureau) for analysis.

When a safety issue affects a product designed in a foreign country, the DGCA notifies the State of Design of the product.

When a safety issue affects the safety of a product designed in France, the DGCA can decide, after analysis, to issue an Airworthiness Directive.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

In order to carry out their activities, design organizations are issued Design Organization Approvals (DOAs) by EASA under the provisions of Part 21, Sub-part J of the Annex to Regulation (EC) No. 1702/2003.

The list of products with Type Certificates issued by EASA can be found at:
http://www.easa.eu.int/ws_prod/c/c_da_main.php.

The list of DOAs issued by EASA can be found at:
http://www.easa.europa.eu/ws_prod/c/c_orgapprodoa_doa.php.

From among the aircraft referred to in Annex II of Regulation (EC) No. 216/2008, only Eurocopter has an aircraft f
or which a Type Certificate of Airworthiness was issued:

EUROCOPTER, for Alouette-type helicopters
Aéroport International Marseille Provence
13725 Marignane Cedex

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Gambia Civil Aviation Authority
Banjul International Airport
Private Mail Bag 285
Banjul
The Gambia

Telephone: + (220) 447 2831
Facsimile: + (220) 447 2190
Cable: CIVILAIR BANJUL
AFTN: GBYDYAYX
E-mail: dggcaa@ganet.gm

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Code of Airworthiness

Until The Gambia is able to develop and establish a National Code of Airworthiness, the mandatory requirements and design standards of the State of Design shall be mandatory on all aircraft registered in The Gambia.

An applicant for a production certificate for any aircraft or aeronautical product for manufacture in The Gambia shall comply with the type certificate as required by the State of Design.

Issue or validation of Certificate of Airworthiness

The Authority will issue a standard Airworthiness Certificate if:

- a) the applicant presents evidence to the Authority that the aircraft conforms to a Type Design approved under a Type Certificate approved or a supplemental Type Certificate and to the applicable Airworthiness Directives of the State of Manufacture;
- b) the aircraft has been inspected in accordance with the performance rules of these regulations and found airworthy by persons authorized by the Authority to make such determinations within the last 30 calendar days; and
- c) the Authority finds, after an inspection, that the aircraft conforms to Type Design and is in condition for safe operation.

The Authority may validate an Airworthiness Certificate issued by another Contracting State on registration of the aircraft in The Gambia for the period specified in that certificate or one year, whichever is less.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

On the registration of an aircraft in The Gambia, the Authority shall notify the State of Design of the aircraft of the registration in The Gambia, and request that all Airworthiness Directives addressing that aircraft, airframe, aircraft engine, propeller, appliance, or component part be forwarded to the Authority.

Whenever the State of Design considers that a condition in an aircraft, airframe, aircraft engine, propeller, appliance, or component part is unsafe as shown by the issuance of an Airworthiness Directive by that State, the Authority shall apply the requirements of the directives to Gambian registered civil aircraft of the type identified in that Airworthiness Directive.

The Authority may identify manufacturer's service bulletins and other sources of data, or develop and prescribe inspections, procedures and limitations, for mandatory compliance pertaining to affected aircraft on the Gambian register.

A Contracting State that has entered on its register an aircraft in respect of which that Contracting State is not the State of Design and for which it has issued or validated a Certificate of Airworthiness shall ensure that all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft are transmitted to the State of Design.

A person shall not operate a Gambian registered aircraft to which the measures of this regulation apply, except in accordance with the applicable directives.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The owner or operator of an aircraft over 5 700 kg maximum take-off mass shall report to the Authority any failures, malfunction, or defect that results in:

- a) fire during flight and whether the related fire-warning system was properly operated;
- b) fire during flight not protected by a related fire-warning system;
- c) false fire warning during flight;
- d) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or component;
- e) an aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
- f) engine shutdown during flight because of flameout;
- g) engine shutdown during flight when external damage to the engine or aircraft structure occurs;
- h) engine shutdown during flight due to foreign object ingestion or icing;
- i) shutdown during flight of more than one engine;
- j) a propeller feathering system or ability of the system to control over speed during flight;
- k) a fuel or fuel-dumping system that affects fuel flow or causes hazardous leakage during flight;
- l) an unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- m) brake system components that result in loss of brake actuating force when the aircraft is in motion on the ground;
- n) aircraft structure that requires major repair;
- o) crack, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
- p) aircraft component or systems malfunction that result in taking emergency action during flight (except action to shut down an engine);
- q) an interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulty or malfunction;
- r) an abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
- s) a failure or malfunction of more than one altitude, airspeed, or altitude instrument during a given operation of the aircraft;
- t) the number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or
- u) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

A report required by this regulation shall:

- a) be made within three days after determining that the failure, malfunction, or defect required to be reported has occurred; and
- b) include as much of the following information as is available and applicable:
 - 1) aircraft serial number;
 - 2) where the failure, malfunction, or defect is associated with an article approved under a technical standard order authorization, the article serial number and model designation, as appropriate;
 - 3) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
 - 4) product model;
 - 5) identification of the part, component, or system involved, including the part number; and
 - 6) nature of the failure, malfunction, or defect.

Where the State of Registry of the aircraft is The Gambia, the Authority shall submit the report received under paragraph 2) of this regulation to the State of Design.

The Authority, if not the State of Registry of the aircraft, shall submit all reports received by it under this regulation to the State of Registry.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable to The Gambia.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Ministry of Economic Development of Georgia
United Transport Administration of Georgia
12, Al. Kazbegi Blvd., 0160 Tbilisi
Georgia

Telephone: + (995-32) 36-43-01; 36-42-34
Facsimile: + (995 32) 36-43-01; 36-42-34
AFTN: UGGUDDXX
E-mail: a.khodjelani@uta.gov.ge

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The State has drafted and adopted the following:

- Regulations for issuing Certificates of Airworthiness and civilian aircraft registration;
- Regulations for aviation equipment maintenance;
- Certification regulations for aviation equipment maintenance organizations;
- Certification regulations for aviation equipment; and
- Regulations for aircraft operator certification.

The State has adopted the following regulations drafted by the Inter-State Aviation Commission:

- Part 23. Airworthiness Standards for Light Civil Aeroplanes;
- Part 25. Airworthiness Standards for Transport Aeroplanes;
- Part 27. Normal Rotorcraft;
- Part 29. Transport Rotorcraft; and
- Part for Very Light Aeroplanes. Airworthiness Standards for very light aeroplanes.

Special Conditions

For all imported aircraft, type certificates should be declared valid before a State Airworthiness Certificate is issued.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by a State of Design are mandatory. Furthermore, Georgia may issue Airworthiness Directives in cases when a product is unsafe or when other products of similar design types are unsafe, and information about these Airworthiness Directives shall be provided to the State of Design and brought into agreement therewith.

All Airworthiness Directives shall be sent to the relevant operators by letter, fax, courier or via a link to a website, depending on the urgency of the given matter.

Georgia shall ensure that owners/operators of all aircraft registered with the State comply with all relevant Airworthiness Directives by conducting airworthiness inspections and regular checks of maintenance records in accordance with the State Airworthiness Regulations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Georgia shall create and use a system for reporting information on problems arising during operations, according to which all owners/operators of civilian aircraft, air carriers and State-approved aircraft maintenance organizations shall be required to provide information on any faults, defects or malfunctions, in accordance with the procedures outlined in detail in the documents concerning the systems for reporting information on such problems, using forms provided by the civil aviation authority.

All additions should be submitted to the Department of Civil Aviation within 72 hours of discovery of a problem during operation. The Department of Civil Aviation will review these additions and, if necessary, inform the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

No information provided.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Luftfahrt-Bundesamt
Postfach 3054
D-38020 Braunschweig
Germany

Telephone: + 49-531-2355-0
Facsimile: + 49-531-2355-254
E-mail: * @lba.de

* Please insert name of addressee, separating first name from surname with a period.

Note.— Germany has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA Regulations have been adopted and applied.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Airworthiness codes as listed on the EASA web site <http://www.easa.europa.eu>.

Special conditions

Special conditions as set out under Part 21A.16B of the Annex to Regulation (EC) No. 1702/2003 and described in the EASA certification basis.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The Luftfahrt-Bundesamt (LBA — Federal Office of Civil Aviation) will arrange for the necessary airworthiness actions by the issue of “Lufttüchtigkeitsanweisungen” (LTAs — Airworthiness Directives (ADs)) if during operation of an aircraft faults, malfunctions, defects or other occurrences which have or might have adverse effects on the continuing airworthiness of the aircraft have been detected or reported.

The AD indicates the kind of aeronautical product involved, the manufacturer, the type, the models affected, the serial numbers affected and the German type certificate number. The inspections and modifications to be carried out, the limitations to be complied with, the reasons for the Directive and the deadline for the accomplishment of the actions of the AD are specified. The AD mostly refers to manufacturers' bulletins or ADs issued by foreign authorities.

The AD is mandatory and the aircraft concerned is not airworthy until the actions of the AD have been accomplished.

Reasons for issuing ADs

Concerning aircraft designed in Germany:

- The approved design organization responsible for this type of aircraft has indicated to the LBA that there are faults, malfunctions or defects which have or might have adverse effects on the continuing airworthiness of an aircraft.
- The “Bundensstelle für flugunfalluntersuchung (BFU - German Federal Bureau of Aircraft accidents investigation authority) has indicated to the LBA that an aircraft has faults, malfunctions or defects and recommends corrective actions.
- The LBA has received reports on incidents during operation which require immediate action.

Concerning foreign manufactured aircraft for which a German Type Certificate has been issued:

- An AD has been issued by the Authority of the State of Design or another Contracting State or a Service Bulletin has been prepared by a foreign manufacturer which is mandatory in the State of the manufacturer. The LBA then decides, depending on the information available and the kind of operation and/or maintenance being performed in Germany etc., whether measures will or will not become mandatory in Germany.
- The LBA has reason to believe that an unsafe condition exists due to the nature of a Service Bulletin prepared by a foreign manufacturer even though the Authority of the State of Design did not issue a corresponding AD.
- The BFU has indicated to the LBA that an aircraft has faults, malfunctions or defects; or the LBA has received reports on incidents during operation which require immediate action.

Note:— For foreign manufactured aircraft, type certificated in Germany, the LBA issues ADs as long as these aircraft remain on its register. For aircraft manufactured in Germany, however, the LBA issues ADS as long as the affected aircraft are operated under any register.

Publication of Airworthiness Directives

Individual ADs issued by the LBA and a list of all ADs are published in:

Nachrichten für Luftfahrer (NfL), Teil II (News to Airmen Part II)

NfLs are available at:

Verlag R. Eisenschmidt GmbH
Postfach 110761
D-60327 Frankfurt
Germany

Telephone: +49-69-730-6040
Facsimile: +49-69-739-1321

Any person/organization interested in the various ADs should subscribe to the “Nachrichten für Luftfahrer, Teil II”. In general, the ADs are published in German but for aircraft designed in Germany English versions will also be available.

Methods of exchanging information with other States

The LBA is responsible for the transmission of ADs to the authorities of all Contracting States. If Germany is the State of Design and the LBA has prepared an AD, the LBA will inform each Contracting State, which has advised the LBA to do so, and in which that aircraft is registered. If Germany is not the State of Design, the LBA will transmit its AD (LTA) to the State of Design. ADs will be distributed by mail except when circumstances require immediate action. In such cases ADs will be distributed by facsimile or e-mail.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS****A. Reports Required by Regulation**

1. Flight Operation

1.1 Commercial Operators

German registered commercial operators have to report according to JAR-OPS 1 (deutsch) 1.420 and 1.425/JAR-OPS 3 (deutsch) 3.420 and 3.425.

1.2 Non-commercial Operators

Private operators and general aviation operators have to report according to § 5 LuftVO (Luftverkehrsordnung).

2. Technical Defects

Technical defects having an influence or potential influence on airworthiness that cannot be corrected by normal maintenance practices shall be reported by the operator.

3. Type Design Deficiencies

Any person or organization performing maintenance to aircraft shall report to the LBA any design deficiency that has a potential influence on airworthiness.

4. Inspection Difficulties

Particular difficulties encountered during performance of maintenance inspections shall be reported by the repair station certificate holder.

B. Additional Reports from Commercial Operators

Besides the reporting requirements mentioned under A, air carriers and other commercial operators of transport category aircraft are requested to forward to the Luftfahrt-Bundesamt (LBA) on a regular basis additional data about the operation of their fleet. The scope of information received from the various operators is different depending on their type of operation, fleet size, internal data system, etc. Typical reports are:

- summary of monthly operation
(Flight hours, cycles, maintenance actions, events)
- Monthly Summary Reliability Report
(Delay and incident rates, pileups, etc.)

- Fleet Performance Report
(Overall and system (ATA-Chapter) performance).

C. Occurrence Reporting System in Germany

	Pilot/Crew member	Operator	Maintenance/Repair Station
1.1 JAR-OPS 1/3 (deutsch)	◆	◆	
1.2 § 5 LuftVO	◆	◆	
2. Technical Defects		◆	◆
3. Type Design Deficiencies			◆
4. Inspection Difficulties		◆	

Additional Reports from Commercial Operators.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

See list of approved design organizations on the EASA web site: <http://www.easa.europa.eu>.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Ghana Civil Aviation Authority
Airworthiness Section
Private Mail Bag
Kotoka International Airport
Accra
Ghana

Telephone: + (233 21) 77 61 71
Facsimile: + (233 21) 77 32 93
E-mail: centre-gcaa@ighmail.com
Telex: 2336 GHACAA
Cable: AIRCIVIL
Sita: ACCXTYX
AFTN: DGAAYFYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Part 5.4.1.8: Issue and validation of standard Airworthiness Certification.
Part 5.4.1.11: Issue of special Airworthiness Certification.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Part 5.4.1.9: Airworthiness Directives

Ghana Civil Aviation Authority ensures that all applicable Airworthiness Directives are complied with by the owners/operators of registered aircraft in Ghana by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the State's airworthiness regulations. GCAA may request an alternative means of compliance from the State of Design at the request of an operator.

In addition, GCAA will notify the State of Design wherever an unsafe condition of a product exists or develops in other products of the same type design.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Part 5.5.1.4: Report of failures and malfunctions and defects

All reports must be submitted to the Ghana Civil Aviation Authority within three days. The Authority will submit all such reports upon receipt to the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Agência da Aviação Civil da Guiné-Bissau
Aeroporto Internacional Osvaldo Vieira
CP 77 Cedex Bissau
República da Guiné-Bissau

Telephone: (245) 3256667
Facsimile: (245) 3256665
E-mail: aacguinebissau@yahoo.com.br

Agence de l'Aviation Civile de la Guinée-Bissau

Mr. Corobo Dinis
Direction de la Sécurité Opérationnel
E-mail: diaco88@hotmail.com

Mr. dos Santos Moreira João Filomeno
Département de la navigabilité
E-mail: moreirame3@yahoo.com.br

Note.— Guinée-Bissau in the absence of its regulations, as a member of UEMOA utilizes the Règlements Communautaires (RC OPS 1, RC CDN and RC 145) of UEMOA. The information can be found in the UEMOA web site: www.uemoa.int/actes/2005/Annexe.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The Civil Aviation Authority of Guinée-Bissau has adopted RC CDN of UEMOA, Part 1 of RC CDN, Chapter B (CDN.1.B.005, 010 and 015 a)).

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

See RC CDN, Chapter C (CDN.1.C.005).

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

No information provided.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

No information provided.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

The Interim Director General
Guyana Civil Aviation Authority
96 Duke Street
Kingston
Georgetown
Guyana

Telephone: + (592) 225 6822
Facsimile: + (592) 225 6800
E-mail: dg@gcaa-gv.org

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Guyana has elected to adopt by reference in our regulations the following States' Code of Airworthiness:

- FAR — United States
- JAR — Europe
- BCAR — United Kingdom
- EASA — Europe
- CAR — Canada

Special Conditions

For the initial issue of a Certificate of Airworthiness, the following documents shall be supplied to the Guyana Civil Aviation Authority:

- Export Certificates of Airworthiness for the aircraft, engines, and propellers.
- A list of Service Bulletins, including Alert Service Bulletins, complied with.
- Statement of Modification Status which shall include:
 - 1) customer options incorporated;
 - 2) equipment incorporated.
- **Airworthiness Directives:**
 - 1) A declaration of compliance with all Airworthiness Directives issued by the State of Manufacture must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
 - 2) Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.
- Statement of compliance with mandatory equipment and radio apparatus requirements specified in the Guyana Civil (Air Navigation) Regulation and the Guyana Aviation Requirements.
- **First-of-type Aircraft.** In addition to the requirements above, the following are required for a first-of-type aircraft exported to Guyana:
 - 1) Statement of build standard which shall include the aircraft specification.
 - 2) A copy of the aircraft and engine type certificates and applicable supplemental type certificates.

- 3) Type certificate data sheets of specifications of aircraft, engine, and propeller, including any supplemental type specifications.
 - 4) Wiring diagram.
 - 5) Electrical load analysis.
 - 6) Maintenance Review Board Report, where applicable.
 - 7) Maintenance planning data.
 - 8) Approved Master Minimum Equipment List, where applicable.
 - 9) Noise certificate.
 - 10) One copy each of the following manuals:
 - i) flight manual or pilot operating handbook (in addition to the copy for each aircraft);
 - ii) aircraft maintenance;
 - iii) engine maintenance;
 - iv) propeller maintenance;
 - v) APU maintenance;
 - vi) parts catalogue;
 - vii) standard practices;
 - viii) structural repair;
 - ix) Structurally significant items
 - x) loading procedures
 - xi) weight and balance
 - xii) non-destructive testing
 - 11) Complete sets of Service Bulletins for aircraft, engine, propeller, and APU. Amendment service for the above documents must be provided.
- **Used Aircraft.** For used aircraft the following are also required:
 - 1) A complete history of the aircraft, engines, propeller, components and equipment including:
 - i) A complete history of aircraft, engine, propeller, components and equipment including:
 - ii) The maintenance programme to which the aircraft has previously been maintained, including previous check cycle and future check cycle.
 - 2) The flight time since new of any components of the aircraft, engines, propellers, or equipment which are subject to mandatory life limitations.
 - 3) The flight time since new and since overhaul of any components of the aircraft, engines, propellers, or equipment which are subject to an approved overhaul period.
 - 4) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components.
 - 5) Details of major structural repair including the nature of damage in each case.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives issued by the State of Design are mandatory. Additionally, Guyana may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same type design, and the State of Design shall be informed of these Airworthiness Directives.

It is the responsibility of all operators and owners to receive and comply with Airworthiness Directives issued by the State of Design.

Airworthiness Directives issued by the Guyana Civil Aviation Authority are sent to the affected operators and owners by letter or fax depending on the urgency of the matter.

The Guyana Civil Aviation Authority ensures that all applicable Airworthiness Directives are complied with by owners/operators of Guyana registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the Guyana Civil Aviation (Air Navigation) Regulations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The Guyana Civil Aviation Authority has established and uses a Mandatory Occurrence Reporting System which obliges all the civil registered aircraft owners/operators air operator certificate holders, approved maintenance organizations to report any faults, defects and malfunctions.

All reports should be submitted to the Guyana Civil Aviation Authority within 72 hours from the time the occurrence was discovered.

The system also requires all operators to inform the aircraft designer about these difficulties.

