

CZECH REPUBLIC - SPECIAL REQUIREMENTS

(Revised June 1, 2000)

I. INTRODUCTION

Civil Aviation Authority (CAA) of the Czech Republic issues these special requirements for the imported aircraft products to the Czech Republic for the purpose of the improvement and the better understanding CAA Acceptance Procedures. These requirements should be used as the supplemental instructions for responsible inspectors or other designated persons issuing Export Airworthiness Document. CAA requires the issue of Export Airworthiness Document for imported Aircraft Products of Class I, II and III by exporting state. A Class I product is defined as a complete aircraft, aircraft engine, or propeller. A Class II product is a major component of an aircraft, aircraft engine, or propeller, the failure of which would jeopardize the safety of the aircraft, engine, or propeller or any part, material or appliance approved and manufactured under the Technical Standard Order (TSO) system or under Joint Technical Standard Order (JTSO) system. A Class III product is any part or component that is not a Class I or Class II product and includes standard parts [i.e., those designated as AN, NAS, SAE etc.]. Issued Export Airworthiness Document is the base for CAA to perform the Aircraft product Acceptance. The Acceptance of imported Aircraft must be performed in the facilities of the aircraft manufacturer or the national CAA approved service station, where aircraft type maintenance can be performed. CAA aircraft acceptance is made at the [[applicant's]] own charge.

II SPECIAL REQUIREMENTS FOR THE IMPORTED AIRCRAFT TO THE CZECH REPUBLIC

1. GENERAL

An aircraft type (model) version must be type accepted by CAA before Czech Certificate of Airworthiness in standard category and aircraft permanent registration are issued in the Czech Republic.

2. DOCUMENTS AND DATA REQUIRED

(a) for each individual new aircraft.

1. The Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered on the Aircraft Register of the Czech Republic and the aircraft must not be flown more than 50 flight hours from the date of the issue of the Export Certificate of Airworthiness.

2. The weight and balance report containing a complete inventory of all equipment and instruments (equipment list).

3. A list of radio communication and navigation equipment installed, including make and model, and Part Number, radiated power, range of frequencies, type of modulation and operating instructions.

4. The aircraft producer state CAA approved flight manual including the last revision. A pilot's operating handbook or similar manual will be provided when no approved flight manual is required by the aircraft producer state CAA. This document must be in English or Czech language and the placards in the cockpit must be in the same language as this document.

5. The list of all AD's and modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU).

6. The status of Life Limited Parts.

(b) for each individual used aircraft.

In addition to the documents listed in paragraph 2-a/, the following technical data and documents are required:

1. The certified logbooks or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhauls, repairs and modifications.

2. A detailed listing of all incorporated modifications including exporting state CAA approvals (Supplemental Type Certificates, operator's modifications, Service Bulletins or equivalent documents).

3. A listing of AD's (the compliance status of all one time AD's including date or time of compliance, the compliance status of all recurrent AD's stating time or date of compliance and next due time or date when compliance with AD is required, list of all not applicable AD's with brief reason for non-applicability.

4. The past maintenance schedule if it is different from recommended schedule of the aircraft producer, the approval of exporting state CAA is required.

5. The compliance status of all mandatory additional service instructions of the producer (service bulletins, service letters, services changes etc.) if they were applied during performing maintenance.

Note: This information is important for aircraft which should be certified for carrying passengers or cargo for compensation or hire.

3. ENTRY ON THE AIRCRAFT REGISTER OF THE CZECH REPUBLIC

An aircraft may not be entered on the Aircraft Register of Czech Republic unless among other:

(a) compliance with ICAO Annex 16, Volume I, Aircraft Noise, when applicable, is shown;

(b) its engines, when applicable, comply with ICAO Annex 16, Volume II, Aircraft Engine Emissions, and;

(c) de - registration statement or statement that the aircraft has never been entered on the aircraft register of the exporting state is submitted.

III. SPECIAL REQUIREMENTS FOR THE IMPORTED ENGINES AND PROPELLERS WHICH ARE NOT BEING IMPORTED AS A PART OF A CERTIFICATED AIRCRAFT ACCORDING TO PART II.

The Export Certificate of Airworthiness must be issued for each aircraft engine and propeller for the import into the Czech Republic. Aircraft engines and propellers must have been newly made or overhauled. Each aircraft engine or propeller must be accompanied with logbook or similar document containing listings of incorporated modifications and Airworthiness Directives, Life Limited Parts and components records.

IV. SPECIAL REQUIREMENTS FOR CLASS II PRODUCTS

The export airworthiness approval tag must be issued for each Class II product. The Class II product must:

- (a) be newly made or overhauled and conform to the approved design date;
- (b) be in a condition for safe operation [[, and;]]

(c) be identified with at least the manufacturer's name, part number, model designation (when applicable), and serial number or equivalent.

V. SPECIAL REQUIREMENTS FOR CLASS III PRODUCTS

The export airworthiness approval tag or the Conformity certificate stating that the products have been manufactured in accordance with a specified standard must be issued for each Class III product. the Class III product must:

- (a) conform to the approved design data applicable to the Class I or Class II product of which it is a part [[, and;]]
- (b) be in a condition for safe operation.

VI. SPECIAL REQUIREMENTS FOR AIRCRAFT PRODUCTS IMPORTED FOR THE PURPOSE OF TYPE CERTIFICATION

These requirements described above can not be used for imported aircraft products that should be demonstrated during type certification tests. The conformity statement procedure is described in CAA order CAA - TI - 001 - 0/95 for this special purpose.

VII. WAIVERS

If the aircraft product does not meet these special requirements described above and acceptable safety level is provided, the applicant may apply CAA for a waiver from these special requirements on this address:

CIVIL AVIATION AUTHORITY
AIRWORTHINESS DIVISION
LETISTE RUZYNE

160 08 PRAHA 6
CZECH REPUBLIC

Phone No: 4202 33320922
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