THE REPUBLIC OF KOREA - SPECIAL REQUIREMENTS

(Revised - March 10, 2003)

1. INTRODUCTION. This document prescribes special requirements and procedures for exportation of aeronautical products to Korea. These special requirements must be satisfied at the time of export for a particular product.

2. AIRWORTHINESS AUTHORITY. The airworthiness authority for the Republic of Korea is the Civil Aviation Safety Authority (hereinafter referred to as the CASA) of Ministry of Construction and Transportation (MOCT).

2.1 CASA contacts. All questions relating to Korean type design approval of aeronautical products should be addressed to:

ATTN: Director, Airworthiness Division
Civil Aviation Safety Authority
Ministry of Construction and Transportation
274 Gwahae Dong, Gwangseo Gu, Seoul
157 711, Republic of Korea
Phone: 82-2-2669-6470～6479
FAX: 82-2-6342-7269

2.2 Copies of Korean regulations and circulars can be obtained from this division.

3. ELIGIBILITY

3.1 Effective August 5, 1999, an aircraft, aircraft engine, or propeller imported into Korea must be of a type which has been issued a Korean type certificate or type certificate validation. A Korean type certificate or type certificate validation is a prerequisite to issuance of a Korean airworthiness certificate.

3.2 All Class I products (aircraft, aircraft engine, propellers) exported to Korea must have a U.S. type certificate, and also comply with those additional requirements as necessary to establish conformance with each product's CASA-approved type certificate.

3.3 Class II and Class III products to be exported to Korea must conform to a specified CASA-approved design or standard for a Class Ⅰ product.

4. TYPE CERTIFICATION OR TYPE CERTIFICACTION VALIDATION OF AIRCRAFT, AIRCRAFT ENGINES AND PROPELLERS. Before an aircraft, aircraft engine or propeller is accepted for operation in Korea, it is important to establish that the type certificate is issued by the CASA. The following section summarizes the CASA position on type certification and type certification validation.

4.1 U.S. Designed and Manufactured Aircraft.

(a) Effective August 5, 1999, all U.S. aircraft with no previously issued Type Certificate of Korea will require a Korean type certificate prior to the aircraft being eligible for a Korean Certificate of Airworthiness. U.S. applicants (Type Certificate holders) should make their application for Korean Type Certification to the CASA through the applicable the FAA Aircraft Certification Office (ACO) responsible for the applicant's geographical area.

(b) CASA will advise the U.S. applicant of any additional CASA certification requirements, if applicable. These additional requirements, including Special Conditions, additional airworthiness requirements, environmental and operational requirements, may be specified by the CASA in addition to the FAA certification basis to assure compliance with the Korean certification basis.

(c) In order to determine any additional CASA requirements, the applicant will provide a technical briefing to the CASA, followed by a familiarization inspection of the aircraft and its FAA type design at the applicant’s facilities. This familiarization may involve a review of the type design data and the certification basis, as well as test flights of a representative aircraft.

(d) CASA considers all such familiarization visits essential. Following receipt of the application, there is often a delay of several months before such a familiarization can be made by the CASA. Therefore, it is important that application for Type Certification is made in a timely manner.

4.2 Certification Basis. The basis for CASA Type Certification will be the applicable requirements established or adopted by Korea. Moreover, the applicant must meet any special conditions the CASA may specify in order to cover features which are not covered by existing requirements and practices, as well as any other applicable requirements listed below. The CASA may grant exceptions, if the level of safety is not impaired.

(a) The applicable Korean Airworthiness Standards in effect on the date application was made to FAA for the U.S. Type Certification; or

(b) The applicable Title 14 Code of Federal Regulations (14 CFR) requirement, including each special condition upon which the issuance of the U.S. Type Certificate is based, plus such additional requirements as necessary to provide a level of safety as intended by the Korean Airworthiness Standards in effect on the date application was made to FAA for the U.S. Type Certificate.

4.3 Documents Required for Type Certification of Aircraft. For the issuance of a Korean Type Certificate for an aircraft, the following or equivalent documentation must be submitted:

(a) FAA Type Certificate.

(b) The latest issue of the FAA Type Certificate Data Sheet.

(c) FAA approved Flight Manual and/or Pilot's Operating Handbook.

(d) General engineering description of the aircraft including the basic definition of the type design, accompanied by three-view drawings of major assemblies, installations, and primary structure.

(e) All amended TCs and applicable STCs that supplement the basic type design to be imported at the time of Korean certification.

(f) Manufacture's Compliance Checklist.

(g) Compliance Reports which show the type design meets Korean airworthiness requirements.

(h) A list of documents necessary for safe operation and continuing airworthiness of the aircraft including equipment, i.e., Operating, Maintenance, Overhaul and Repair Manuals.

(i) Master Minimum Equipment List (MMEL).

(j) Maintenance Review Board (MRB)/Maintenance Planning Data (MPD) Document.

(k) A Parts Catalogue relating to the aircraft and major equipment.

(l) A list of all incorporated Service Bulletins and applicable Airworthiness Directives.

(m) Certification summary report.

(n) General interior arrangement configuration drawings

(o) Master drawing list

(p) List of service life for critical parts subject to fatigue

4.4 The procedures for type certification of aircraft engines or propellers (including the application process, the documents required, and the engineering review) are the same procedures used for type certification of aircraft.