The Guyana Civil Aviation Authority will review these reports and, as required, inform the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Guyana is not an aircraft manufacturing State, and therefore does not have any organization responsible for Type Design.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Airworthiness Authority:

ENAC
Via di Villa Ricotti 42
00161 Rome
Italy

Telephone: + 39-6-441851
Telefax: + 39-6-44185691

Note.— Italy has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA Regulations have been adopted and applied.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

EASA Aircraft

Airworthiness Code(s)

Sailplanes and Powered Sailplanes:	CS-22
Normal, Utility, Aerobatic and Commuter Aeroplanes:	CS-23
Large Aeroplanes	CS-25
Small Rotorcraft	CS-27
Large Rotorcraft	CS-29
Aircraft Engine Emission and Fuel Venting	CS-34
Aircraft Noise	CS-36
Auxiliary Power Unit	CS-APU
All Weather Operations	CS-AWO
Engines	CS-E
European Technical Standard Orders	CS-ETSO
Definitions and Abbreviations	CS-Definitions
Propellers	CS-P
Very Light Aeroplanes	CS-VLA
Very Light Rotorcraft	CS-VLR

EASA website: <http://www.easa.europa.eu>

Special Conditions

Special conditions are part of the EASA Certification Basis and they are established in accordance with Commission Regulation (EC) No. 1702/2003 Annex Part 21, paragraph 21A.16B.

Annex II Aircraft

Annex II aircraft are those aircraft as defined under Article 4(4) of Regulation (EC) No. 216/2008. For Annex II aircraft, national regulations as defined in ENAC Regolamentoo Technico apply.

Airworthiness Code(s)

According ENAC Regolamento Technico, the Airworthiness Codes are the Certification Specifications issued by EASA and listed above.

Special Conditions

Special conditions are part of the ENAC Certification Basis and they are established in accordance with ENAC Regolamento Technico which conforms with Commission Regulation (EC) No. 1702/2003 Annex Part 21, paragraph 21A.16B.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

For EASA aircraft, refer to the EASA AD publication tool that can be found at <http://www.easa.europa.eu>.

For Annex II aircraft, Airworthiness Directives may originate from:

- a) ENAC determination that an unsafe condition, affecting the continuing airworthiness of an aircraft/product, requires a mandatory corrective action (usually for aircraft/products designed in Italy, Airworthiness Directives are issued on the basis of Service Bulletins); or
- b) Airworthiness Directive or equivalent document issued by the authority of the State of Design (for Annex II aircraft/products designed abroad and registered in Italy).

Airworthiness Directives concerning Annex II aircraft include full translation in English. Usually reference is made to the relevant designer's Service Bulletin.

Airworthiness Directives for all aircraft (EASA and Annex II) are published through the ENAC Airworthiness Directive publication tool that can be found at: <http://www.enac-italia.it/>.

The name of the individual Airworthiness Directive is "Prescrizione di Aeronavigabilita".

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Systems for reporting of information on faults, defects and malfunctions is made in accordance with Part 21A.3 of the Annex to Regulation (EC) No. 1702/2003, Part MA.202, Part 145.A.60 of Annexes I and II to Regulation (EC) No. 2042/2003, EU-OPS.420 of Annex III to Regulation (EC) No. 3922/1991 and AMC 20-8.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

For the name and full addresses of the Italian organization, refer to the EASA website: <http://www.easa.europa.eu>.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Bureau
Airworthiness Division
2-1-3 Kasumigaseki
Chiyoda-ku
Tokyo 100-8918
Japan

Telephone: (81 3) 5253 8735
Facsimile: (81 3) 5253 1661
URL: <http://www.mlit.go.jp/english/index-html>
E-mail: AD-JCAB@mlit.go.jp

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

The issuance of the Certificate of Airworthiness is based on the Civil Aeronautics Law and Regulations of Japan; together with TAIKU-SEI-SHINSA-YORYO (Airworthiness Inspection Manual) which is equivalent to FAR (for aeroplane, rotorcraft, engines, and propellers) and JAR (for sailplanes and powered sailplanes);

Special conditions

Special conditions are prescribed if standard provisions are inappropriate to prove that the aircraft comply with the airworthiness standards due to a novel or unusual design feature of the aircraft. The procedure to prescribe special conditions is described in JCAB Order No. 1-303.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives are issued in those cases where JCAB consider the modification or inspection in question is mandatory for continuing airworthiness of the aircraft concerned, or for imported aircraft, where the airworthiness authorities of a State of Design/Manufacture issued an Airworthiness Directive. The JCAB may issue its original Airworthiness Directive for imported aircraft, when the JCAB specially recognizes its necessity. The State of Design/Manufacture shall be informed of such original Airworthiness Directives.

Airworthiness Directives are addressed to individual aircraft owners (operators) concerned. For aircraft manufactured in Japan and exported to a foreign State, Airworthiness Directives thereon are forwarded to the aviation authorities for the State of Registry.

The name of the individual Directives is "TAIKUSEI KAIZEN TSUHO (TCD)".

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Air carriers are required to report an event which affects safe operation of their aircraft in accordance with Article 111-4 of the Civil Aeronautics Law of Japan. Operators of aircraft over 5 700 kg maximum certificated take-off weight are also required to report faults, defects and malfunctions to JCAB and to the organization responsible for the type design of the aircraft in accordance with JCAB Order No.6-001. Operators of the other aircraft are requested to report faults, defects and malfunctions to JCAB in accordance with JCAB Order No.6-002. This system aims to inform operators of the reported faults, defects and malfunctions, in order to help detecting and preventing similar cases on the same type of aircraft, engines, propellers, components, parts and emergency equipment.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Mitsubishi Heavy Industry Ltd.
16-5, Konan 2-Chome, Minato-ku, Tokyo
108-8215, Japan

Aircraft type: YS-11, MU-2, MU-300, MH2000 series

Kawasaki Heavy Industries Ltd
1, Kawasaki-Cho, Kakamigahara-Shi, Gifu-Ken
504-0971, Japan

Aircraft type: BK117, KH369 series

Fuji Heavy Industry Ltd
1-11, Yonan 1-Chome, Utsunomiya-Shi, Tochigi-Ken
320-0834, Japan

Aircraft type: FA-200 series

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Jordan Civil Aviation Regulatory Commission
P.O. Box 7547
Amman 11110
Jordan

Attn: Capt. Sulejman Obejdat
Chief Commissioner/CEO
Telephone: +(00962 6) 489 5454 / 489 2282
Facsimile: +(00962 6) 489 2459
E-mail: c.commissioner@carc.gov.jo
Website: www.carc.jo

Attn: Eng. Mohammad Al-husban
Director Flight Safety
Telephone: +(00962 6) 488 7042
Facsimile: +(00962 6) 487 4710
E-mail: dsafety@carc.gov.jo

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code

The issuance of Certificates of Airworthiness is based on the Jordan Civil Aviation Law 41 of 2007 and the applicable Jordan civil aviation regulation.

Special Conditions

All imported products must be subject to Type Acceptance/Validation according to Jordan Civil Aviation Regulation Part 21 prior to the issuance of a Certificate of Airworthiness.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Products not manufactured in Jordan

Jordan CARC adopts the Airworthiness Directives issued by the State of Design of that product. Jordan CARC may also issue Airworthiness Directives, applicable on Jordanian registered aircraft, based on data that is deemed crucial for safety such as mandatory publications issued by the manufacturer, or based on operational experience. Jordan CARC communicates this information to the design organization/manufacturer and the State of Design of that product.

Products manufactured in Jordan

Jordan CARC issues Airworthiness Directives, applicable on products which Jordan is the State of Design/Manufacture, based on data deemed crucial for safety as a result of a system of collection, investigation and analysis of failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the product, part or appliance covered by the type certificate, restricted type certificate, supplemental type certificate, JTSO authorization.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Jordan Civil Aviation Regulation Parts 21, 145 and 121 or 135 include provisions for reporting faults, defects, malfunctions and occurrences to the aircraft design organization, the State of Registry and the State of Design.

Jordan CARC uses an occurrence reporting system to report faults, defects, malfunctions and occurrences by the operators and the approved maintenance organizations to the State of Registry. If the fault, defect, malfunction or occurrence is suspected to have some thing to do with aircraft design or manufacture, the reporter has to report to the aircraft design organization. Jordan CARC will review these reports and, as required, report to the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

SAMA 2000 and SAMA 2020G2 aircraft

Jordan Aerospace Industries
P.O. Box 815570
Amman 11180
Jordan

Telephone: +(00962 6) 556 0511
Facsimile: +(00962 6) 556 0514
E-mail: info@jai.jo
Website: www.jai.jo

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

General People's Committee for Communications and Transport
Civil Aviation Authority
Aviation Safety Administration
Airworthiness Section
P.O. Box 14399
Tripoli International Airport
Tripoli
Libya

Telephone: + (218 21) 563 2331
 + (218 21) 360 5319
Facsimile: + (218 21) 563 2332
SITA: TIPYAXS
AFTN: HLLTYAYA

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The Libyan Regulations regarding registered aircraft cover the issue of airworthiness and include laws, regulations and directives related to the subject as well as their mode of implementation.

- Civil Aviation Code No. 6 of 2005

Applicable regulations and laws in this subject including:

- Part 21 – Certification of Products and Parts
- Part 26 – Additional Airworthiness Requirements
- Part 34 – Certificates for Gaseous Waste from Aircraft Engines
- Part 36 – Aircraft Noise Certificates
- Part 39 – Airworthiness Directives
- Part 43 – General maintenance Regulations
- Part 47 – Aircraft Registration and Aircraft Registration Codes
- Part 103 – Certification and Operation of Very Light Aircraft
- Part 145 – Certification of Aircraft Maintenance Organizations

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The airworthiness instructions and directives promulgated by the States of Design and Manufacture are mandatory and all operators must abide by them. Moreover, in special circumstances related to aviation safety, Libya issues special instructions with which operators must comply, e.g. the appearance of a problem or malfunction in any device in the operator's aircraft and it is revealed through the results of an investigation that a certain action must be taken. Coordination is also ensured with the States of Design and Manufacture. In such cases, the operators of such a type of aircraft may be required to carry out a special check determined according to each case.

Regarding the exchange of information, Libya sends all its airworthiness information and instructions to operators and owners by email or fax. Currently, a website is under preparation to disseminate information and instructions related to airworthiness to be made available to all aircraft operators and owners.

Libya ensures the compliance of all owners and operators of aircraft registered in the State by implementing all applicable special airworthiness directives. Annual investigations and reviews are carried out to ascertain this matter. There is also a control process over maintenance records in accordance with the applicable regulations in the field of airworthiness in Libya.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

In accordance with the applicable rules and regulations of the Civil Aviation Authority of Libya, all operators and owners of civil aircraft registered in the State carrying its nationality, as well as approved maintenance organizations, shall submit reports to notify any malfunctions, performance shortcomings or defects in their aircraft by using a specific form for this purpose. The Civil Aviation Authority also communicates with the manufactures and designers and requires operators to do the same at the same time to find solutions to any malfunctions or defects so as to return the aircraft to service. This is only done after obtaining the approval of the Civil Aviation Authority based on a thorough assessment of the situation.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

There are none.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Lithuanian Civil Aviation Administration
Rodūnios kelias 2,
LT-02188, Vilnius
Republic of Lithuania

Telephone: + 370-5 2739-038
Facsimile: + 370-5 2739-248
E-mail: caa@caa.lt

Note.— Lithuania has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA Regulations have been adopted and applied.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Airworthiness codes are published by EASA and listed in:
http://www.easa.europa.eu/ws_prod/g/rg_certspeccs.php

CS-22 (Sailplanes and Powered Sailplanes)
CS-23 (Normal, Utility, Aerobatic and Commuter Aeroplanes)
CS-25 (Large Aeroplanes)
CS-27 (Small Rotorcraft)
CS-29 (Large Rotorcraft)
CS-34 (Aircraft Engine Emissions and Fuel Venting)
CS-36 (Aircraft Noise)
CS-APU (Auxiliary Power Units)
CS-AWO (All Weather Operations)
CS-E (Engines)
CS-ETSO (European Technical Standard Orders)
CS-Definitions (Definitions and Abbreviations)
CS-P (Propellers)
CS-VLA (Very Light Aeroplanes)
CS-VLR (Very Light Rotorcraft)
AMC-20 (General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances)

Special Conditions

Special conditions are listed in Part-21A.16B of the Annex to Regulation (EC) No. 1702/2003 and they are part of the EASA certification basis.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Methods of handling Airworthiness Directives (or either equivalent) and exchange of information is made in accordance with Part-21A.35 of the Annex to Regulation (EC) No. 1702/2003 and the EASA AD policy that can be found at:

http://www.easa.europa.eu/ws_prod/c/doc/Working_Procedures/C%20Y001-01%20EASA%20AD%20Policy%20Final%2028%2007%2008.pdf

EASA AD publication tool can be found at: <http://ad.easa.europa.eu/>

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Reporting of information on faults, defects and malfunctions is made in accordance with Part-21A.3 of the Annex to Regulation (EC) No. 1702/2003, Part MA.202; Part-145.A.60 of the Annexes I and II to Regulations (EC) No. 2042/2003; EU-OPS.420 of Annex III to Regulation (EC) No. 3922/1991 and AMC 20-8.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Name and address of design organizations reference should be made to the EASA website page that list the DOA:

http://www.easa.europa.eu/ws_prod/c/doc/Org_Appro/easa_doa.pdf and

http://www.easa.europa.eu/ws_prod/c/doc/Org_Appro/easa_adoa.pdf

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Airworthiness Sector
Department of Civil Aviation
No. 27, Persiaran Perdana
Level 2, Podium Block A, Lot 4G4, Precinct 4
Federal Government Administration Centre
62618 Putrajaya
Malaysia

Telephone: +6-03-88714000
Facsimile: +6-03-88714331
Cable: CIVIL KUALA LUMPUR
Telex: PENAWA MA 30128
Website: <http://www.dca.gov.my>

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

The Airworthiness Codes published as FARs, JARs and BCARs are accepted by DCA as the design standards for the issue of the Certificate of Airworthiness.

Special Conditions

To be eligible for a Malaysian Airworthiness Certificate, the aircraft must be accompanied with a certification from the civil airworthiness authority which certifies that the aircraft conforms to the aircraft Type Certificate and that the aircraft is in a condition for safe operation.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

All Airworthiness Directives (ADs) issued by the Certifying Authority or State of Design of the aircraft are deemed to be mandatory by the DCA.

These ADs are received by the DCA and aircraft operator direct from the Airworthiness Authorities of the State of Design.

DCA also issues ADs in accordance with internal instructions (Airworthiness Division Manual) for aircraft manufactured or operated in Malaysia. Listing of these ADs are published in Airworthiness Notice No.4. ADs are distributed to:

- a) affected Malaysian operator;
- b) Airworthiness Authorities of countries known to have Malaysian aircraft registered in their countries;
- c) organizations responsible for the type design of the Malaysian aircraft; and
- d) Airworthiness Authorities of countries responsible for the Type Design of the aircraft.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Dirección de Seguridad Aérea
Providencia 807
Piso 6
Colonia del Valle
México, D.F., C.P. 03100
México

Telephone: + (55) 5523-6642, 5687-7660
Facsimile: + (55) 5523-7207
Website: <http://dgac.sct.gob.mx>

Héctor González Weeks
Director General of Civil Aviation
hgonzalw@sct.gob.mx

José Gabriel Tort Flores
Deputy Director General of Aviation
gtortflo@sct.gob.mx

Jesús Moreno Bautista
Deputy Director General of Air Safety
jmoreno@sct.gob.mx

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Any person who intends to design and/or produce aeronautical products in the United Mexican States must comply with the airworthiness design standards accepted by the Directorate General of Civil Aeronautics.

Any person who wishes to import aeronautical products manufactured abroad must comply with the airworthiness design standards accepted by the Directorate General of Civil Aeronautics.

The Directorate General of Civil Aeronautics may validate a Type Certificate or a Type Approval issued by a foreign civil aviation authority when it is confirmed that the aeronautical products comply with the airworthiness design standards accepted by the Directorate General of Civil Aeronautics.

The Directorate General of Civil Aeronautics issues or validates a Type Certificate for an aircraft, engine and propeller and it issues or validates a type approval for components, equipment, instruments, devices or material when it is confirmed that those products comply with the airworthiness design standards accepted by the Directorate General of Civil Aeronautics.

Type Certificate and Type Approval

A Type Certificate and a Type Approval may be issued or validated for an aeronautical product produced in the United Mexican States or produced abroad and imported into Mexico, provided that there is compliance with the following requirements:

- a) It is certified that the aeronautical product has been examined, tested and found to be in conformity with:

- 1) the requirements for noise level, fuel system venting and emission of gases which are those referred to in the corresponding Mexican Official Standards or in the provisions in force; and
- 2) the corresponding airworthiness design standards mentioned below, in force at the time that the original application was submitted to the aeronautical authority.

Airworthiness design standards accepted by the Directorate General of Civil Aeronautics

Gliders and powered gliders

For the issue or validation of a Type Certificate, every glider and powered glider must comply with the airworthiness standards accepted by the Directorate General of Civil Aeronautics, indicated below:

- a) Federal Aviation Regulations FAR Part 21 “Certification procedures for products and parts”, issued by the Federal Aviation Administration of the United States of America; or
- b) Joint Aviation Requirements JAR Part 22 “Sailplanes and Powered Sailplane”, issued by the Joint Aviation Authorities of Europe.

Equipment

For the issue or validation of a type approval, every product such as components, equipment, instruments, devices or material installed or intended to be used on an aircraft, whether designed and/or manufactured in Mexico or abroad and intended to be operated in the national territory, must comply with the airworthiness standards accepted by the Directorate General or Civil Aeronautics, indicated below:

- a) Federal Aviation Regulation Part 21 “Certification procedures for products and parts”, issued by the Federal Aviation Administration of the United States of America; or
- b) Joint Aviation Requirements Part 21 “Certification Procedures for Aircraft, and Related Products and Parts” and JAR-TSO “Joint Technical Standing Orders”, both documents issued by the Joint Aviation Authorities of Europe.

Fixed-wing aircraft

For the issue or validation of a Type Certificate, every fixed-wing aircraft must comply with the airworthiness standards accepted by the Directorate General of Civil Aeronautics indicated below:

- a) For fixed-wing that have a seating configuration, excluding the pilot seats, of nine or less and a maximum certificated take-off mass of 5 700 kg or less and that do not intend to perform acrobatic operations:
 - 1) Federal Aviation Regulations FAR Part 23 “Airworthiness Standards: normal, utility, acrobatic, and commuter category airplanes”, requirements for aircraft of the normal category, issued by the Federal Aviation Administration of the United States of America; or
 - 2) Joint Aviation Requirements JAR Part 23 “Normal, Utility, Aerobatic and Commuter Category Aeroplanes”, requirements for aircraft of the normal category, issued by the Joint Aviation Authorities of Europe.
- b) For fixed-wing aeroplanes having a seating configuration, excluding pilot seats, of nine or less seats, and a maximum certificated take-off weight of 5 700 kg or less, and intended for limited acrobatic operations, like spins (if approved for the particular type of aeroplane), lazy eights,

chandelles, and steep turns, or similar manoeuvres in which the bank angle is higher than 60 degrees but not higher than 90 degrees.

