

**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 April 2014

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.

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* 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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- Section E. Name and Address of the Design Organizations Responsible for the Type Design/The
Continuing Airworthiness of Aircraft

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-aircraft manufacturing 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.

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

Civil Aviation and Tourism Authority
Ansari Watt
P.O. Box 165
Kabul
Republic of Afghanistan

Telephone: + (93) 25541/45 - 26541/45
Cable: MOHAT KABUL

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

No information provided.

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

Presently Afghanistan depends on the Airworthiness Directives and Service Bulletins received from manufacturing State authorities and manufacturing companies respectively. They are duplicated and copies made available to operators as promptly as possible. Compliance therewith is constantly monitored by airworthiness surveyors through appropriate inspections and scrutiny.

Airworthiness alert notifications are given urgent treatment, that is, when received, such a notification is immediately coordinated with the concerned operator for initiating compliance action.

**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.

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**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.

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**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 United States 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 (ADs).

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 (ADs) originates from the following:

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

ADs 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.

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

Département des Transports et de l'Energie
Ministère de l'Economie
Carrer Prat de la Creu, 62-64
Andorra la Vella
Andorra

Telephone: + (376) 875 700
Facsimile: + (376) 861 519
E-mail: d.i.t@andorra.ad

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

No information provided.

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

No information provided.

**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**

National Directorate of Civil Aviation Senior Official
Rua Miguel de Melo N° 96, 6° Andar
Luanda
Angola

Telephone: + (244 2) 33 85 96
+ (244 2) 33 59 36
Facsimile: + (244 2) 39 05 29
AFTN: FNLUYNXX

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

No information provided.

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

No information provided.

**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.

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**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.

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**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)**

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

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 (ADs), the National Airworthiness Authority (DNA) establishes the actions necessary to ensure continuing airworthiness. Argentine ADs 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 ADs are not issued for imported products. ADs 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 ADs. Nevertheless, if the DNA deems it necessary, it can issue an Argentine Airworthiness Directive to replace the foreign AD.

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 Puelcehe, 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)

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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 (ADs) 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 ADs which are sent to all operators by mail or by telegraph (depending on the urgency). The ADs must be complied with by operators urgently or within specified periods of time. The results of the implementation of the requirements of the ADs 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 AD.

**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.

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**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

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

Hawker DeHavilland
226 Lorimer St.
Port Melbourne
Victoria

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

Jabiru Aircraft Pty Limited
PO Box 5168
Bundaberg West
Queensland 4670

Jabiru 2200 J Engine:

Jabiru Aircraft Pty Limited
PO Box 5168
Bundaberg West
Queensland 4670

AX8-90 S1 Balloon:

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

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

Gippsland Aeronautics Pty Ltd
PO Box 881
Morwell
Victoria 3840

GR 912T single-engined aeroplane:

Howard Hughes Engineering Pty Ltd
PO Box 89
Ballina
NSW 2478

Various Balloons (full list):

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

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

Millicer Aircraft Industries Pty Ltd
PO Box 1242
Sale
Victoria 3850

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

Seabird Aviation Australia Pty Ltd
PO Box 618
Pialba
Queensland 4655

CA22A, CA25, CA 25N series of aeroplanes:

Skyfox Aviation Ltd
PO Box 910
Caloundra
Queensland 4551

Storch SS4:

Storch Aviation Pty Ltd
113 Koree Island Rd
Beechwood
NSW 2446

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 (ADs) 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 AD 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

State Concern of Civil Aviation
Azerbaijan Hava Yollary
11 Azadlyg propekt
Baku-370000
Azerbaijan

Telephone: + (994-12) 98-85-12 / 98-74-23
Facsimile: + (994-12) 98-52-37
Telex: 1422 AZAL SU
AFTN: UBBU DTXX

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

Airworthiness Code(s)

In Azerbaijan, the following documents comprising the airworthiness code developed by the Interstate Aviation Committee (IAC) have been adopted and are in use:

- AP-23 (aviation regulations) — *airworthiness code for civil aeroplanes*;
- AP-25 — *airworthiness code for transport category aeroplanes* (books 1 and 2);
- AP-29 — *airworthiness code for transport category rotary-wing aircraft (helicopters)*;
- AP-35 — *airworthiness code for propellers*

Special Conditions

No information provided.