4.5 Fuel Venting and Emissions Requirements For Aircraft Engines. According to the Korean Aviation Law, an aircraft engine will be eligible for a type certificate only if its fuel venting and emissions levels are as low as technologically practicable and appropriate to the requirements to which they applies. For conformity, the Korean fuel venting and emissions requirements are based on ICAO Annex 16.

NOTE: 1. CASA may request additional information and data for compliance reviews, and the manufacturer should provide the CASA with all of the officially requested documents.

2. The above listed documents will be kept on file with the CASA.

3. The applicant must forward to the CASA all revisions (pertinent to the Korean type certificate) to the above listed documents including all incorporated Service Bulletins and other pertinent data free of charge as soon as they are available.

4. Computerized format (e.g., CD-ROM) is preferred for submittal of all documents.

5. DOCUMENTS REQUIRED OBTAINING KOREAN AIRWORTHINESS CERTIFICATES. The following documents should be forwarded to the Korean aircraft purchaser, or otherwise to the CASA, as the CASA requires that an applicant for a Korean airworthiness certificate shall submit substantiating evidence as may be necessary to establish airworthiness and eligibility for certification by the CASA.

5.1 New Aircraft

(a) FAA Export Certificate of Airworthiness for the aircraft, engines, and propellers.

(b) Modification status, including customer options incorporated and any supplemental type certificates (STCs) installed.

(c) Airworthiness Directives

(1) A declaration of compliance with all applicable Airworthiness Directives issued by FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.

(2) FAA Airworthiness Directives containing repetitive compliance requirements must be identified. Information as to when the next compliance is due must also be provided.

(d) List of all incorporated Service Bulletins and Alert Service Bulletins.

(e) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test.

(f) Logbooks of aircraft, engines and propellers.

(g) Seat configuration approval documents.

(h) Weight and Balance report.

(i) Records of compass system and magnetic compass swing.

(j) Master equipment list.

(k) FDR/CVR type and data format records and interpretation reports.

(l) Time/Life limitations.

(m) Required copies of manuals:

	Number Required "*"	"**"
Classification of Manual light Manual	3	1
Maintenance	2	1
Operations (or Pilot Operating Handbook)	3	1
Weight and Balance Loading Procedures	1	-
Overhaul	2	-
Structural Repair	2	-
Component Overhaul	2	-
Engine Maintenance and Overhaul	2	-
NDT	2	-
Structurally significant items	1	-
Maintenance planning guide	1	-
Parts catalogue	2	1

Note: 1. "*****" means the number required only with the first aircraft of a particular type and model that is exported to the Republic of Korea.
2. "******" means the number required with the same model that has been exported to, and certificated in, the Republic of Korea.

5.2 Used Aircraft. In addition to the requirements in paragraph 5.1 (a) through (d) and (f) through (m), the following is also required for used aircraft:

(a) A complete history of aircraft, engines, propellers, components and equipment including:

(1) The number of landings/cycles where the aircraft is subject to mandatory life limitations.

(2) The maintenance program 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, engines, propellers, or equipment which are subject to mandatory life limitations.

(c) The flight time since new 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, tail planes, helicopter rotors or transmission components, and histories of all replaced components.

(e) Details of major structural repairs including the nature of damage in each case.

5.3 Noise Requirements for Airworthiness Certificate of Aircraft. According to the Korean Aviation Law, an aircraft will be eligible for a Certificate of Airworthiness only, if its noise level is as low as technologically practicable, and appropriate to the type of aircraft to which it applies. For conformity, the Korean noise requirement is based on ICAO-Annex 16.

6. PROCEDURES FOR ACCEPTANCE OF CLASS II AND CLASS III PRODUCTS INTO THE REPUBLIC OF KOREA.

6.1 Class II Products.

(a) The U.S. manufacturer of a Class II product may be required to supply

information and documentation as may be deemed necessary by CASA to justify its installation on a Class I product for which CASA certification is sought.

(b) CASA installation approval of a Class II product will be granted by the issuance of the Korean Type Certificate or Type Certificate Validation for the Class I product on which it is installed.

(c) Each Class II product exported to Korea must have an FAA airworthiness approval tag, FAA Form 8130-3, issued in accordance with 14 CFR Part 21 Subpart L and must include a statement of compliance with all applicable Airworthiness Directives and incorporated Service Bulletins.

6.2 Class III Products.

(a) Class III Products are eligible for installation on Korean registered aircraft when the Class III Product:

(1) Conforms to the design data for the Class I product of which it is a part or component, or conforms to a recognized U.S. government or industry national standard (e.g., AN, SAE, NAS, etc);

(2) Is identical with the manufacturer's name and part number, either on the product or the packaging, whichever is appropriate; and

(3) Is in a condition for safe operation.

(b) For Class III products, CASA will accept as proof of conformity an original manufacturer's release document with a statement certifying the product conforms to its recognized standard or specification.

7. CONTINUING AIRWORTHINESS. The U.S. manufacturer of a product, which has received CASA approval, shall be responsible for providing CASA with all relevant information regarding the continuous airworthiness of its product. This shall include prompt communication to the CASA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.