- 1) Federal Aviation Regulations FAR Part 23 “Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category aeroplanes”, requirements for utility category aeroplanes, or
 - 2) Joint Aviation Requirements JAR Part 23 “Normal, Utility, Aerobatic, and Commuter Category Aeroplanes”, requirements for utility category aeroplanes, issued by the European Joint Aviation Authorities.
- c) For fixed-wing aeroplanes having a seating configuration, excluding pilot seats, of nine or less seats, and a maximum certificated take-off weight of 5 700 kg or less, and intended for acrobatic operations without restrictions, other than those proved to be necessary as a result of flight tests:
- 1) Federal Aviation Regulations FAR Part 23, “Airworthiness Standards: Normal Utility, Acrobatic, and Commuter Category aeroplanes”, requirements for Acrobatic category aeroplanes, issued by the United States Federal Aviation Administration; or
 - 2) Joint Aviation Requirements JAR Part 23 “Normal, Utility, Aerobatic, and Commuter Category Aeroplanes”, requirements for acrobatic category aeroplanes, issued by the European Joint Aviation Authorities.
- d) For fixed-wing aeroplanes having a seating configuration, excluding pilot seats, of nine or less seats, and a maximum certificated take-off weight of 8 618 kg or less:
- 1) Federal Aviation Regulations FAR Part 23 “Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Aeroplanes”, requirements for commuter category aeroplanes, issued by the United States Federal Aviation Administration; or
 - 2) Joint Aviation Requirements JAR Part 23 “Normal, Utility, Aerobatic, and Commuter Category Aeroplanes”, requirements for commuter category aeroplanes, issued by the European Joint Aviation Authorities.
- e) For fixed-wing aeroplanes having a seating configuration, excluding pilot seats, of over nineteen seats, and a maximum certificated take-off weight of 8 700 kg or less:
- 1) Federal Aviation Regulations FAR Part 25 “Airworthiness Standards: Transport Category airplanes” issued by the United States Federal Aviation Administration; or
 - 2) Joint Aviation Requirements JAR Part 25 “Large Aeroplanes”, issued by the European Joint Aviation Authorities.
- f) For fixed-wing aeroplanes fitted with a single reciprocating engine (spark or compression ignition) having no more than two seats, with a maximum certificated take-off weight no higher than 750 kg and a stalling speed in the landing configuration no higher than 45 knots:
- 1) Joint Aviation Requirements JAR-VLA “Very Light Aeroplanes”, by the European Joint Aviation Authorities.

Rotorcrafts

For the issuance or validation of a Type Certificate, all rotorcrafts must meet the airworthiness standards accepted by the *Dirección General de Aeronáutica Civil*, as described below:

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- a) For rotorcrafts with a maximum certificated take-off weight of 2 730 kg or less:
 - 1) Federal Aviation Regulations FAR Part 27 “Airworthiness Standards: Normal Category Rotorcraft”, issued by the United States Federal Aviation Administration; or
 - 2) Joint Aviation Requirements JAR Part 27 “Small Rotorcraft”, issued by the European Joint Aviation Authorities.
 - b) For rotorcrafts with a maximum certificated take-off weight of over 2 730 kg:
 - 1) Federal Aviation Regulations FAR Part 29 “Airworthiness Standards: Transport Category Rotocraft”; or
 - 2) Joint Aviation Requirements JAR Part 29 “Large Rotorcrafts”, issued by the European Joint Aviation Authorities.

Manned free balloons

For the issuance or validation of a Type Certificate, all manned free balloons must meet the airworthiness standards accepted by the *Dirección General de Aeronáutica Civil*, as described below:

- a) Federal Aviation Regulations FAR Part 31 “Airworthiness Standards: Manned Free Balloons”, issued by the United States Federal Aviation Administration.

Non-rigid airships

For the issuance or validation of a Type Certificate, all non-rigid airships must meet the airworthiness standards accepted by the *Dirección General de Aeronáutica Civil*, as described below:

- a) Federal Aviation Regulations FAR Part 21 “Certification for Products and Parts”, Section 21.17 and Document (ADC) FAA P-8110-2 “Airship Design Criteria”, both documents issued by the United States Federal Aviation Administration.

Engines

For the issuance or validation of a Type Certificate, all engines whether designed and/or manufactured in Mexico or abroad intended to operate within the national territory must meet the airworthiness standards accepted by the *Dirección General de Aeronáutica Civil*, as described below:

- a) Federal Aviation Regulations FAR Part 33 “Airworthiness Standards: aircraft engines”, issued by the United States Federal Aviation Administration; or
- b) Joint Aviation Requirements JAR-E “Engines”, issued by the European Joint Aviation Authorities.

Propellers

For the issuance or validation of a Type Certificate, all propellers whether designed and/or manufactured in Mexico or abroad intended to operate within the national territory must meet the airworthiness standards accepted by the *Dirección General de Aeronáutica Civil*, as described below:

- a) Federal Aviation Regulations FAR Part 35 “Airworthiness Standards: Propellers”, issued by the United States Federal Aviation Administration: or
- b) Joint Aviation Requirements JAR-P “Propellers” issued by the European Joint Aviation Authorities.

Special Requirements

1. General

The Aviation Authority accepts the abovementioned airworthiness standards in their original language, fully and including all amendments, modifications and annexes thereof.

2. Update

The update dates of airworthiness standards to be used shall be those in force as of the date of the original application for the certification of the relevant product.

3. Adaptation

For acceptance purpose of the abovementioned airworthiness standards, it shall be taken into account that:

- a) where the accepted airworthiness standards require the use of the language of origin, the use of the Spanish language shall be required;
- b) where the accepted airworthiness standards require the compliance of special requirements for entering the United States of Mexico;
- c) where the accepted airworthiness standards require the compliance of commonly applied standards for the industry, the industrial standard accepted by the Mexican Aviation Authority shall be used; and
- d) where the accepted airworthiness standard require specific approval by the international aviation authority issuing the airworthiness standard, it shall be construed to mean that said approval is issued by the Mexican Aviation Authority.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

1. All Mexican licensees, concessionaires or air operators of civil or State aircraft other than military aircraft shall apply the Airworthiness Directives relevant to said aircraft or components thereof, pursuant to the following:

- a) all Airworthiness Directives issued by the State of Design of the product affecting aircraft, engines, propellers, rotors and accessories, shall be applied within the compliance limits therein established;
- b) in addition to the abovementioned Airworthiness Directives, all Airworthiness Directives issued by the *Dirección General de Aeronáutica Civil* within the compliance limits therein established shall be applied;
- c) the *Dirección General de Aeronáutica Civil* shall provide the State responsible for the Type Design of any aviation product with all mandatory information regarding maintenance and all Airworthiness Directives issued by it.

2. The *Dirección General de Aeronáutica Civil* is empowered to authorize extensions of the compliance limits set forth in the Airworthiness Directives, provided the applying licensee, concessionaire or air operator establishes alternate compliance methods, which may offer an acceptable level of safety.

3. The Aviation Authority is empowered to exempt licensees, concessionaires or air operators from the compliance of an Airworthiness Directive when said directive refers to nonexistent operational conditions and the licensee, concessionaire or air operator must submit the necessary documentation to fully justify the exemption requested. The exemptions mentioned in this paragraph are cancelled when conditions that generated the petition or request change; in this case, Airworthiness Directives must be applied pursuant to the provisions of paragraph 5 below.

4. The extensions or exemptions mentioned in paragraphs 2 and 3 respectively, must be requested from the *Dirección General de Aeronáutica Civil* with due notice, before the compliance limits set forth in the Airworthiness Directive are reached.

5. When conditions that call for the modification, suspension or revoking of an extension granted to a licensee, concessionaire or air operator arise, the *Dirección General de Aeronáutica Civil*, after the analysis thereof, determines and establishes the compliance term it deems suitable for the application of the Airworthiness Directive.

6. The licensee, concessionaire or air operator shall keep all original documentation necessary to prove the application of the Airworthiness Directives, which should include the names, addresses and licence numbers of technical personnel involved, date of implementation, and total hours and/or operation cycles, as applicable, for the implementation of the Airworthiness Directive. The abovementioned records and controls shall be kept during sixty working days after expiration of the life of the aircraft or component to which the Airworthiness Directive applies. Should ownership of the aircraft be transferred, said records shall be given to the new owner.

7. All licensees, concessionaires or air operators are responsible for obtaining the Airworthiness Directives mentioned in paragraph 1, which affect their aircraft or aviation products. When it becomes difficult for the licensee, concessionaire or air operator to obtain this information, they may request the intervention of the *Dirección General de Aeronáutica Civil*, when conditions so require, in order to obtain said information.

8. The licensees, concessionaire or air operator shall keep an updated control of the compliance of Airworthiness Directives for each aircraft, applicable to the relevant products. Said control shall include the following requirements, as applicable:

- a) make, model, serial number, line (if assigned by the organization responsible for the design), variable number (if assigned by the organization responsible for the design), part number, year of manufacture of aircraft and licence number, if applicable;
- b) Airworthiness Directive number;
- c) Airworthiness Directive amendment number;
- d) wording or title of the Airworthiness Directive (as concise as possible);
- e) effective date of the Airworthiness Directive;
- f) compliance method, if applicable;
- g) type, number and review of the document related to the Airworthiness Directive, if applicable;
- h) Airworthiness Directive application frequency (recurrent or repetitive, one-time application or definite);
- i) application interval (calendar time, hours and/or operation cycles, as applicable);

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- j) last application (date, hours and/or operation cycles, as applicable);
 - k) next application (date, hours and/or operation cycles, as applicable); and
 - l) time remaining for compliance) calendar time, hours and/or operation cycles, as applicable).

9. The licensee, concessionaire or air operator shall not use its aircraft, or knowingly allow others to do so, except when it complies with all applicable Airworthiness Directives issued so far. Should the owner lease the aircraft to any third party, effective measures shall be taken pursuant to the contract signed between both parties and duly recorded before the Mexican Aviation Registry to ensure the compliance of the abovementioned Airworthiness Directives.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

1. All licensees, concessionaires or air operators carrying out operations within the United States of Mexico shall submit to the *Dirección General de Aeronáutica Civil* a mandatory report on the defects and faults found in the aircraft systems or components which may affect their airworthiness conditions, pursuant to the provisions of paragraph 3.

2. The abovementioned report shall be submitted within a term not exceeding 10 days after the date of occurrence of the fault. Said report shall include remarks and/or descriptive diagrams of the fault and shall be submitted to the *Dirección General de Aeronáutica Civil* in form DGAC-80-Rev. A, called "Defects and Faults Report", which is provided free of charge in the DGAC headquarters or foreign offices. Said form may also be photocopied or reproduced in a similar way.

3. Only significant faults shall be reported, i.e. faults that exceed the limits and conditions stated by the aircraft systems and/or components manufacturer, which arise as a consequence of design defects malfunctions or other events that adversely affect or may affect continuing airworthiness and those faults detected during routine maintenance procedures and verification of discrepancies reported by flight crews. As an example, the following is a list of faults that may occur and must be notified:

- a) defects or faults which generate the following events:
 - 1) take-off interruption or flight suspension due to the presence and/or occurrence of any fault affecting the aircraft airworthiness conditions, due to structural damage, inappropriate operation, faulty installation, fatigue, impairment of its systems and components, or any other condition not covered by the manufacturer's maintenance and inspection programmes;
 - 2) transfer flight restricting the aircraft airworthiness conditions;
 - 3) change of engine due to mechanical and/or operational failure;
 - 4) delay exceeding 30 minutes due to a mechanical failure;
- b) in-flight fire, indicating if the fire-warning installation operated properly or not;
- c) in-flight fire in aircraft not fitted with a fire-warning installation;
- d) defect or malfunctioning of engine exhaust installation, having caused damage to the powerplant, surrounding aircraft structure, equipment or components during flight;

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- e) defects or malfunctioning of any component of the aircraft, having caused during flight the development or penetration of smoke, toxic or damaging vapours in the cockpit or passenger compartment;
 - f) an engine failure due to a flame-out during flight;
 - g) an engine failure resulting from external damage to the powerplant or the aircraft structure;
 - h) the failure of more than one engine during flight;
 - i) In-flight uncommanded propeller pitch change;
 - j) defects or malfunctioning of the fuel system or the fuel dump installation during flight, affecting fuel flow or causing leaks;
 - k) the operation of the retractable undercarriage or of the undercarriage doors during flight;
 - l) defects or malfunctioning of the wheel brakes installation, causing deterioration of the effectiveness of the brakes;
 - m) defects to the aircraft structures, requiring a major repair;
 - n) cracks in and permanent deformation or corrosion of structural parts, which exceed the maximum allowed limits, as specified by the manufacturer or Aviation Authority;
 - o) defects or malfunctioning of aircraft installations, equipment and components, having caused during flight the taking of emergency action;
 - p) components of emergency evacuation systems including all exit doors, lighting systems for passenger emergency evacuation or evacuation equipment found defective during flight or which fail to fulfil their task during a real emergency or during training, drills, maintenance, demonstration or unnoticed activation;
 - q) unusual operation, stiffness, misalignment or limited movement range of any control;
 - r) impossibility to change propeller pitch, blockage or jamming of an engine or the accelerator;
 - s) abnormal operation of the fuel system affecting the supply and distribution procedures;
 - t) significant contamination or leaks of fuel, oil or any other fluid;
 - u) presence of fire, smoke, toxic or harmful gases in any area of the aircraft;
 - v) unjustified activation of the fire or smoke detection systems during flight;
 - w) in the case of helicopters, loss of engine thrust and/or momentary loss of aircraft control;
 - x) engine failure due to foreign object damage (FOD) or ice, structural damage next to the engine, total loss of combustion with the fuel control in “flame-out” position;
 - y) in the case of helicopters, faults in rotors, transmissions and axles; and
 - z) each national or international licensee, concessionaire or air operator shall report any other defect or fault that may occur or be detected at any moment if, in their opinion, such defect or fault has endangered the safe operation of the aircraft.

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4. Those faults in the aircraft systems or components caused by factors external to said aircraft system or component, which do not affect its airworthiness conditions and represent only a mere replacement of parts or components, shall not be reported to the *Dirección General de Aeronáutica Civil*.
 5. Licensees, concessionaires or air operators must provide the *Dirección General de Aeronáutica Civil* with all additional information and documentation it may require to assess the cause of the fault and take the proper corrective action.
 6. The *Dirección General de Aeronáutica Civil* analyses all defect and fault notices received and coordinates the relevant assessments and investigations in order to establish measures and procedures making it possible to avoid the reoccurrence of said faults, which may be of a mandatory nature.
 7. Depending on the type of fault, the *Dirección General de Aeronáutica Civil*, in cooperation with the licensee, concessionaire or air operator, analyses and publishes significant reports in the form of Alerts, Advisory Circulars, Mandatory Circulars, Airworthiness Directives or Policy Letters, as applicable, to provide the aeronautical community with information about the most significant events reported, including the analysis and conclusions thereof.
 8. Each licensee, concessionaire or air operator must submit the required report, pursuant to the provisions of paragraph 2. However, reports regarding faults in the primary structure of the aircraft, faults in the control system fires on aircraft, structural failures of the engine, or any other condition that may cause imminent danger to safety must be reported immediately through any available means, whether verbally or by phone. Notwithstanding the above, the information included in this type of report must be submitted within the standard terms and in the standard manner.
 9. Nobody shall delay or stop the submission of a fault, defect or malfunction report adducing reasons such as lack of required information or other similar reasons.
 10. Whenever the licensee, concessionaire or air operator has additional information on faults, defects or malfunctions, including information from the manufacturer or foreign Aviation Authority, said information must be sent immediately as supplementary to the first report, using as reference its original date of submission.
 11. All licensees, concessionaires or air operators must keep records of the Faults and Defects Reports sent to the *Dirección General de Aeronáutica Civil*.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

National Authority

Bureau Véritas
Technoparc du Griffon
Bât 13
511, route de la Seds
13745 Vitrolles
France

Telephone: + (33) 4 42 15 28 20

Facsimile: + (33) 4 42 15 28 10

Central Authority

Service de l'aviation civile
Héliport de Monaco
Avenue des Ligures
MC 98000 MONACO

Telephone: + (377) 98 98 87 11

Facsimile: + (377) 98 98 87 08

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Codes

The JAR/EASA codes are applicable to Monaco.

Special Conditions

Described in the Air Transport Technical Manual (MTTA), Chapter 2, Sections 1 to 7.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Contained in the MTTA:

Chapter 2: Airworthiness
Chapter 3: Use/Operation
Chapter 3 *bis* and *ter*: JAR OPS 3
Chapter 4: Maintenance

Monaco applies the Airworthiness Directives issued by EASA.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The reports are prepared by the maintenance organizations and are sent to the design organizations and/or the national authority, pursuant to JAR/EASA procedures.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Monaco is not a State of Design for aircraft. An ad hoc facility will be created if the need arises.

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**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Director (Airworthiness)
Department of Civil Aviation
Headquarters Building
Yangon International Airport
P.O. Box 11021, Mingaladon
Yangon
Myanmar

Telephone: +(95 1) 533 003
 +(95 1) 533 014
Facsimile: +(95 1) 533 016
AFTN: VYYYYAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The following are considered as an acceptable Code of Airworthiness in Myanmar:

- Myanmar Aircraft Rules
- Myanmar Civil Aviation Requirements as follows:
 - Part-1 (AOC)
 - Part-21 (Airworthiness)
 - Part-145 (AMO)
- DCA Airworthiness Notices

Other States Codes of Airworthiness such as FAR or EASA shall be considered for acceptance provided compliance with relevant clauses of ICAO Annex 8 and ICAO *Airworthiness Technical Manual* (Doc 9051) is established.

The DCA may, in the interest of flight safety, relating to its own environment and operating experience, issue a new policy, amend the adopted Code of Airworthiness, or cancel the same.

An HF communication set must be installed before issuing the Certificate of Airworthiness as a Special Condition.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design and State of Manufacture are mandatory and the owners/operators must make necessary arrangements to get all Airworthiness Directives (i.e. downloading from suitable website or by other means). Myanmar may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same Type Design, and the State of Design shall be informed of these Airworthiness Directives.

All owners/operators of aircraft are advised to adhere strictly to the Airworthiness Directives referred to above.

All Myanmar Airworthiness Directives are sent to the affected operators and owners by the State of Registry by letter, fax and messenger depending on the urgency of the matter.

Except for Myanmar Airworthiness Directives, there is no separate publication in which individual directives and summaries are given.

The DCA ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all Myanmar registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records during the Certificate of Airworthiness issue/renewal process.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Myanmar DCA has established and uses a service difficulty reporting system which obliges all the civil-registered aircraft owners/operators, air carriers and the State-approved repair stations to report any faults, defects and malfunctions in accordance with the procedures detailed in a difficulty reporting system document using the civil aviation authority forms.

All reports must be submitted to the Myanmar DCA within 72 hours from the time the service difficulty was first discovered. The system also requires all operators to inform the aircraft designer/manufacturer about these difficulties. The Myanmar DCA will review these report and as required will inform the State of Design accordingly.

The faults, defects and other occurrences affecting continuing airworthiness of the aircraft, as requested by the manufacturer, are directly reported to them by the operators. Routine defects are normally not reported to the manufacturer until requested to do so.

In cases where the defect is of an alarming nature, the Myanmar DCA sends the information to the Airworthiness Authority of the States of Manufacture.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Myanmar has not become a State of Design to-date.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Transport and Water Management Inspectorate Netherlands
Civil Aviation Authority (CAA-NL)
Unit Object Permits
P.O. Box 575
2130 AN Hoofddorp
Netherlands

Telephone: +(31) 70 456 2839
Facsimile: +(31) 70 456 3006
E-mail: Info.Register@ivw.nl
<http://www.ivw.nl>

The national agency is responsible for the continued airworthiness for aircraft (national aircraft) as defined in Annex-11, Article 4 (4) of Regulation (EC) No. 216/2008. This includes the responsibilities as State of Design for the Fokker S11 and the Sagita 12 aircraft, of which Type Certificate data is laid down in documents SAS F.1 and SAS G1S respectively. Acronym SAS stands for Special Airworthiness Specification and is the equivalent of the Type Certificate Data Sheet (TCDS). As there is no TC holder, the distinctive name SAS is used.

Note.— The Netherlands has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation for aircraft not defined above. EASA Regulations have been adopted and applied by the Netherlands.

European Aviation Safety Agency
AD Focal Point
P.O. Box 10 12 53
D-50452 Köln
Germany

Telephone: +(49) 221 8999 00000
Facsimile: +(49) 221 8999 09999
E-mail: ADs@easa.europa.eu
http://www.easa.eu.int/ws_prod/c/c/_awdir.php

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Airworthiness Codes for EASA aircraft and national aircraft with ICAO Certificate of Airworthiness Regulation EC No. 1702/2003 which includes Annex Part-21 and the Dutch Air Law, Chapter 3.
http://www.easa.eu.int/ws_prod/g/doc/Regulation/reg_1702_2003.pdf

http://www.easa.eu.int/ws_prod/g/rg_certspecs.php

CS-22	Sailplanes and Powered Sailplanes
CS-23	Normal, Utility, Aerobatic and Commuter Aeroplanes
CS-25	Large Aeroplanes
CS-27	Small Rotorcraft
CS-29	Large Rotorcraft

CS-34	Aircraft Engine Emissions and Fuel Venting
CS-36	Aircraft Noise
CS-APU	Auxiliary Power Units
CS-AWO	All Weather Operations
CS-E	Engines
CS-ETSO	European Technical Standard Orders
CS-Definitions	Definitions and Abbreviations
CS-P	Propellers
CS-VLA	Very Light Aeroplanes
CS-VLR	Very Light Rotorcraft
AMC-20	General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances

Special Conditions

Special Conditions are part of the certification basis as defined in Part-21 A.16B.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives issued by the State of Design are mandatory for EASA aircraft based on Regulation EC No. 1702/2003. The method of handling Airworthiness Directives for EASA aircraft and exchange of information is defined in part-21A.3B and the EASA Airworthiness Policy that can be found at: http://www.easa.eu.int/ws_prod/c/c_intwrkprod.php.

The Airworthiness Directives issued and adopted by EASA are published on their website which can be found at: <http://ad.easa.europa.eu/>.

EASA also informs the State of Registry of the issuance of an Airworthiness Directive on behalf of the State of Registry. CAA-NL supports EASA whenever it is the responsible party as State of Design with the issuance of Airworthiness Directives.

Additionally, CAA-NL may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same Type Design, based on National Air Law Article 3.22 (4). Foreign Airworthiness Directives for aircraft not covered by EASA, which are registered in the Netherlands, are covered with the issuance of a national Airworthiness Directive for the same subject, based on Article 3.22 (4). Distribution of national Airworthiness Directives to the State of Design is done by CAA-NL as defined within the working produces of CAA-NL.

Distribution of national, foreign Airworthiness Directives as well as EASA Airworthiness Directives to the owner/operator of aircraft is done by the National Governmental Distributor by means of a subscription system, or by mail by CAA-NL, depending on the urgency of the matter. Information about this system can be found at: <http://www.sdu.nl/catalogue/TSBLAAB>.

CAA-NL ensures that all applicable Airworthiness Directives are complied with by the owner/operators of the State registered aircraft by means of maintenance records in accordance with the national air law.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

For EASA aircraft a system for reporting of information on faults, defects and malfunctions is prescribed in Regulation EC No. 1702/2003, Annex Part-21A.3 and Part MA.202; Regulation EC No.

2043/2003, Part-145.A.60 of Annexes 1 and II; EU-OPS.420 of Annex III to Regulation EC No. 3992/1991; and AMC 20-8.

In the Dutch national legislation occurrence reporting is made mandatory for both owner/operator and the maintenance organization. Reports to CAA-NL are filed and processed internally in accordance with the ICAO rule.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

A list of Design Organizations with name and address responsible for the Type Design and the continuing airworthiness of aircraft is published by EASA on its website: http://www.easa.eu.int/ws_prod/c/c_orgapproda_doa.php.

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**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Director of Civil Aviation
Civil Aviation Authority of New Zealand
P.O. Box 31441
Lower Hutt 5040
New Zealand

Telephone: +64-4-560-9400
Facsimile: +64-4-569-2024
AFTN: NZHOYAYX
E-mail: info@caa.govt.nz
Web: www.caa.govt.nz

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

New Zealand Civil Aviation Rules, Part 21 *Certification of Products and Parts* prescribes rules governing:

- a) the type certification of aircraft, aircraft engines and propellers to be manufactured in New Zealand;
- b) the type acceptance certification of aircraft types to be imported into New Zealand;
- c) the operating requirements for the holder of a Type Certificate;
- d) the airworthiness certification of aircraft; and
- e) the identification of:
 - 1) aircraft, aircraft engines, and propellers;
 - 2) critical parts; and
 - 3) certain replacement and modification parts

Special Conditions

Nil.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

New Zealand Civil Aviation Rules, Part 39 *Airworthiness Directives* prescribes rules governing the issue of Airworthiness Directives for each New Zealand registered aircraft issued with an airworthiness certificate under Part 21, Subpart H and any aeronautical product associated with those aircraft.

Emergency Airworthiness Directives are notified directly to the registered owners of affected aircraft.

Other Airworthiness Directives are promulgated via the CAA web site at www.caa.govt.nz and are available for download free of charge. A notification service is also provided to alert subscribers by e-mail.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

New Zealand Civil Aviation Rules, Part 12 *Accidents, Incidents and Statistics* prescribes rules governing the notification, investigation and reporting of occurrences (including faults, defects and malfunctions), preservation of aircraft, its contents and records, and the provision of statistical data concerning aircraft operations.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

New Zealand is the State of Design and the State of Manufacture for the following aircraft:

Cresco 08-600 750XL FU 24 Series CT 4 Series	Pacific Aerospace Limited Private Bag 3027 Waikato Mail Centre Hamilton 3240 New Zealand Tel: +64 7 843 6144 Fax: + 64 7 843 6134 E-mail: pacific@aerospace.co.nz Web: www.aerospace.co.nz
HR200-100 HR200-120 HR 200-120B HR200-160 HR200-100S R2160 R2100 R2100A R2160D R2112 R2160i R2120U	Alpha Aviation Design Limited (In Receivership) Alpha Aviation Manufacturing Limited (In Receivership) Ingram Road Hamilton Airport RD 2 Hamilton 3282 New Zealand Tel: + 64 7 843 7070 Fax: +64 7 843 8040 Web: www.alphaaviation.co.nz
Bantam B22S Bantam B22J	Micro Aviation (NZ) Limited 172 Limmer Road Te Kowhai RD 8 Hamilton 3288 New Zealand

	Tel: + 64 7 829 7837 Fax: + 64 829 7587 E-mail: microav@wave.co.nz Web: www.microaviation.co.nz
Airtourer 100, 115 Airtourer 150, Super 150 Airtourer T3A Airtourer T6 (New Zealand Type Certificates)	Millicer Aircraft Industries Pty Ltd PO Box 1242 Sale VIC 3850 Australia (See also under listings for Australia)

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Ministry of Transport and Civil Aviation
Directorate of Civil Aviation
P.O. Box 727
Niamey
Niger

Telephone: +227 20 72 32 67
Facsimile: +227 20 73 80 56
E-mail: dacniger@intnet.ne

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The provisions of Decree No. 2007-462/PRN/MT/AC dated 10 October 2007 for the regulation of titles, documents and checks relating to the operational safety of aircraft, and the provisions of the annex to said Decree attached below are applicable:

Annex to Decree No. 2007-462/PRN/MT/AC dated 10 October 2007

AIRCRAFT CATEGORY	APPLICABLE AIRWORTHINESS STANDARD
A normal or utility category single-engine aeroplane having no more than two seats, a maximum weight at take-off of no more than 750 kg, and a stall speed in landing configuration of no greater than 45 knots.	European Airworthiness Requirements JAR-VLA
A normal utility or acrobatic category aeroplane (with the exception of aeroplanes belonging to the category below).	As applicable, American Federal Aviation Regulations FAR, Part 23 or European Airworthiness Requirements JAR-23.
Transport category aeroplane.	As applicable, American Federal Aviation Regulations FAR, Part 25 or European Airworthiness Requirements JAR-25.
Normal category rotorcraft with a maximum weight at take-off of 2 700 kg.	As applicable, American Federal Aviation Regulations FAR, Part 29 or European Airworthiness Requirements JAR-29.
Transport category rotorcraft.	As applicable, American Federal Aviation Regulations FAR, Part 29 or European Airworthiness Requirements JAR-29.
Utility or acrobatic category gliders.	As applicable, American Federal Aviation Regulations FAR, Part 22 or European Airworthiness Requirements JAR-22.
Terminology.	European Airworthiness Requirements JAR-1, and for the missing definitions, American Federal Aviation FAR-1.
Engines.	As applicable, European Airworthiness Requirements JAR-E or American Federal Aviation Regulations FAR-33. However, for engines designed only for aircraft for which the general technical conditions mentioned in Article 2 provide for this possibility, these

	conditions can be replaced by the technical conditions of the European Airworthiness Requirements JAR-22 under Part H.
Propellers	As applicable, European Airworthiness Requirements JAR-P or the corresponding American Federal Aviation Regulations FAR. However, for propellers designed only for aircraft for which the general technical conditions mentioned in Article 2 provide for this possibility, these conditions can be replaced by the technical conditions of the European Airworthiness Requirements JAR-22 under Part J.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives issued by the States of Design and/or Manufacture of aircraft are collected at the level of the Aircraft Service of the Directorate of Civil Aviation.

All editions of "French Aviation Safety Track" on CD F-ASF published by the GSAC (France) and distributed by Bureau Veritas are also sent to our Administration.

The Airworthiness Directives are then sent by the Directorate of Civil Aviation to the relevant aircraft operators and owners by letter or fax, depending on the urgency of the situation.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The airworthiness manual approved by Decision No. 0339/DAC dated 19 October 2007 contains a procedure on reporting faults, defects and malfunctions identified in aircraft in operation in Niger.

The provisions of Section D will become effective with the implementation of the actions contained in the Corrective Action Plan (CAP) from the USOAP audit of Niger from 23 to 30 October 2007.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Not applicable, since Niger is not a country which designs aircraft.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Director Airworthiness
Civil Aviation Authority
Inspectorate Building
Jinnah International Airport
Karachi-75200
Pakistan

Telephone: + (92-21)-99242756, 99242759
Facsimile: + (92-21)-34604306
Telex: 23198 CAA ED PK
Cable: CIVILAIR Karachi
AFTN: OPKCYAYS
E-mail: dairworth@caapakistan.com.pk

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

PCAA adopts the FAA and EASA codes directly. PCAA shall adopt by reference one or more of the codes mentioned below.

Products

Small airplane (Less than 5700 kg max TOW)
Two-seat small airplane up to a MTOW of 750 kg
Transport category airplane
Small Rotorcraft
Large Rotorcraft
Engines
Propellers

Standards

EASA CS 23 or FAR 23
EASA-VLA requirements
EASA CS 25 or FAR 25
EASA CS 27 or FAR 27
EASA CS 29 or FAR 29
EASA CS – E or FAR Part 33
EASA CS – P or FAR Part 35

Special Conditions

Type Acceptance Certificate

The PCAA shall issue a type acceptance certificate, in the case of State of design being other than United States or Member States of EASA, provided that:

- a) the airworthiness authority of the country in which it is manufactured has issued the certificate of airworthiness, type certificate or similar document, in respect of the aircraft or aircraft engine or propeller;
- b) it meets the airworthiness requirements laid down by the Pakistan CAA. The applicant shall furnish the following documents:
 - 1) Type Certificate;
 - 2) Type Certificate data sheets;
 - 3) supplemental type data sheet, if applicable;
 - 4) noise standard to which it has been certified;
 - 5) the basis on ETOPS certification, if applicable;
 - 6) all applicable Airworthiness Directives;
 - 7) copies of aircraft engine, propellers, specifications, special conditions and/or exemption including the certification basis;
 - 8) engineering description of the aircraft with required illustrations;

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- 9) copies of flight test reports;
 - 10) copies of maintenance review board report and MMEL for aircraft type certificate in transport category;
 - 11) weight and balance report, flight manual, structural repair manual, etc.; and
 - 12) compliance statement, type design record, any other reports required by the CAA;
- c) the design documents submitted by the applicant are scrutinized by the Airworthiness Directorate;
 - d) in order to familiarize with the design and certification procedures, the design representative of the manufacturer may be required to visit Pakistan to acquaint CAA officials with the system and design of the product. Alternatively, representatives of the CAA may visit the design manufacturing sites to discuss specific design/manufacture, designer and/Airworthiness Authority of the country of manufacture;
 - e) special conditions may be imposed on foreign Type Certification and Type Data sheets by the CAA in specific cases for safe operation of the aircraft in Pakistan. The special conditions so imposed, will be communicated to the manufacturer and the respective Airworthiness Authorities by the CAA;
 - f) considering the high ambient temperature conditions in Pakistan, the applicant is required to provide system performance and aircraft performance certified by the foreign airworthiness authority at temperatures up to 50°C at sea level.
 - g) on being satisfied that the basis of the Type Certification of the aircraft/helicopter/aircraft engine/propeller is satisfactory, the PCAA may revalidate the Type Certificate (with such exception as may be permitted) issued by the Airworthiness Authority of the country in which the product has been manufactured. Additional conditions, operating limitations may be imposed by the DG CAA.

Initial Issuance of Certificate of Airworthiness

The owner/operator of aircraft shall specify in the application for “issue/validation” of the Certificate of Airworthiness, the category or categories mentioned below for which the aircraft is required to be certificated:

- a) regular public air transport;
- b) charter;
- c) aerial work; and
- d) private.

Inspection of aircraft shall be carried out by Airworthiness to establish compliance with laid down requirements. The Certificate of Airworthiness of aircraft shall be issued by the Airworthiness Directorate and validated for a period of twelve months by the nearest Airworthiness field office after its necessary checks and inspection have been carried out satisfactorily. The applicant should make the aircraft available, at a time and place acceptable to the Civil Aviation inspectors, for such checks and inspections considered necessary.

- a) For the initial issuance of the Certificate of Airworthiness, the following documents shall be supplied to the Civil Aviation:
 - 1) application for issuing the Certificate of Airworthiness on an appropriate form;
 - 2) copy of the Type Certificate and Data Sheet;
 - 3) copy of the Export Certificate of Airworthiness for aircraft, engines and propellers and applicable STC (Supplemental Type Certificate) and the current Certificate of Airworthiness;
 - 4) copy of the Flight Manual;
 - 5) copy of the manufacturer’s Maintenance, Overhaul Structural Repair Manuals and Wiring Diagram Manual;

- 6) Airworthiness Directive and Service Bulletin Compliance List including alert service bulletin where OPTIONAL OR ALTERNATE means of compliance are offered, means chosen should be stated. Also Airworthiness Directives containing repetitive compliance must be identified. Information regarding next compliance due must be provided;
- 7) copy of the crew Operations Manual;
- 8) copy of the Mass and Balance Report;
- 9) flight test report for the aircraft;
- 10) aircraft and engines parts catalogue;
- 11) component status list;
- 12) copy of the Maintenance Review Board Report (MRBR) as applicable;
- 13) copy of the Master Minimum Equipment List (MMEL);
- 14) details of mandatory equipment and radio equipment details on board the aircraft;
- 15) noise certificate; and
- 16) subscription to the technical publication issued by the manufacturer of the aircraft to ensure that updated manuals, Airworthiness Directives and Service Bulletins are available.

Used Aircraft

For used aircraft the following are also required:

- a) a complete history of the aircraft, engines, propeller, components and equipment including:
 - 1) a complete history of aircraft, engines, propeller, components and equipment including;
 - 2) the maintenance programme to which the aircraft has previously been maintained, including previous check cycle and future check cycle.
- b) the flight time since new of any components of the aircraft, engine, propellers or equipment which are subject to mandatory life limitations;
- c) the flight time since new and since overhaul of any components of the aircraft engines, propellers, or equipment which are subject to an approved overhaul period;
- d) details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components;
- e) details of major structural repair including the nature of damage in each case.

Entering the Civil Aircraft Register

For the issuance of the Registration Certificate, the owner of the aircraft shall supply:

- a) application for entering the register on an appropriate form;
- b) Certificate of Airworthiness;
- c) Certificate of de-registration from foreign registry;
- d) Bill of Sale;
- e) Statement of nationality of the aircraft owner;
- f) Custom declaration; and
- g) NOC for import of aircraft.

Before entering the Pakistan Register, a used aircraft shall have a service history acceptable to Civil Aviation. In English language, the aircraft history must be clear and it shall be prepared for survey for basic inspection when entering the Register.

Renewal of a Certificate of Airworthiness

The owner or the operator shall apply for the renewal of the Certificate of Airworthiness at least 30 days before it expires. For this, he needs to submit to the Civil Aviation the following:

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- a) application for renewal of the Certificate of Airworthiness;
 - b) technical status of aircraft in appropriate form;
 - c) aircraft insurance;
 - d) mandatory modification list and compliance status of Airworthiness Directives, service bulletin applicable on aircraft, engine propellers, etc.;
 - e) Certificate of Maintenance Review of aircraft;
 - f) Certificate of release to service after past servicing;
 - g) up-to-date hours and cycles status of fuselage, engine and propellers and components.

The applicant should make the aircraft available, at a time and place acceptable to the Civil Aviation Inspectors, for such checks and inspections considered necessary.

Validation of a Certificate of Airworthiness

The Certificate of Airworthiness issued by another Contracting State shall provide a suitable statement of authorization to be carried with the original certificate. The validity of the authorization shall not extend beyond the period of validity of the original certificate; however, whenever the period of validity of the certificate is renewed, the authorization may be renewed or another authorization issued by the State of Registry for a period not exceeding the period of validity of the original certificate.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

- a) All owners/operators of aircraft are advised to adhere strictly to the Airworthiness Directives issued by the state of design as PCAA adopts them directly.
- b) The PCAA, in the interest of flight safety relating to its own environment and operating experience issues mandatory modifications on aircraft, engine, equipment and systems on the basis of SB/SL/SIL issued by the manufacturer and as a result of investigation.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

As per Awnot-009-AWRG, the faults, defects and other occurrences affecting continuing airworthiness of the aircraft are directly reported to PCAA.

In cases of abnormal defects, the PCAA will inform the State of Design as per the requirements of Annex 8.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Pakistan has not become State of Design to-date.

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**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Autoridad Aeronáutica Civil (AAC)
Dirección de Seguridad Aérea
Departamento de Aeronavegabilidad
Albrook Edificio No. 805
Apartado Postal No. 03073 ó 03817
Zona 0616
Panamá
República de Panamá

Telephone: +(507) 501-9100
Facsimile: +(507) 501-9317
E-mail: www.aeronautica.gob.pa

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Book II of the Civil Aviation Regulations of Panama (*Reglamento de aviación civil de Panamá — RACP*) establishes that before the CAA can issue a Certificate of Airworthiness, the Type Certificate of all imported aircraft must be validated. This is because in Panama there are no aircraft or aeronautical product manufacturers; as well, the CAA does not have the necessary resources or specialized staff to establish and regulate an Airworthiness Code for the granting or issuance of Type Certificates.

Because of the preceding, for aircraft included in the Panama CAA aircraft register, the CAA has adopted the United States' Airworthiness Code to deal with Type Certificates for aircraft and aeronautical products based on the regulations of the Federal Aviation Administration (FAA); the CAA has adopted the European Union Airworthiness Codes of the European Aviation Safety Agency (EASA) to deal with Type Certificates issued in accordance with the corresponding requirements.

The CAA also reserves the right to validate or reject a Type Certificate if the aircraft in question does not meet the technical requirements contained in Book II of the RACP and any additional requirements which the Authority deems necessary to ensure safety.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

To date, the CAA has not issued any Airworthiness Directives (ADs). However, it considers mandatory the Airworthiness Directives issued by the authorities of the States of Manufacture and/or certification of the aircraft in the Panama CAA aircraft register.

Owners, operators and workshops are responsible for ensuring that ADs and their listings are always up to date. The updated record of ADs applicable to each aircraft and its components shall be kept in an independent register in the format established or authorized by the CAA. The Airworthiness Directive record must contain at least the following information: AD identification; implementation dates, times and/or cycles; whether the action is repetitive; dates, times and/or cycles of the next implementation; method of compliance; original documentation supporting compliance; and any other information deemed necessary by the CAA.

Independently of the above, for the aircraft contained in the Panama CAA aircraft register, the CAA keeps an updated log of the ADs applicable to each aircraft and its components. By means of this information and the inspection procedures described in the Inspection Procedures Manual of the Department of Airworthiness, the CAA ensures compliance with the Airworthiness Directives pertaining to each individual case.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Under Standard 4.3.2 of Annex 8 and the provisions of Book II of the RACP, the CAA requires that the State of Design report the mandatory information of general implementation which is deemed necessary to ensure airworthiness of aircraft and to ensure safe operation of aircraft.

Owners, operators and workshops must initially report any fault, defect or malfunction within 96 hours of its discovery; this may be carried out via the most expedient means available (telephone, e-mail, fax or other means). This initial notification must be followed by written notification which shall contain at least the following information: aircraft registration; aircraft model; serial number; identification of the part or system affected; nature and description of the fault, malfunction or defect.

The objectives of the CAA Safety Branch are to investigate the main aircraft defects found and reported by operators; to determine their effect on airworthiness; and to establish the corrective actions necessary. The Procedures Manual of the CAA Department of Airworthiness states that the Technical Documentation Unit of the CAA Safety Branch keeps a record of the above information and of how this information is forwarded to the appropriate authorities, ensuring an acceptable level of safety for aircraft of both domestic and foreign registration.

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

In Panama, there are neither organizations responsible for Type Design nor organizations which hold Type Certificates.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Directorate General of Civil Aviation (DGCA)
Aviation Safety Department
Jr. Zorritos 1203
Lima 1
Peru

Telephone: + (511) 433-4510
Facimile: + (511) 433-4938
E-Mail: dgacaeronavegabilidad@mtc.gob.pe
URL: <http://www.mtc.gob.pe/dgac.html>

**B. INFORMATION ON AIRWORTHINESS CODE(S)
AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

1. **State Airworthiness Regulations**

Aeronautical Regulations of Peru (RAP-21)

2. **Airworthiness Regulations Established by Another State and Adopted by Peru**

a) United States airworthiness codes:

Federal Aviation Regulations (FAR):

FAR -23	FAR-31
FAR-25	FAR-33
FAR-27	FAR-35
FAR-29	

b) European airworthiness codes

Joint Aviation Requirements (JAR):

JAR -23	JAR-E
JAR-25	JAR-P
JAR-27	JAR-VLA
JAR-29	

c) Russian airworthiness standards

AP-23
AP-25
AP-27
AP-29
AP-33

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

The issuance and implementation of airworthiness directives are regulated by RAP 39.

Both the airworthiness directives issued by the State of Design or Certification and those issued by Peru are mandatory for aircraft with Peruvian registration.

Through the DGCA, Peru ensures that the owners/operators of aircraft with Peruvian registration comply with all applicable airworthiness directives by means of technical inspections conducted for the issuance and renewal of certificates of airworthiness and by means of periodic maintenance reviews.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The DGCA informs the State of Design of the aircraft by means of internal procedure DGAC-DSA-014, in compliance with the provisions of ICAO Annexes 6, 8, and 13 regarding faults, defects, and malfunctions and as required by the RAP in the corresponding operation sections (121 and 135).

E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS RESPONSIBLE FOR THE TYPE DESIGN/ THE CONTINUING AIRWORTHINESS OF AIRCRAFT

Not applicable for Peru.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Airworthiness Division
Flight Standards Inspectorate Service
Civil Aviation Authority of the Philippines
NAIA Road, Pasay City 1300
Philippines

Telephone: +(63 2) 879 9224
E-mail: asd@caap.gov.ph

Currently there is no delegated and authorized agency by the CAAP to fulfill its responsibility for continuing airworthiness.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The State has elected to adopt by reference the airworthiness regulations as specified in another State's code of airworthiness explicit in the Type Certificate data sheets, or its equivalent, of the aircraft.

Prior to the issuance of a State's Certificate of Airworthiness, all imported Class 1 aeronautical products such as aircraft, engine and propeller must be subject to Type Certificate validation as detailed in Part 5 of the Philippine Civil Air Regulations.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design and State of Manufacture are mandatory. Additionally, the State may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop on other products of the same type of design, and the State of Design or State of Manufacture shall be informed of these Airworthiness Directives.

All Airworthiness Directives are sent by the State to the affected operators, owners and maintenance organizations through fax, messenger and by reference to an internet website depending on the urgency of the matter.

The State ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all a State's registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the State's airworthiness regulations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The State of Registry's civil aviation authority has established and uses a service difficulty reporting system which obliges all the civil-registered aircraft owners/operators, air carriers and the State-approved maintenance organizations to report any fault, defects and malfunctions in accordance with procedures detailed in a difficulty reporting system document using the civil aviation authority forms.

All reports must be submitted to the civil aviation authority within 72 hours from the time the service difficulty was first discovered. The system also requires all operators to inform the aircraft designer about these difficulties.

The Civil Aviation Authority of the Philippines will review these reports and, as required, inform the State of Design or State of Manufacture.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

The following organizations are responsible for the continuing airworthiness of the aircraft.

Airbus

1, Rond-Point Maurice Bellonte
31707 Blagnac
France

Aircraft Industries a.s.

686 04 Kunovice 1177
Czech Republic

Allied Ag Cat Productions, Inc.

301 West Walnut Street
P.O. Box 482, Walnut Ridge
AR 72476
United States

Alpha Aviation Design Limited

Ingham Road, Hamilton Airport
R.D.2 Hamilton 2020
New Zealand R2160

ATR – GIE Avions de Transport

Régional 1, Allée Pierre Nadot
31712 Blagnac Cedex
France

Bell Helicopter Textron, Inc.

Subsidiary of Textron, Inc.
P.O. Box 482 Fort Worth
Texas 76101
United States

Bellanca Aircraft Corporation

New Castle, Delaware 19720
United States

Enstrom Helicopter Corporation

2209 22nd Street
Menominee
Michigan 49859
United States

Eurocopter Deutschland GmbH

D-81663 München
Germany

Eurocopter France

Aéroport International Marseille Provence
13725-Marignane Cedex
France

Gulfstream Aerospace LP

c/o Israel Aircraft Industries, Ltd.
Department 4199
Ben Gurion International Airport, 70100
Israel

Hawker Beechcraft Corporation

9709 East Central
Wichita, Kansas 67206
United States

Helio Aircraft, LLC

6487 Wilkinson Drive
Prescott, Arizona 86301
United States

Hiller Aircraft Corporation

925 M. Street
Firebaugh, California 93622-2234
United States

Learjet Inc.

One Learjet Way
Wichita, Kansas 67209-2942
United States

Maule Aerospace Technology, Inc.

2099 Georgia Highway 133 South
Moultrie, Georgia 31768
United States

MD Helicopters Inc.

(MDH) 4555 E. McDowell Road
Mesa, Arizona 85215-9734
United States

Mitsubishi Heavy Industries, Ltd.

5-1, Marunouchi 2-chome
Chiyoda-ku, Tokyo
Japan

Revo, Incorporated

1396 Grandview Boulevard
Kissimmee, Florida 34744
United States

Robinson Helicopter Company

2901 Airport Drive
Torrance, California 90505
United States

Schweizer Aircraft Corporation

P.O. Box 147
Elmira, New York 14902
United States

SIAI Marchetti S.r.l

Via Indipendenza 2
21018 Sesto Calende (VA)
Italy

Sierra Hotel Aero, Inc.

1690 Aeronca Ln. Fleming Field
South St. Paul, MN 55075
United States

The Boeing Company

P.O. Box 3707
Seattle, Washington 98124
United States

The New Piper Aircraft, Inc.

2926 Piper Drive
Vero Beach, Florida 32960
United States

Thrush Aircraft, Inc.

300 Old Pretoria Road
P.O. Box 3149
Albany, Georgia 31706-3149
United States

Twin Commander Aircraft Corporation

19003 – 59th Drive N.E.
Arlington, Washington 98223
United States

Xi'an Aircraft Industry (Group) Company Ltd.

Yanliang District of Xi'an City
Shaanxi, 710089
China

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Office
Aviation Technical Department
Ul. Żelazna 59
00-848 Warszawa
Poland

Telephone: +1 (48-22) 520 73 36
+1 (48-22) 520 73 93
Facsimile: +1 (48-22) 520 73 73
E-mail: ltt@ulc.gov.pl

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Aircraft within the EASA remit

Since 1 May 2004, Poland is a Member State of the European Union and is obliged to apply EU law in the areas covered by its competence. Regulations in force and special requirements are set by the Regulation (EC) No. 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No. 1592/2002 and Directive 2004/36/EC (OJ L 79/1, 19.3.2008) and Commission Regulation (EC) No. 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organizations (OJ L 243/6, 27.9.2003) Part 21, Subpart H and related Certification Specifications: CS-1, 22, 23, 25, 27, 29, 34, 36, VLA, VLR, E, P, APU, AWO and ETSO as well as in the guidance material for Part 21. Details can be found on EASA web site http://www.easa.europa.eu/ws_prod/rg_certspecs.php.

Special requirements are in accordance with Regulation 1702/2003 Part 21A.16B and are part of the EASA certification basis.

Aircraft holding a Type Certificate issued in compliance with ICAO Annex 8 (Annex II to Regulation (EC) 216/2008 aircraft)

The following regulations have been issued by the Minister responsible for transport:

- a) Regulation of the Minister of Infrastructure of 30 August 2003 concerning requirement on the construction of aircraft and type certificates (JO¹ of 2003, No. 168, pos. 1639). This Regulation implemented the JAR requirements: JAR 1, 21, 22, 23, 25, 26, 27, 29, 36, APU, AWO, E, P, TSO and VLA.
- b) Regulation of the Minister of Infrastructure of 29 August 2003 on performing flight tests and the issuance of aircraft certificates of inspection (JO of 2003, No. 173, pos. 1037).
- c) Regulation of the Minister of Infrastructure of 29 May 2003 on the airworthiness of aircraft (JO of 2003, No. 117, pos. 1108).

¹ Journal of Laws of the Republic of Poland.

Annex II to Regulation (EC) 216/2008 aircraft not holding a Type Certificate

The following national legal documents are applicable:

- a) Regulation of the Minister of Infrastructure of 16 June 2005 defining technical requirements for airworthiness of the “special” category aircraft (JO of 2005, No. 124, pos. 1037).
- b) Regulation of the Minister of Infrastructure of 25 April 2005 on exemptions to the application of certain provisions of the Aviation Law and on determination of conditions and requirements for operating these aircraft (JO of 2005, No. 107, pos. 904).

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Annex II aircraft that were awarded the certificate in compliance with ICAO Annex 8 still remain under the supervision of the Polish Authority (the President of the Civil Aviation Office), and the respective information on continual airworthiness assurance is transmitted in accordance with the aviation law.

For the aircraft under EASA supervision, the national authority applies recommendations arising from provisions of Regulation (EC) 216/2008 (art. 20 (1) (j)). Airworthiness Directives (or equivalent documents) and exchange of information is conducted in accordance with provisions of Part 21 A.3B, Annex to Regulation (EC) 1702/2003 and EASA policy which can be found on the EASA web site: http://www.casa.eu.int/ws_prod/c/c_awdir.php. All ADs published by EASA are available on the EASA web site: <http://ad.easa.europa.eu/>.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Poland as the State of Registration is obliged by EU law² to collect, store and manage a database containing information and reports on incidents and accidents in civil aviation. Under the Regulation of the Minister of Transport of 18 January 2007 concerning air accidents and incidents (JO of 2007, No. 35, pos. 225) requires owners/operators of aircraft registered in the Civil Aircraft Register and approved maintenance organizations to report faults, defects and malfunctions. All incident reports are delivered within 72 hours from the incident or its detection on approved forms to the State Commission for Aircraft Accident Investigation. The information about the incidents is added into the ECCAIRS database.

² Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation (OJ L 167/23, 4.7.2003); Part 21 A.3 of the Annex to Regulation 1702/2003, Part MA.202: Part 145.A.60 of the Annexes I and II to the Commission Regulation (EC) No. 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organizations and personnel involved in these tasks (OJ L 315/1, 28.11.2003); EU-OPS.420 of Annex III to the Council Regulation (EEC) No. 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation (OJ L 373, 31.12.1991); Decision No. 2003/12/RM of the Executive Director of the Agency of 5 November 2003 on general acceptable means of compliance for airworthiness of products, parts and appliances (AMC-20-8).

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

The names and addresses of organizations responsible for Type Designs of Polish aircraft are listed below. This list includes aeroplanes and helicopters, and does not include sailplanes, as sailplanes data are not relevant to this publication.

Name/Address	Aircraft
EADS PZL "Warszawa-Ok_cie" S.A. Aleja Krakowska 110/114 00-971 Warszawa Poland Facsimile: + (48-22) 846 27 01	Jak-12A Jak-12M PZL-101 Gawron PZL -104 Wilga 35/35A PZL-104 Wilga 80 PZL-104M Wilga 2000 PZL-104MN Wilga 2000 PZL-104MF Wilga 2000 PZL-106A Kruk PZL-106AmB Kruk PZL-106AR Kruk PZL-106AS Kruk PZL-106BR Kruk PZL-1106BS Kruk PZL-106BSA Kruk PZL-106BT-601 Turbo Kruk PZL-106BTU-34 Turbo Kruk PZL-110 Koliber PZL-Koliber 150 PZL-Koliber 150A PZL-Koliber 160A PZL-111 Koliber 235 A
Polskie Zakłady Lotnicze Sp. z.o.o ul. Wojska Polskiego 3 39-300 Mielec Poland Facsimile: (48-17) 788 78 29	PZL An2 PZL An-28 - Manufacturer only PZL M 18 PZL M 20 PZL M 26 PZL M 28
PZL- WIDNIK S.A. AL. Lotników Polskich 1 21-045 _widnik Poland Facsimile: (48-88) 468 09 19	Helicopter PZL I-23 PZL Mi-2 PZL Kania PZL W-3 Kokót PZL W-3A Sokót

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Qatar Civil Aviation Authority (QCAA)
Air Safety Department
Airworthiness Section
P.O. Box 3000, Doha
State of Qatar

Telephone: + (009 74) 455-7229
Facsimile: + (009 74) 455-7260
SITA: DOHXYYF
Cable: CIVILAIR DOHA
AFTN: OTBDYAYX
Web: caaqatar.com

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Established national regulations:

- Qatar Civil Aviation Regulations (QCAR) 1002/2006 – Implementing rules governing the airworthiness and environmental certification of aircraft, and the acceptability of related products, parts and appliances, as well as aircraft components and materials.
- Qatar Civil Aviation Regulations (QCAR) 1003/2006 – Implementing rules governing the continuing airworthiness of aircraft and aeronautical products, parts, appliances, and on the approval of organizations and personnel involved in these tasks.

Adopted and incorporated Airworthiness Code(s) established by other States:

- applicable FARs on aeronautical products manufactured in the United States;
- applicable JAR or EASA Certification Specifications on aeronautical products manufactured in the European Union;
- the equivalent to applicable FAR or EASA CS on aeronautical products manufactured outside the United States or European Union, respectively.

Special Conditions

For the issue of a relevant airworthiness certificate, an aircraft shall have been issued with an acceptable type certificate or has been type certified to an Airworthiness Code or equivalent certification basis as prescribed in QCAR 1002/2006 Annex (Part 21).

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The QCAA does not issue an Airworthiness Directive. An Airworthiness Directive is deemed mandatory under QCAR 1002/2006 if:

- a) it is issued by the Competent Authority of the State of Design; and

- b) it affects an aircraft being applied for an issue of an Airworthiness Certificate or which had been issued with an Airworthiness Certificate under this Regulation, or if it affects an engine, propeller, part or appliance installed on this aircraft.

Any person or organization responsible under QCAR 1003/2006 in particular Part M.A.201 shall comply with the requirements of an Airworthiness Directive deemed mandatory under QCAR 1002/2006, and shall keep and maintain record of such compliance containing at least the following information:

- a) the reference number of the Airworthiness Directive;
- b) the description of the unsafe condition identified in the Airworthiness Directive;
- c) the affected aircraft;
- d) the compliance action(s) accomplished in the affected aircraft; and
- e) the time and date the required action(s) was accomplished in the affected aircraft.

All Airworthiness Directives are sent to the affected operators and owners by the QCAA by Notice of Airworthiness Directive Compliance Requirement (NADCR) sent by letter, fax, messenger or by reference to an internet website depending on the urgency of the matter.

The QCAA ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all State of Qatar registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the State's airworthiness regulations.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Any person or organization responsible under QCAR 1003/2006, in particular Part M.A.201, must report to the QCAA, the Competent Authority of the State of Design, the organization responsible for the type design or supplemental type design and, if applicable, the State of Operator, any identified condition of an aircraft or component that hazards seriously the flight safety that may include the following:

- a) fires caused by a system failure, malfunction or defect;
- b) an engine exhaust system failure, malfunction or defect which causes damage to the engine, adjacent aircraft structure, equipment or components;
- c) the accumulation or circulation of toxic or noxious gases in the crew compartment or passenger cabin;
- d) a malfunction, failure or defect of a propeller control system;
- e) a propeller or rotorcraft hub or blade structural failure;
- f) flammable fluid leakage in areas where an ignition source normally exists;
- g) a brake system failure caused by structural or material failure during operation;
- h) a significant aircraft primary structural defect or failure caused by any autogenous condition (fatigue, understrength, corrosion, etc.);
- i) any abnormal vibration or buffeting caused by a structural or system malfunction, defect or failure;
- j) an engine failure;
- k) any structural or flight control system malfunction, defect or failure which causes an interference with normal control of the aircraft for which derogates the flying qualities;
- l) a complete loss of more than one electrical power generating system or hydraulic power system in a given operation of the aircraft;
- m) a failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.

The QCAA has established an uses a mandatory occurrence reporting scheme which obliges all the civil-registered aircraft owners/operators, air carriers and QCAA approved maintenance organizations

and sources to report any faults, defects and malfunctions in accordance with the procedures detailed in Airworthiness Notice No. 13/2006 using QCAA approved report forms. The report must contain all pertinent information about the condition known to the person or organization.

Where the person or organization maintaining the aircraft is contracted by an owner or an operator to carry out maintenance, the person or the organization maintaining the aircraft must also report to the owner, the operator or the continuing airworthiness management organization any such condition affecting the owner's or the operator's aircraft or component.

Reports must be made as soon as practicable, but in any case within 72 hours of the person or organization identifying the condition to which the report relates. The QCAA will review these reports, and as required, inform the Competent Authority of the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

QCAA does not issue Type Certificates and Approvals to design organizations. However, each known Qatar-registered owner of one or more aircraft, engine or propeller must ensure that he obtains from the holder of the Type Certificate, at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable type certification basis, upon its delivery or issue of the first Certificate of Airworthiness for the affected aircraft, which ever occurs later.

In addition, all known operators of the product and any person required to comply with any of those instructions must ensure that they are in receipt of changes to the instructions for continued airworthiness.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Airworthiness Division
Civil Aviation Safety Authority (CASA)
Ministry of Land, Transport and Maritime Affairs
274, Gwahae-Dong
Gangseo-Gu, Seoul
157-711
Republic of Korea

Telephone: (82-2) 2669-6360
Facsimile: (82-2) 2662-3751
E-mail: g_kcasa_aw@mltm.go.kr
URL: <http://www.casa.go.kr>
AFTN: RKSLYAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s) together with any special conditions attached thereto:

KAS (Korean Airworthiness Standards)
Part 22: Glider
Part 23: Normal, utility, acrobatic and commuter category aeroplanes
Part 25: Transport category aeroplanes
Part 27: Normal category rotorcraft
Part 29: Transport category rotorcraft
Part 31: Airships
Part 33: Aircraft engines
Part 34: Fuel venting and exhaust emission requirements
Part 35: Propellers
Part 36: Noise standards

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The CASA of the Republic of Korea issues an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same type design which is registered or manufactured in the Republic of Korea. And the CASA also issues an Airworthiness Directive where it deems necessary that the Airworthiness Directive (or equivalent information) issued by the State of Design is implemented by an aircraft operator and owners.

Airworthiness Directives addressed to an individual aircraft operator and owners concerned are mandatory. The CASA of the Republic of Korea ensures that all applicable Airworthiness Directives are complied with by the owners and operators of all registered aircraft by means of airworthiness inspection and regular surveillance in accordance with airworthiness regulations and procedures.

Airworthiness Directives are sent to the affected operators and owners by fax, mail, or e-mail and are also made available on the CASA website.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Service Difficulty Reporting (SDR) System

The CASA of the Republic of Korea has established and uses a service difficulty reporting system which obliges all the owners/operators of the registered aircraft and approved maintenance organizations (AMO) to report any faults, defects and malfunctions in accordance with the procedures detailed in the Flight Safety Regulations (FSR).

All reports must be submitted to the CASA or regional aviation administrations within 72 hours from the time the service difficulty is first discovered. And the system also requires that the service difficulties are informed to the aircraft designer.

The CASA or regional aviation administrations will review these reports and, as required, inform the State of Design concerned.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

None.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Romanian Civil Aeronautical Authority
Soseaua Bucuresti-Ploiesti, No. 38-40, Sector 1
RO-013695, Bucharest
Romania

Telephone: + (4021) 208-15-08
Facsimile: + (4021) 208-15-72
Telex: 11181 AIRBUH R
SITA: BUHTOYA
AFTN: LRBBYAYA
Website: www.caa.ro
E-mail: dir.gen@caa.ro

Note.— Romania has notified ICAO that the European Aviation Safety Agency (EASA) is now the Government's authorized agent for fulfilment of its obligation, as State of Design or Manufacture as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA Regulations have been adopted and applied.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS****Airworthiness Code(s)**

Starting 1 January 2007, Commission Regulation (EC) No. 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organizations (Part 21) has been used for certification of aeronautical products. Other Airworthiness Codes:

CS-22	Sailplanes and Power Sailplanes
CS-VLA	Very Light Aeroplanes
CS-23	Normal, Utility, Aerobatic and Commuter Category Aeroplanes
CS-25	Large Aeroplanes
CS-27	Small Rotorcraft
CS-29	Large Rotorcraft
CS-E	Engines
CS-APU	Auxiliary Power Units
CS-P	Propellers
CS-34	Aircraft Engine Emissions and Fuel Venting
CS-36	Aircraft Noise
CS-AWO	All Weather Operations
CS-ETSO	European Technical Standard Orders
CS-D	Definitions and Abbreviations
CS-VLR	Very Light Rotorcraft
AMC-20	General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives applicable to an EASA approved Type Certificate are those which have been issued or adopted by EASA.

Airworthiness Directives are issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

Any Airworthiness Directive issued by a State of Design for an aircraft imported from a third country, or for an engine, propeller, part or appliance imported from a third country and installed on an aircraft registered in Romania, as an EU Member States, shall apply unless EASA has issued a different decision before the date of entry into force of that Airworthiness Directive.

In accordance with Regulation (EC) No. 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable Airworthiness Directive. Consequently, no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirement of that Airworthiness Directive unless otherwise specified by EASA or agreed with the Authority of the State of Registry (EC 216/2008, Article 14 (4) exemption).

Romania, as State of Registry, ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all Romanian registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with EASA airworthiness regulations.

The EASA Airworthiness Directives publishing tool offers a complete list of Airworthiness Directives that have been issued by EASA or have received an EASA approval number since 28 September 2003. The tool also contains all Proposed Airworthiness Directives (PAD) and allows users to submit their comments during the consultation period.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

A Service Difficulty Reporting (SDR) System was developed, as a feedback system, in accordance with ICAO recommendations (Doc 9760-AN/967 — *Airworthiness Manual*, Volume II, Part B, Appendix B to Chapter 8).

The SDR System does not preclude the owners/operators duties in accordance with Annex 13 to the Chicago Convention (accident and incident reporting) and also with Order No. 26/13 January 2006 of Romanian Minister of Transports, Constructions and Tourism for the approval of Romanian Civil Aeronautical Regulation RACR-REAC, issue 01/2005.

The SDR System obliges all the civil-registered aircraft owners/operators, air carriers and Romanian-approved repair stations to report any faults, defects and malfunctions in accordance with the instructions detailed in RACR-REAC using the specified forms.

All reports must be submitted to the Romanian Civil Aeronautical Authority (RCAA) within 72 hours from the time the service difficulty was first discovered. The system also requires all operators to inform the aircraft designer about these difficulties.

The RCAA will review these reports and, as required, inform the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

S.C. Constructii Aeronautice S.A.
No. 1, Aeroportului Street
507075 Ghimbav, BRASOV
ROMANIA

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Eastern Caribbean Civil Aviation Authority
Corner Factory Road and Nugent Avenue
P.O. Box 1130
St. John's
Antigua

Telephone: + (268) 462 0907
Facsimile: + (268) 462 0082
E-mail: oecs.dca@candw.ag

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

The following Act and Regulations were established and adopted:

Civil Aviation Act – No. 7 of 2005
Civil Aviation Regulations – S.I. No. 174 of 2007

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design CAAs are mandatory and operators are responsible for compliance. The ECCAA monitors compliance.

Airworthiness Directives issued by the ECCAA are covered by the Civil Aviation Regulations and these are distributed/communicated to applicable operators and State of Design CAAs.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The ECCAA has established a Mandatory Occurrence Reporting (MOR) system which requires operators and or persons involved in aviation to report accidents or incidents as stated by Regulations using the standard form provided. The MORs must be reported within 72 hours of the occurrence. These are then processed and sent to the State of Design CAA or OEM if applicable.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

This section is not applicable to our situation.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Agence nationale de l'Aviation Civile du Sénégal (ANACS)
B.P. 8184 Léopold Sédar Senghor International Airport
Dakar
Sénégal

Telephone: + (221) 33 869 5335
Facsimile: + (221) 33 820 0403
E-mail: daviacivile@sentoo.sn

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Aviation Regulations of Senegal (*Règlements Aéronautiques du Sénégal*, RAS) in accordance with ICAO requirements:

- RAS 3 Registration
- RAS 4 Airworthiness
- RAS 5 Approved Maintenance Body
- RAS 6 Certification of Operators
- RAS 8 Technical Operation of Aircraft
- RAS 10 Instruments and Equipment

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

The Safety Control Department (*Direction du Contrôle de la Sécurité, DCS*) of ANACS is in charge of monitoring the observance of airworthiness instructions (*consignes de navigabilité, CN*) by operators. When ANACS receives an airworthiness instruction from the authority of the aircraft manufacturer of origin or a recognized authority (FAA, EASA, etc.), it forwards the instruction to airworthiness inspectors. If the instruction is for an aeroplane registered in Senegal or operated by a Senegalese air operations license holder, a copy is sent to the operator concerned for application.

Inspectors can find information about the airworthiness instructions in the ANACS IT network, or on-line with FAST and AV DATA subscriptions.

Inspectors should have a good knowledge of all airworthiness instructions for planes in operation, prepare a list of all applicable airworthiness instructions, and request proof of compliance for a number of planes sampled at random.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

ANACS has introduced a system for reporting service problems. In the event of faults, defects or malfunctions in respect of an aircraft registered in Senegal, the operator or owner must submit an incident report for the purpose of improving the design, operational and maintenance safety of aircraft. The information is to reach ANACS within 72 hours.

Minor recurring incidents that may compromise airworthiness must be reported to ANACS.

Reports on events should serve to determine the circumstances, the nature, probable causes and consequences, and identify the faulty equipment.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Airworthiness/Flight Operations Division
Civil Aviation Authority of Singapore
Singapore Changi Airport
P.O. Box 1
Singapore 918141

Attn: Col (Ret) Looi Han Seng, Director (Airworthiness/Flight Operations)

Telephone: + (65) 6541 2485
Telex: + (65) 6545 6519
AFTN: WSSSYA
E-mail: looi_han_seng@caas.gov.sg

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Singapore Airworthiness Requirements 21 (Airworthiness Code)
Singapore Airworthiness Requirements (Certificates of Airworthiness)
Singapore Air Navigation Order

See the United States Federal Aviation Administration Advisory Circular 21-2 (latest issue) for special conditions.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

All Airworthiness Directives issued by the Airworthiness Authorities of the State of Manufacture and the State of Design are deemed to be mandatory by this Authority. However, the Civil Aviation Authority of Singapore does issue Airworthiness Directives if it deems necessary.

Airworthiness Directives are received by this Authority and aircraft operators direct from the Airworthiness Authorities of the State of Manufacture and the State of Design. Close coordination is maintained between the Authority and the operators to ensure implementation of all Airworthiness Directives.

On occasions when the Authority requires that a manufacturer's recommended Service Bulletin should be made mandatory, this is conveyed to individual operators by letter.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Reports are, as applicable, submitted by:

- a) the holder of an Air Operator's Certificate, or the owner or operator of other aircraft, following the occurrence to their aircraft of a potentially hazardous defect, failure or malfunction during any flight time period or the effect of such problems during maintenance or other work on an aircraft;
- b) approved persons or organizations who during maintenance or other work become aware of serious or hazardous defects, failures or malfunctions on aircraft, components or equipment;

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- c) the holder of an Air Operator's Certificate in respect of each interruption to a scheduled flight that resulted from a known or suspected defect, failure or malfunction not classified as potentially hazardous.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Nil. Singapore does not manufacture aircraft.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Authority
Airport M.R. Štefánik
823 05 Bratislava
Slovak Republic

Telephone: +421 2 5723 1457
Facsimile: +421 2 5723 1470

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The Slovak Republic has adopted the area of airworthiness Part 21, Subpart H of the Commission Regulation (EC) No. 1702/2003 of 24 September 2003 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organizations.

Airworthiness Codes — the EASA certification specifications: <http://www.esasa.europa.eu>.

Special Conditions

Part-21A.16B of the Annex to regulation (EC) No. 1702/2003.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

All Airworthiness Directives are sent from the manufacturer (or from the Type-Certificate holder) to the operator. The CAA of the Slovak Republic within the scope of supervision, monitors the system of assigning information about “AD” by the operator.

The CAA registers all Airworthiness Directives and Airworthiness Directives are solved by the responsible inspector.

The State of Registry ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all a State’s registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the State’s airworthiness regulations.

In case of aircraft under Annex II of Regulation (EC) No. 216/2008 of the European Parliament and of the Council of 20 February 2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency, and repealing Council Directive 91/670/EEC, Regulation (EC) No. 1592/2002 and Directive 2004/36/EC, in the Slovak Republic is manufacturer Aerospool Prievidza, that is the type-certificate holder for aircraft WT-9 Dynmaic following the national legislation.

Part-21A.3B of the Annex to Regulation (EC) No. 1702/2003 together with the EASA AD policy and EASA AD publication tool (<http://www.easa.europa.eu>).

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

In the Slovak Republic the Provision of the Government of the Slovak Republic No. 661/2005 of 23 December 2005 is in force on occurrence reporting in civil aviation issued on the basis of Directive 2003/42/EC of the European Parliament and of the Council of 13 June 2003 on occurrence reporting in civil aviation as a national legislation.

EU legislation: Part-21A.3 of the Annex to Regulation (EC) 1702/2003; Part MA.202; Part-145.A.60 of the Annexes I and II to Commission Regulation (EC No. 2042/2003 of 20 November 2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organizations and personnel involved in these tasks; EU-OPS.420 of Annex III to Council Regulation (EEC) No. 3922/91 of 16 December 1991 on the harmonization of technical requirements and administrative procedures in the field of civil aviation and AMC 20-8.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

There are no national organizations responsible for type design in the Slovak Republic.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

General Manager: Aircraft Safety
South African Civil Aviation Authority
Private Bag x 73
Halfway House 1685
South Africa

Telephone: +(2711) 545 1099
Facsimile: +(2711) 545 1462
E-mail: chakarisao@caa.co.za

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code:

Article 33 of the Convention and ICAO Annex 8
Established and adopted by State
Part 21-Certification Procedures
Part 43-General Maintenance Rules

Special Conditions

An aircraft or any other Class 1 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 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.

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 Director-General: Transport, Department of Transport, Private Bag x 193, Pretoria, Republic of South Africa, with the information and data material as shown below:

- a) a set of maintenance overhead, 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 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 Director-General: Transport with copies of the 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 an equivalent document;
- e) the approved flight manual or an equivalent document;

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- f) a copy of the manufacturer's production flight test report for aircraft being exported; and
 - g) a copy of the compliance checklist. This document must refer to each applicable regulation of the certification basis, the manner of compliance as well as reference to documents pertaining to the compliance data/substantiation.

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 manufacturer, indicating that all mandatory modifications and special inspections have been complied with;
- b) a copy of 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.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives issued by the State of Design are mandatory. Additionally, the State of Registry may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same type design, and the State of Design shall be informed of these Airworthiness Directives

All Airworthiness Directives are sent to the affected operators and owners by the State of Registry by letter, fax, messenger or by reference to the internet website depending on the urgency of the matter.

The State of Registry ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all a State's registered aircraft by means of airworthiness inspections and regular surveillance of maintenance records in accordance with the State's airworthiness regulations.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The State of Registry's civil aviation authority has established and uses service difficulty reporting system which obliges all the civil-registered aircraft owners/operators, air carriers and the State-approved repair stations to report any faults, defects and malfunctions in accordance with the procedure detailed in a Service Difficulty Reporting System using the Civil Aviation Authority forms.

All reports must be submitted to the Civil Aviation Authority within 48 hours from the time the service difficulty was first discovered. The system also requires all Civil Aviation Authorities to inform the aircraft designer and manufacturer about these difficulties. The Civil Aviation Authority will review these reports and, as required, inform the State of Design and Manufacture.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Uys Jonker Sail Planes
Hanga 23
Potchefstroom Airfield
1 Tiger Moth Rd
Potchefstroom
2531

P.O. Box 1575
Potchefstroom
2520.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Agencia Estatal de Seguridad Aérea (AESA)
Dirección de Seguridad de Aeronaves
Paseo de la Castellana 67
28071-Madrid
Spain

Telephone: + 34 91 597 8850
Facsimile: + 34 91 597 8857
E-mail: aercont@fomento.es

Note.— Spain has notified ICAO that the European Aviation Safety Agency (EASA) is the body authorized by the Government of Spain to carry out on its behalf the duties incumbent on it as a State of Design and State of Manufacture as described in Part II of Annex 8. The EASA Regulations have been adopted and implemented.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Aircraft included in Regulation (EC) No. 216/2008

Listed below are the certification specifications which can be found at the following link:
http://www.easa.europa.eu/ws_prod/g/rg_certspeccs.php.

CS-22: Sailplanes and Powered Sailplanes
CS-23: Normal, Utility, Aerobatic and Commuter Aeroplanes
CS-25: Large Aeroplanes
CS-27: Small Rotorcraft
CS-29: Large Rotorcraft
CS-34: Aircraft Engine Emissions and Fuel Venting
CS-36: Aircraft Noise
CS-APU: Auxiliary Power Units
CS-AWO: All-Weather Operations
CS-E: Engines
CS-ETSO: European Technical Standard Orders
CS-Definitions: Definitions and Abbreviations
CS-P: Propellers
CS-VLA: Very Light Aeroplanes
CS-VLR: Very Light Rotorcraft
AMC-20: General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances

Special conditions

Special conditions are part of EASA's framework for certification. They are stipulated in Part 21A.16B of the Annex to the Regulation (CE) No. 1702/2003.

Aircraft included in Annex II of Regulation (EC) No. 216/2008 which comply with ICAO Annex 8

In Spain's case, the aircraft included in Annex II of Regulation (EC) No. 216/2008 do not comply with ICAO Annex 8; national regulations are thus implemented.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Aircraft included in Regulation (EC) No. 216/2008

The methods used are stipulated in Part 21A.3B of the Annex to Regulation (EC) No. 1702/2003. EASA's Airworthiness Directive policy can be found at: http://easa.europa.eu/ws_prod/c/c_intwrkproc.php.

EASA's Airworthiness Directives publishing tool can be found at: http://www.easa.europa.eu/ws_prod/c/c_awdir.php. On this webpage are all the Airworthiness Directives issued or approved by EASA after 28 September 2003 and relating to aircraft for which Spain is the State of Design.

Prior to 1 April 1988, the mandatory airworthiness maintenance information for aircraft built in Spain was comprised of the Service Bulletins published by the manufacturer concerned and declared mandatory by the responsible authority at the time, the Directorate General of Civil Aviation (DGCA). The list of these Service Bulletins can be found at the State Aviation Safety Agency (AESA), at the address indicated in Section A.

Since 1 April 1988, the aforementioned information has been published by the DGCA in the form of Airworthiness Directives. These Airworthiness Directives can contain references to documentation published by the manufacturer, such as Service Bulletins, service letters and communications, for example. The list of these directives is available on and can be downloaded from AESA's webpage at the following link:

http://www.seguridadaerea.es/AESA/LANG_CASTELLANO/AERONAVES/CERTIFICACION/DIRECTIVAS_AERONAVEGABILIDAD/.

Aircraft included in Annex II of Regulation (EC) No. 216/2008 which comply with ICAO Annex 8

In Spain's case, the aircraft included in Annex II of Regulation (EC) No. 216/2008 do not comply with ICAO Annex 8; national regulations are thus implemented.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Aircraft included in Regulation (EC) No. 216/2008

Stipulated in Part 21A.3 of the Annex to Regulation (EC) No. 1702/2003, Part M.A.202; Part 145A.60 of Annexes I and II of Regulation (EC) No. 2042/2003; EU-OPS.420 of Annex III of Regulation (EC) No. 3922/1992 and AMC 20-8.

There is also a mandatory Occurrence Reporting System, established by Royal Decree No. 1334/2005 of 14 November, which introduces Directive No. 2003/42/EC of 13 June 2003 into Spanish law.

Aircraft included in Annex II of Regulation (EC) No. 216/2008 which comply with ICAO Annex 8

In Spain's case, the aircraft included in Annex II of Regulation (EC) No. 216/2008 do not comply with ICAO Annex 8; national regulations are thus implemented.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Aircraft included in Regulation (EC) No. 216/2008

The organizations appear in the DOA list which can be found in the following section of EASA's website:
http://www.easa.europa.eu/ws_prod/c/c_orgapprodoa_doa.php.

Aircraft included in Annex II of Regulation (EC) No. 216/2008 which comply with ICAO Annex 8

Aerodifusión, S.L.
Address: No longer in operation
Aircraft: D1190S

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Director General of Civil Aviation
Civil Aviation Authority of Sri Lanka
No. 64, Supreme Building
Galle Road
Colombo 03
Sri Lanka

Telephone: + (94) 11 2433213
Facsimile: + (94) 11 2440231
E-mail: slcaa@slt.net.lk, sldgca@slt.lk, sldgca@caa.lk
Website: www.caa.lk
AFTN: VCCCYAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The Airworthiness Codes published as FAR, EASA or any other comparable authority are accepted by the Civil Aviation Authority of Sri Lanka as design standards for the issuance of the Certificate of Airworthiness.

Special conditions

Certificates of Airworthiness are renewed annually after carrying out an inspection.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

All Airworthiness Directives issued by relevant Airworthiness Authorities of States of Design and States of Manufacture are a mandatory requirement of the CAA Sri Lanka.

Airworthiness Directives are received by the CAA and aircraft operators direct from the Airworthiness Authorities of States of Manufacture and States of Design. Such Airworthiness Directives are reviewed for applicability for aircraft registered in the Sri Lanka civil aircraft register and disseminated to the relevant air operator for action as applicable. For conformation of the compliance with Airworthiness Directives, operators are required to submit the statement of compliance.

All Service Bulletins issued by manufactures also have to be complied by the air operators/maintenance organizations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The CAASL Aviation Safety Notice No. 014 dated 18 February 2002 details the requirements for compulsory reporting of service defects and faults of aircraft by operators to the CAA within three working days from the date the service difficulty was first discovered using the applicable form.

The CAA will review and analyze with the aim of detecting failure causes affecting the approved Type Design.

In the cases where the defect is of an alerting nature this authority will forward the service difficulty information to the Airworthiness Authority of the State of Design and to the State of Manufacture as stated in Aviation Safety Notice No. 061 dated 5 August 2005.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

As there are no design/manufacturing organizations of aircraft or products in the State, there is no organization responsible for the type design. Therefore no organization is responsible for sending continuing airworthiness information.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Sudan Civil Aviation Authority (SCAA)
Airworthiness Directorate
P.O. Box 58
Code: 11112
Khartoum Airport
Khartoum
Sudan

Telephone: + (249 183) 783343/784180
Facsimile: + (249 183) 789620

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

The issuance and validation of Certificates of Airworthiness are based on the Sudan Air Act of 1999 together with the respective regulations and circulars as amended. These regulations are based on: EASA JARS, FAA FARS, TC CARS and UK CAA BCARS.

Special Conditions

To be eligible for a Sudanese Certificate of Airworthiness, the aircraft must be in full compliance with the respective requirements stipulated in the current regulations as amended.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design/Manufacture, alert and emergency service bulletins are mandated by Sudan CAA (SCAA). SCAA may, however, issue an Airworthiness Directive wherever an unsafe condition of a product might exist or develop in other products of the same Type Design. The State of Design shall immediately be informed of such Airworthiness Directives.

These Directives are sent to the affected operators and owners by letter, fax or messenger depending on the state of urgency.

SCAA ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all Sudan registered aircraft by means of routine audits and airworthiness inspectors in accordance with the current SCAA regulation as amended.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

SCAA has already established and uses a mandatory occurrence reporting system (MORS) which obliges all civil registered aircraft owners, operators and approved maintenance organizations to report any faults, defects and malfunctions in accordance with the procedures detailed in a mandatory occurrence reporting (MOR) document using the Aircraft Directorate (AWD) form.

All report must be submitted to the Directorate within 72 hours from the time the occurrence was first discovered.

The AWD will review the subject MOR and decide on further actioning as deemed fit.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Although Sudan is neither a manufacturing nor a design State, the SCAA is still responsible for approvals of any Type Design, STC, major repairs or major alterations should it be required in the future.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Swedish Transport Agency
Civil Aviation Department
SE-601 73 Norrköping
Sweden

Telephone: + (46) 771 503 503
Facsimile: + (46) 11 415 22 50
AFTN: ESALYFYX
E-mail: luftfart@transportstyrelsen.se

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Ref. EASA website: http://www.easa.europa.eu/ws_prod/g/rg_certspecs/php.

Special Conditions

Ref. Part 21.A.16B of the Annex to Regulation (EC) No. 1702/2003.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Ref. Part 21.A.3B of the Annex to Regulation 1702/2003, and to the EASA AD policy that can be found at http://www.easa.europa.eu/ws_prod/c/doc/Working_Procedures/. We also refer to the EASA AD publication tool at: http://www.easa.europa.eu/ws_prod/c/c_awdir/php.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Ref. Part 21.A.3 of the Annex to Regulation (EC) No. 1702/2003, Part M.A.202; Part 145A.60 of the Annexes to Regulation (EC) No. 2042/2003; EU OPS.420 of Annex III to Regulation (EC) No. 3922/1991 and AMC 20-8.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Ref. EASA website page listing DOA: http://www.easa.europa.eu/ws_prod/c/c_orgapprodoa_doa.php.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Federal Office of Civil Aviation (FOCA)
Safety Division - Aircraft
Section Airworthiness
P.O. Box
CH-3003 Berne
Switzerland

Telephone: +41-31-325-67 89/93 48
Facsimile: +41-31-325-80 51
AFTN: LSSO YAYX
URL: <http://www.bazl.admin.ch>
E-mail: st@bazl.admin.ch

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Switzerland is a member of the European Aviation Safety Agency (EASA). Therefore, EASA is responsible for certification activities for aircraft specified as Annex 1 Basic Regulation EC 216/2008. For aircraft under national responsibility, Switzerland uses the national regulation "Verordnung des UVEK vom 18. September 1995 über die Lufttüchtigkeit von Luftfahrzeugen" (VLL; SR 748.215.1) defines applicable requirements.

The delegated and authorized agency by State to fulfill its responsibility for continuing airworthiness is the same as above.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Switzerland is a member of the European Aviation Safety Agency (EASA). Therefore, EASA is responsible for certification activities for aircraft specified as Annex 1 Basic Regulation EC 216/2008. For aircraft under national responsibility, Switzerland uses the national regulation "Verordnung des UVEK vom 18. September 1995 über die Lufttüchtigkeit von Luftfahrzeugen" (VLL; SR 748.215.1) defines applicable requirements.

Adopted and incorporated by reference the airworthiness code established by another State is the same as above.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The Federal Office of Civil Aviation (FOCA) has established a mandatory occurrence reporting system which obliges all the civil-registered owners/operators, air carriers and State-approved repair stations to report any faults, defects and malfunctions in accordance to the "*Directive 2003/42/EC of the European Parliament and the Council of 13 June 2003 on occurrence reporting in civil aviation*". The objective of this Directive is to contribute to the improvement of air safety by ensuring that relevant information on safety is reported, collected, stored, protected and disseminated. In addition to

the system of mandatory reporting FOCA has put in place a system of voluntary reporting to collect and analyze information on observed deficiencies in aviation which are not required to be reported under the system of mandatory reporting, but which are perceived by the reporter as an actual or potential hazard. FOCA ensures that relevant safety information deriving from the analysis of confidential reporting is stored in a database (ECCAIRS) and disidentified.

The sole objective of occurrence reporting is the prevention of accidents and incidents and not to attribute blame or liability.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Pilatus Aircraft Ltd.
P.O. Box 992
6371 Stans

**NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Syrian Civil Aviation Authority (SCAA)
Flight Safety Directorate
Airworthiness Inspection Division
1 Sahet Al Najmeh
P.O Box 6257
Damascus
Syria

Telephone: + (0096311) 3319005
Facsimile: + (0096311) 2232201
E-mail: safety-dir@scaasy.com

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Syrian Civil Aviation Regulations (SCAR) Part 5, Chapter 3

Section 1, Certificate of Airworthiness, 1.3, Airworthiness Code: As the Syrian Arab Republic is a Contracting State of the International Civil Aviation Organization (ICAO), Syria accepts the ICAO airworthiness standards as outlined in the international standards, *Airworthiness of Aircraft*, Annex 8 to the Convention on International Civil Aviation.

Section 2, Categories of aircraft

Section 3, Issue of Certificates of Airworthiness

Section 4, Renewal of Certificate of Airworthiness

Section 5, Flight manual

Section 6, Maintenance of aircraft

Section 7, Certificate of maintenance review

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

As specified in SCAR Part 5, Chapter 3, Section 3 and Section 4.

Section 3, Issue of Certificates of Airworthiness

Section 4, Renewal of Certificate of Airworthiness

The procedure of handling of the airworthiness directives is specified in the flight safety order number FS 10-60. Airworthiness Directives received as a hard copy or soft copy are general addressed directly to users, who must conform to the applicability.

(SCAR, Part 5 and SCAA orders are on the SCAA's website www.scaasy.com”).

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

SCAR Part 5, Chapter 3, Section 3.3.10, information on faults, malfunction and defects and other occurrences, and there is a SCAA Order FS 10-58 (AMO and operator requirements to report malfunction and defect (mandatory reporting system) procedure.)

There is a reporting form SCAA FORM FS 136 (service difficulties).

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

There is no design organization responsible for the type design in Syria.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Airworthiness Division – Flight Standards Bureau
Department of Civil Aviation
71 Soi Ngarmduplee
Rama IV Road
Thung Mahamek
Sathorn, Bangkok 10120
Thailand

Telephone: + (662) 286 0923
Facsimile: + (662) 286 2913
AFTN: VTBAYAYE
E-mail: bbunlop@aviation.go.th

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Adopted and incorporated by reference the Airworthiness Code established by another States:

Thailand has elected to adopt by reference the airworthiness regulation as specified in US 14 CFR Part 21, 23, 25, 27, 29, 31, 33, 35 and 36 or equivalent.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

In accordance with the Department of Civil Aviation announcement regarding Airworthiness Directive dated 2 July 2007, Airworthiness Directives issued by the State of Design are mandatory for all Thai-registered aircraft. Equivalent documents issued by Type Certificate holder such as mandatory Service Bulletins, mandatory modifications and mandatory inspections are also mandatory.

Department of Civil Aviation Thailand (DCA Thailand) may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same Type Design, and the State of Design shall be informed of these Airworthiness Directives. All Airworthiness Directives issued by DCA Thailand are sent to the affected operators and owners by letter, fax or by reference to DCA internet website depending on the urgency of the matter.

Owners and/or operators of Thai-registered aircraft are responsible to access to the current Airworthiness Directive database through the State of Design website. Nevertheless, they may subscribe to an Airworthiness Directive information service provided by an accredited agency.

DCA Thailand ensures that all applicable Airworthiness Directives are complied with by the owners or the operators of all Thai-registered aircraft by means of airworthiness inspection and regular surveillance of maintenance records.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Owners and/or operators of Thai-registered aeroplanes with a maximum take-off mass of 5 700 kg or above or helicopters with a maximum take-off mass of 3 175 kg or above, AOC holder and Repair Station Certificate holder approved by DCA Thailand are to submit the service difficulty report of any faults, defects and malfunction in accordance with the procedure detailed in Civil Aviation Board Regulation No. 78 and the Department of Civil Aviation announcement regarding Service Difficulty Reporting System dated 19 June 2008.

All reports must be submitted to DCA Thailand before 9:00 am of the next working day from the time the service difficulty was first discovered. The system also requires all operators to inform the Type Certificate holder and/or Production Approval Holder about these difficulties. DCA Thailand will review these reports and, as required, inform the State of Design.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

For technical information with regard to engineering aspect of aircraft:

Aircraft Engineering Division – Flight Standards Bureau
Department of Civil Aviation
71 Soi Ngarmduplee
Rama IV Road
Thung Mahamek
Sathorn, Bangkok 10120
Thailand

Telephone: +(662) 286 2374
Facsimile: +(662) 286 2913

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Technical Operations and Airworthiness Division
Turkmenhowayollary
State National Service
3A, Chary Nurymova Street
744000 Ashgabat
Turkmenistan

Telephone: (993-12) 51 01 54; 35 58 77
Facsimile: (993-12) 35 44 02
Telex: 228118 AKHAL RU
SITA: ASBTCT5
AFTN: UTAAAYAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS****Airworthiness Standard(s)**

Airworthiness standards adopted for issuing or validating a Certificate of Airworthiness:

The Aviation Regulations of Turkmenistan include airworthiness standards developed by the Interstate Aviation Committee (IAC) and put into effect in Turkmenistan:

- Aviation Regulation 21: Certification Rules for Aviation Production
- Aviation Regulation 23: Airworthiness Standards for Normal Aeroplanes
- Aviation Regulation 25: Airworthiness Standards for Transport Aeroplanes
- Aviation Regulation 29: Airworthiness Standards for Transport Rotorcraft
- Aviation Regulation 33: Airworthiness Standards for Aeroplane Engines
- Aviation Regulation 35: Airworthiness Standards for Aeroplane Propellers
- Aviation Regulation 36: Standards for Noise at Airports

Airworthiness certificates for civilian aircraft are issued by the Turkmenhowayollary State National Service on the basis of the "Rules for State Registration of Civilian Aircraft" adopted in accordance with Decree No. 3713 dated 25 May 1998 by the President of Turkmenistan."

Special Conditions

In accordance with Articles 24, 25, 26 and 27 of the Air Code of Turkmenistan, civilian aircraft imported to Turkmenistan may be operated if it has been determined that they meet the Turkmenistan State requirements.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Manufacture usually have mandatory status for aircraft registered in Turkmenistan.

Airworthiness Directives are issued directly to operator or owners of specified aircraft in the form of instructions.

Thereafter, the Technical Operations and Airworthiness Division of the Turkmenhowayollary State National Service shall regularly check for corresponding compliance with the Airworthiness Directives.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

International notifications concerning the facts of aviation accidents, defects and malfunctions shall be made primarily by means of facsimile or through the electronic mail and standard mail services of the regular postal service after determining the degree of urgency of notification.

In the event of an aviation accident, the Turkmenhowayollary State National Service shall determine the form of notification to the State of Manufacture.

Aeroplane operators are required to inform the Turkmenhowayollary State National Service of operational faults or malfunctions during servicing according to State regulation.

Aircraft operators are required to send monthly reports to the Turkmenhowayollary State National Service about serious operational faults, defects or malfunctions during servicing, and about regular checks.

These reports will be assessed by Turkmenhowayollary State National Service and decisions shall be made in cooperation with the relevant authorities, the manufacturer, and operators.

If necessary, the Turkmenhowayollary State National Service will inform the authorities of the State of Manufacture and ICAO of such cases.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Turkmenistan does not have any designers of specific types of aeroplanes.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Ministry of Transport and Communications of Ukraine
State Aviation Administration
14 Peremogy Ave.
01135, Kyiv
Ukraine

Telephone: + (38) 044 461-54-01
Facsimile: + (38) 044 486-92-92
Web: www.avia.gov.ua
E-mail: vdz@avia.gov.ua

Mailing address:

14 Pr. Pobedy
252135 Kiev
Ukraine

The operational unit within the State Aviation Administration that bears the primary responsibility for continuing airworthiness is the Continuing Airworthiness Department, which reports to the Deputy Chairman for the technical regulation of civil aviation.

Telephone/Facsimile: + (38) 044 461 51 50
E-mail: airworthiness@avia.gov.ua

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

The civil aircraft airworthiness standards of the former Union of Soviet Socialist Republics:

- NLGS-2 and NLGS-3 for civil aeroplanes
- NLGV-2 for civil helicopters

Airworthiness standards developed by the Interstate Aviation Committee (IAC) carried into effect in Ukraine:

- AP-23 for light category aeroplanes
- AP-25 for transport category aeroplanes
- AP-27 for normal category rotorcrafts
- AP-29 for normal category rotorcrafts
- AP-33 for aircraft engines
- AP-35 for propellers
- AP-VD for auxiliary power units

Associated requirements

Environmental protection:

Annex 16 to the Convention on International Civil Aviation

Associated procedures

APU-21 (Subpart A, B, C, D, E) – Aviation products certification procedures
Rules of Issue of Airworthiness Certificates for civil aircraft of Ukraine

Civil aircraft imported in Ukraine may be permitted to operate if it is established they meet the national requirements of the State of Manufacture and additional airworthiness technical conditions set by Ukraine. It is thus ensured that aircraft types imported into Ukraine meet the airworthiness standards in force in Ukraine.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION

Airworthiness Directives are issued in accordance with aviation regulation APU-39 “Airworthiness Directives” and the “Procedures of issue, applicability and implementation control of the Airworthiness Directives”.

Airworthiness Directives are based on:

- analyses results of the flight safety and operation experience;
- AD or equivalent document issued by the Foreign Aviation Administration of the State of Design;
- Service Bulletin or other information received from the State of Design of Aeronautical Products directed to ensure flight safety.

ADs are sent to:

- registered owners of aircraft in Ukraine;
- operators of aircraft in Ukraine;
- enterprises and organizations which perform operation, maintenance, repair, modification of the aeronautical products in Ukraine;
- interested persons in Ukraine;
- State Aviation Administrations of foreign States that operate aviation products for which Ukraine is the State of Design;
- organizations which are responsible for Type Design and to the Aviation Administrations of the States of Design for imported aeronautical products if the AD was issued by the State Aviation Administration based on own experience.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

Current Ukrainian Defects Reporting System is based on the following regulations:

- Rules of Certification of Air Operators (Order No. 684 of SAA dated 20 September 2005);
- Rules of Certification of the Maintenance Organizations (Order No. 205 of the Ministry of Transport dated 29 May 1999);
- Guidance for Airworthiness Information Exchange and Usage, implemented by the Order No. 198 of the State Department of Aviation Transport dated 8 November 2000;
- Order No. 317 of the State Department of Aviation Transport dated 1 July 2003 “Adoption in Ukraine of the System of Collecting, Record Keeping and Analyzing of the Information on Aeronautical Products Reliability”.

The abovementioned documents prescribe to operators and to maintenance organizations to send information about defects and malfunctions that have occurred to the SAA and to Design/Manufacturers Organizations for analysis and corrective actions to prevent unsafe conditions in future preparation.

A special form “Malfunction Record Keeping Card” must be used for record keeping and reporting of such information.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

For all types of “Antonov” aeroplanes:

Antonov Aeronautical Scientific/Technical Complex
1 Tupolev St.
03062 Kyiv
Ukraine

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation Authority
Safety Regulation Group
Airworthiness Division
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Telephone: +44 (0) 1293-573081
Facsimile: +44 (0) 1293-573930
Telex: 878753 SRG CAA
AFTN: YAYX

The United Kingdom has notified ICAO that under the provisions of Regulation (EC) 216/2008 on common rules in the field of civil aviation and establishing a European Aviation Safety Agency (EASA), that EASA is now the United Kingdom Government's authorized agent for those aircraft on its register, which are described in the above EC Regulation, for fulfillment of its obligation as State of Design or Manufacture, as specified in Part II of Annex 8 to the Convention on International Civil Aviation. EASA regulations have been adopted and applied.

It should be noted that there are two separate and distinct cases: the case of aircraft that are within the EASA remit and the case of Annex II aircraft as defined under Article 4(4) of Regulation (EC) No. 216/2008. Those Annex II aircraft which have received an ICAO Annex 8 certificate, continue to be the responsibility of the United Kingdom national aviation authority, the Civil Aviation Authority (CAA), for the purposes of Part II of Annex 8 to the Convention on International Civil Aviation.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s) applicable to all aircraft:

Seaplanes and Powered Sailplanes	CS-22
Normal, Utility, Aerobatic, and Commuter Category Aeroplanes	CS-23
Large Aeroplanes	CS-25
Small Rotorcraft	CS-27
Large Rotorcraft	CS-29
Auxiliary Power Units	CS-APU
All Weather Operations	CS-AWO
Engines	CS-E
Propellers	CS-P
Very Light Aeroplanes	CS-VLA
Definitions and Abbreviations	CS-Definitions

Reference should be made to the EASA website at:
http://www.easa.eu.int/ws_prod/g/rg_certspeccs.php

Airworthiness Code(s) applicable to Annex II aircraft only:

Non-Rigid Airships	BCAR Section Q
Small Light Aeroplanes	BCAR Section S
Light Gyroplanes	BCAR Section T
Radio	BCAR Section R
	BCAR Section A
	BCAR Section B

Special conditions applicable to EASA aircraft:

Reference should be made to Part-21A, 16B of the Annex to Regulation (EC) No. 1702/2003. The Special Conditions are part of the EASA certification basis.

C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR EQUIVALENT) AND EXCHANGE OF INFORMATION**EASA aircraft**

The methods of handling Airworthiness Directives (or their equivalent) and exchange of information: Part-21A.3B of the Annex to Regulation (EC) No. 1702/2003 and EASA AD policy that can be found at http://www.easa.europa.eu/ws_prod/c/doc/Working_Procedures/.

In addition, EASA AD publication tool that can be found at: http://www.easa.europa.eu/ws_prod/c/c_awdir.php

Annex II aircraft:

The methods employed by the United Kingdom for handling Airworthiness Directives are described on the CAA website at <http://www.caa.co.uk/ads>.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS**EASA aircraft**

Details of systems for the reporting of information on faults, defects and multifunctions: Parts-21A.3 of the Annex to Regulation (EC) No. 1702/2003, part MA, 202; Part-145.A.60 of the Annexes I and II to Regulation (EC) No. 2042/2003; EU-OPS.420 of Annex III to Regulation (EC) No. 3922/1991 and AMC 20-8.

Annex II aircraft

The system employed by United Kingdom CAA for the reporting of information on faults, defects and malfunctions is the United Kingdom Occurrence Reporting Scheme – see Air Navigation Order Article 142.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

EASA aircraft

Name and addresses of design organizations: please refer to EASA web-site page that lists the DOA:
http://www.easa.europa.eu/ws_prod/c/c_orgapprodoa_doa.php.

Aviation Trader ATL 98 Carvair	Aviation Traders Ltd Building 105 Bournemouth International Airport Christchurch Dorset BH23 6NW
AVRO XIX DH82 (Tiger Moth) Variants DH89a Rapide Series DH104 Dove DH114 Heron DHC-1 Chipmunk Scottish Aviation Bulldog	De Havilland Support Ltd Building 123 Duxford Airfield Duxford Cambridgeshire CB2 4QR
British Aerospace ATP Series BAe 146 and RJ Series HA.748 Jetstream (HP-137) Jetstream 3100 Jetstream 3200 Jetstream 4104	British Aerospace (Operations) Ltd T/A British Aerospace Regional Aircraft Ltd Prestwick Airport Ayrshire KA9 2RW
BAC One Eleven Series	Airbus Ltd New Filton House Filton Bristol BS99 7AR
Britten-Norman Islander Series and Trislander Series	Britten-Norman Aircraft Ltd The Airport Bembridge Isle of Wight PO35 5PR
Scottish Aviation Twin Pioneer	Tenencia Ltd Dakota House Coventry Airport Coventry Warwickshire CV8 3AZ

Short SD3-30 Short SD3-60 Short Skyvan	Bombardier Aerospace PO Box 241 Airport Road Belfast N. Ireland
Slingsby T67 Series	Slingsby Aviation Ltd Ings Lane Kirkbymoorside York YO62 6EZ
Westland Bell 47G-4A Westland Bell 47G-3B-I	GKN Aerospace Services Ltd Lysander Road Yeovil Somerset BA20 2YB

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

For receipt and distribution of continuing airworthiness information:

Federal Aviation Administration
Delegation and Airworthiness Programs Branch, AIR-140
Post Office Box 26460
Oklahoma City
Oklahoma 73125
United States

Telephone: (405) 954-4103
Facsimile: (405) 954-2209
AFTN: KOEXYA

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Code(s)

Code of Federal Regulations, Title 14 Aeronautics and space chapter I, Federal Aviation Administration, Department of Transportation, Sub-chapters C and F.

Special Conditions

Aircraft must be manufactured in a country with which the United States has a Bilateral Airworthiness Agreement, for the acceptance of certificates of airworthiness for imported aeronautical products or a Bilateral Aviation Safety Agreement with Implementation Procedures for Airworthiness.

The aircraft must conform to a type design approved by the Federal Aviation Administration (FAA), as specified in the FAA's type certificate data sheet.

The aircraft must be accompanied with a certification from the civil airworthiness authority which certifies that the aircraft conforms to the United States type design and that the aircraft is in a condition for safe operation. United States' import certification requirements are set forth in more detail in 14 CFR part 47 (Aircraft Registration) before a United States airworthiness Certificate will be issued.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Continuing airworthiness information developed by the United States Federal Aviation Administration (FAA), related to United States manufactured aircraft will consist of:

- a) Airworthiness Directives (ADs), which are mandatory corrective action for unsafe conditions, may reference manufacturers' service information documents (e.g. Service Bulletins or Alert Service Bulletins, etc.). ADs are United States Federal Aviation Regulations, and no person may lawfully operate a United States-registered affected aeronautical product without complying with the terms of the ADs. ADs will contain an applicability statement, compliance time period, and the corrective measures or limitations required. It is not the FAA's practice to issue ADs to regulate maintenance action;

- b) Aviation Maintenance Alerts, are published monthly as FAA Advisory Circular (AC) 43-16A. They provide a common communication channel through which the aviation community can economically exchange service experience and thereby cooperate in the improvement of aeronautical product durability, reliability, and safety. They may be accessed on the Internet at http://www.faa.gov/aircraft/safety/alerts/aviation_maintenance/; and
- c) Special Airworthiness Information Bulletins (SAIB) are an information tool the United States uses to alert, educate and make recommendations to the aviation community. Please note that SAIBs are for informational purposes only and are not mandatory actions. They may also be accessed on the Internet at <http://rgl.faa.gov>.

For United States products, the United States will send ADs to the Civil Aviation Authority in those ICAO Contracting States that have notified the United States that a United States-manufactured aircraft of the make and model affected by the AD is registered in that country. ADs will be distributed by electronic means.

Each ICAO Contracting State receives paper copies of individual FAA ADs issued for United States products. Airworthiness Directives are published in the Federal Register. Subscription service for the Federal Register is available from:

Superintendent of Documents
U.S. Government Printing Office
P.O. Box 979050
St. Louis, MO 63197-9000
United States

Telephone: (866) 512-1800
Facsimile: (202) 512-2104

All new ADs are available on the Internet in the FAA Regulatory and Guidance Library (RGL) at website <http://rgl.faa.gov>. New ADs are published daily;

The Airworthiness Directives Biweekly is published by the FAA on the Internet at <http://rgl.faa.gov>, and also available by paid subscription from the United States Government Printing Office. The Biweekly is divided into two major categories – 1) large aircraft, and 2) small aircraft, rotorcraft, gliders, balloons, and airships. Large aircraft are those that have a maximum take-off weight of greater than 12 500 pounds. For further information, contact the Delegation and Airworthiness Programs Branch by telephone at (405) 954-4103 or by fax at (405) 954-2209;

All Airworthiness Directives are available at the ICAO Library in ICAO's Montreal Headquarters.

D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION ON FAULTS, DEFECTS AND MALFUNCTIONS

The United States Federal Aviation Administration's (FAA) Service Difficulty Program provides information necessary to achieve prompt and appropriate correction of conditions adversely affecting continuing airworthiness of aeronautical products. Their consolidation in a common data base, analysis of that data, and the rapid dissemination of trends and problems alert the appropriate segments of the aviation community and the FAA to matters relating to air safety. SDRs may be submitted and the database may be queried on the internet at <http://av-info.faa.gov/sdrx/>.

Title 14 Code of Federal Regulations, (14 CFR) parts 121.703 and 135.415 titled "Service Difficulty Reports" (commonly called SDRs) require each certificate holder to report the occurrence or detection of each failure, malfunction or defect to FAA Aviation Data Systems Branch (AFS-620)

located in Oklahoma City, Oklahoma within an allotted period of time. Upon receipt, AFS-620 reviews the report for compliance with the applicable rule, technical accuracy, and its completeness.

In addition to the air carrier reporting requirements, certificated repair stations are required to report any serious defects or recurring unairworthy conditions in accordance with 14 CFR part 145.221, "Service Difficulty Reports."

14 CFR part 125.409 requires each certificate holder of an aircraft having a seating configuration of 20 or more passengers or a maximum payload capacity of 6 000 pounds or more when common carriage is not involved, to report the occurrence or detection of each failure, malfunction or defect to the FAA Aviation Data Systems Branch (AFS-620) located in Oklahoma City, Oklahoma or to the website.

The FAA has a successful voluntary program that encourages all persons who operate and maintain aircraft under 14 CFR part 91 to submit malfunction and defect reports to the FAA Aviation Data Systems Branch (AFS-620) located in Oklahoma City, Oklahoma or to the website.

The FAA also publishes the Aviation Maintenance Alerts, FAA Advisory Circular 43-16A. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but may not be fully evaluated at press time. As additional facts, such as cause and corrective action are identified, the updated data will be published in subsequent issues. This procedure gives Alerts' readers prompt notice of conditions reported via Malfunction or Defect Reports. Alerts may be queried on the internet at http://www.faa.gov/aircraft/safety/alerts/aviation_maintenance/. The FAA office responsible for Aviation Maintenance Alerts is:

Federal Aviation Administration
Flight Standards Service
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029

All reports are stored in a computer data base in Oklahoma City, Oklahoma for retrieval purposes if requested by government authorities or any interested person(s) and/or organizations(s).

To detect adverse trends, the Regulatory Support Division, AFS-600, continually reviews all service difficulty information to detect specific problems and/or developing trends.

In accordance with 14 CFR part 21.3, manufacturers must notify the FAA of any failures, malfunctions or defects of any product, part, process or article manufactured by it that result in certain occurrences. This rule applies to the holders of Type Certificates (including supplemental type certificates), parts manufacturer approval (PMA) holders; holders of technical standard order authorizations, or the licensee of a Type Certificate. Also, 14 CFR part 21.3 lists the occurrences which must be reported. Additional information to assist manufacturers in complying with 14 CFR part 21.3 is provided in FAA Advisory Circular 21-9, Manufacturers Reporting Failures, Malfunctions or Defects. Reports are filed with the Aircraft Certification office that is responsible for managing the Type Certificate.

The FAA Aircraft Certification Service uses service difficulty data to help determine if an Airworthiness Directive is needed to correct an "unsafe condition" as outlined in 14 CFR parts 21.99(a) and 39.1; or to determine if design changes should be requested of the manufacturer for safety improvement, as outlined in 14 CFR part 21.99(b). FAA engineering and manufacturing inspection personnel actively participate in this program to ensure:

-
- a) the timely finding of type design and quality control deficiencies which may result in unsafe or undesirable conditions; and
 - b) that appropriate corrective action is taken.

The FAA Service Difficulty Program has led to many improvements in aircraft safety; such as issuing Airworthiness Directives, revising maintenance programs, improving design criteria, adding or revising airworthiness regulations, etc.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

For Technical Information:

Federal Aviation Administration
Aircraft Engineering Division, AIR-100
950 L'Enfant Plaza
Washington, D.C. 20591
United States

Telephone: (202) 385-6348
Facsimile: (202) 267-5340
Cable: Commercial: FAA HQS WASHINGTON, DC
AFTN: KRWAYAYX

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Civil Aviation and Meteorology Authority (CAMA)
Civil Aviation Sector
P.O. Box 7251
Sofan City
Amran Street
Sana'a
Republic of Yemen

Telephone: + (967) 1 337166
Facsimile: + (967) 1 326811
E-mail: civilaviation@y.net.ye
SITA: SAH111Y
Cable: CIVILAIR
AFTN: QYSNYUAYX

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Airworthiness Codes

Yemen Civil Aviation Law No. 12 (1993) – Article 63 to 68.

Yemen Civil Aviation Regulations (YCARs) Part 3, Chapter 2.

CAMA Airworthiness Manual – 2004.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Yemen is not an aircraft manufacturing State, therefore no Airworthiness Directives/Service Bulletins are issued. CAMA receives Airworthiness Directives/Service Bulletins directly from the foreign authorities in hard copy and electronic e-mail.

Operators receive their own Airworthiness Directives/Service Bulletins directly from the foreign authorities and implements them as applicable.

CAMA does processing of renewal of Certificates of Airworthiness by conducting proper checks and also makes sure that all Airworthiness Directives and Service Bulletins which are applicable to the aircraft registered in Yemen are implemented by the operator.

References

145.45: “Maintenance Data” of CAMA’s Requirements of Approved Maintenance Organizations (AMOs) as per YCAR – 145.

CAMA Airworthiness Manual – 2004, Part B, Chapter 8.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

National laws require all operators' aircraft on the Yemen Register to report faults, defects and malfunctions affecting the airworthiness of the aircraft within 72 hours after an occurrence.

References

YCAR 145.60: Occurrence reporting.

CAMA Airworthiness Manual – 2004, Part B, Chapter 7.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

This section does not apply as Yemen is not a State of Design.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Department of Civil Aviation
P.O. Box 50137
Lusaka
Zambia

Telephone: + (260 1) 251677
 + (260 1) 251728
 + (260 1) 251732
 + (260 1) 251735
Facsimile: + (260 1) 251841
Telex: ZA 42280
E-mail: aviation@coppernet.zm
Cable: “AVIATION” LUSAKA

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

Zambian Airworthiness Regulations
Cap 444, s. 4 (1) (f)
Air Navigation Regulations (ANRs)
Part III, Reg. 21-Issue, Renewal and Validation of Certificate of Airworthiness

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives issued by the State of Design are mandatory. Additionally, the Zambian DCA may issue an Airworthiness Directive whenever an unsafe condition of a product might exist or develop in other products of the same Type Design, and the State of Design shall be informed of these Airworthiness Directives.

All Airworthiness Directives are sent to the affected operators and owners by the Zambian DCS by letter, fax, messenger or by reference to an internet website depending on the urgency of the matter.

The Zambian DCA ensures that all applicable Airworthiness Directives are complied with by the owners/operators of all Zambian registered aircraft by means of inspections and regular surveillance of maintenance records in accordance with the Zambian Cap 444 Air Navigation Regulations.

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

The Zambian DCA has established a system which obliges all civil registered aircraft owners/operators, air carriers and Zambian approved repair stations or AMOs to report any faults, defects and malfunctions. Currently, the DCA is designing a Difficulty Reporting System which will flesh out the detailed requirements and procedures for service difficulty reporting.

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable to Zambia.

**A. NAME AND ADDRESS OF AUTHORITY RESPONSIBLE
FOR CONTINUING AIRWORTHINESS**

Flight Safety and Standards
Civil Aviation Authority of Zimbabwe
Box AP 1
Harare Airport
Zimbabwe

Telephone: (263 4) 585 101
Facsimile: (263 4) 585 107
E-mail: fchikosi@caaz.co.zw
URL: <http://www.caaz.co.zw>

Airworthiness Section

Reference: Civil Aviation Act, Part VII, Section 44.

**B. AIRWORTHINESS CODE(S) AND SPECIAL CONDITIONS FOR ISSUE OR
VALIDATION OF CERTIFICATES OF AIRWORTHINESS**

1. Validated.
2. Adopted and incorporated by reference to the Airworthiness code established by the State of Design.

Reference: Civil Aviation (Air Navigation) Regulations, Part 5, Section 5.8.

**C. METHODS OF HANDLING AIRWORTHINESS DIRECTIVES (OR THEIR
EQUIVALENT) AND EXCHANGE OF INFORMATION**

Airworthiness Directives

No person may operate an aeronautical product to which an Airworthiness Directive applies, issued either by the State of Design or State of Manufacture or State of Registry for aircraft operated within Zimbabwe except in accordance with the requirements of that Airworthiness Directive.

Reference: Civil Aviation (Air Navigation) Regulations, Part 5, Section 5.5.1.3 c).

Unsafe Conditions

When the Authority determines that an airframe or aeronautical product has exhibited an unsafe condition and that condition is likely to exist or to develop in other products of the same Type Design, the Authority may issue an Airworthiness Directive prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.

The State of Design shall be informed.

Reference: Civil Aviation (Air Navigation) Regulations, Part 5, Section 5.5.1.3 d).

Compliance Mechanism

The AMO shall be in receipt of all airworthiness data appropriate to support the work performed as required by the Authority, the aircraft/aeronautical product design organization and any other approved design organization in the State of Manufacture or State of Design, as appropriate.

Reference: Civil Aviation (Air Navigation) Regulations, Part 6, Section 6.5.1.8 a).

Exchange of Information

The Authority may classify data from another Authority, design organization or manufacturer as mandatory and may require the AMO to hold such data.

Information exchange shall flow between the AMO, Authority, State of Design and/or Manufacture.

Reference: Civil Aviation (Air Navigation) Regulation, Part 6, Section 6.5.1.8 b).

**D. DETAILS OF SYSTEMS FOR THE REPORTING OF INFORMATION
ON FAULTS, DEFECTS AND MALFUNCTIONS**

Owners or operators of aircraft operating in Zimbabwe shall report to the Authority any failures, malfunctions or defects.

The Authority, if the State of Registry of the aircraft, will submit such reports upon receipt to the State of Design and/or Manufacture.

The Authority, if not the State of Registry of the aircraft, will submit such reports upon receipt to the State of Registry.

Reference: Civil Aviation (Air Navigation) Regulations, Section 5.5.1.4 a), c) and d).

**E. NAME AND ADDRESS OF THE DESIGN ORGANIZATIONS
RESPONSIBLE FOR THE TYPE DESIGN/
THE CONTINUING AIRWORTHINESS OF AIRCRAFT**

Not applicable.

— END —