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

For aeroplanes manufactured in the former USSR and the countries of the Commonwealth of Independent States (CIS), directives are received in the form of bulletins, which are handled and taken into account both by the State concern “Azerbaijan Hava Yollary” and the airlines.

Information on Airworthiness Directives relating to Boeing-727 aeroplanes is handled as part of the monitoring process of the Israeli Aviation Industry (IAI), with which the State concern has an agreement on the technical follow-up on those aeroplanes.

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

Annual and semi-annual safety status analyses reflecting all incidents and dangerous malfunctions are sent to the airlines of the State concern and the IAC. The IAC likewise provides similar monthly safety analyses concerning the IAC countries.

Aircraft designers are informed of dangerous malfunction which occur on aircraft we operate.

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

There are no aviation equipment designers in Azerbaijan.

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

Civil Aviation Department
P.O. Box N-975
Nassau, New Providence, Island
Bahamas

Telephone: + (242) 37-77281
+ (242) 37-77117
Facsimile: + (242) 37-72010
E-mail: civilaviation@batelnet.bs
Cable: CADAIR BAHAMAS

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

No information provided.

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

No information provided.

**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.

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

Head of Aircraft Registration and Licensing
Air Transport Directorate
Civil Aviation Affairs
Ministry of Transportation
P.O. Box 586
State of Bahrain

Telephone: + (973) 321 006
Facsimile: + (973) 321 061
E-mail: arlas@bahrain.gov.bh

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

- BCARs
- JARs
- FARs

Special Conditions

Contained in the Air Navigation Technical Regulations, and Technical Procedure reference ARL/AW/03.

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

All Airworthiness Directives (ADs) are received from the respective certifying authority of the State of Manufacture (Design). They are then reviewed for applicability for aircraft, engines and equipment on the Bahrain Register of Civil Aircraft, then disseminated to operators for action, as applicable.

For confirmation of compliance with ADs, operators' maintenance organizations are required to submit a statement of compliance prior to the issue of a certificate of airworthiness or annually, prior to its renewal.

Airworthiness surveyors also carry out regular audits of aircraft technical records and physical inspections of aircraft, to verify compliance with airworthiness directives, on a routine basis.

All airworthiness directives, which are published in various formats, are retained by the Civil Aviation Affairs for reference purposes.

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

The provisions of Article 67 of the Air Navigation Technical Regulations details the requirements for mandatory reporting of faults, defects and malfunctions of aircraft on the Bahrain Register of Civil Aircraft.

A Mandatory Occurrence Reporting Scheme, P01/05, has been published by the Civil Aviation Affairs. This scheme provides the necessary information and guidance for industry to follow in the event of specified significant occurrences.

The receipt of a Mandatory Occurrence Report activates an investigation by the Civil Aviation Affairs to ensure satisfactory conclusion which may include dissemination to the International Civil Aviation Organization.

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

No information provided.

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

Civil Aviation Authority of Bangladesh
Kurmitola
Dhaka-1206
Bangladesh

Telephone: + (880 2) 8911 122
+ (880 2) 894705
Facsimile: + (880 2) 8913 322
E-mail: caab@bangla.net
Cable: CIVILAIR, Dhaka
AFTN: VGHQYAYR

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

No information provided.

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

No information provided.

**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.

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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:

- notify the State of Design of the registration of the aircraft in Barbados; and
- request:
 - o all Airworthiness Directives (ADs) in respect of the aircraft or its associated aeronautical product; and
 - o 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.

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

The State Aviation Committee of the Republic of Belarus
4 Aerodrome Street
Minsk 220065
Republic of Belarus

Telephone : + (375) 17 222 5392, + (375) 17 222 5393
Facsimile : + (375) 17 222 7728
AFTN : UMMDMAXX
SITA : MSQFCXH
E-mail : sac@ivcavia.com

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

Airworthiness Code(s)

Aviation Regulations, Part 23 (AP-23), *Airworthiness Requirements for Light Civil Aeroplanes*

Aviation Regulations, Part 25 (AP-25), *Airworthiness Requirements for Transport Category Aeroplanes*

Special Conditions

No information provided.

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

Airworthiness Directives are issued and exist in the form of instructions and orders of the State Aviation Committee of the Republic of Belarus.

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

Urgent information concerning defects and malfunctions on aircraft is exchanged by telephone communication channels and also the AFTN.

Defects which have led to incidents are investigated and the investigation materials are sent to interested organizations by mail.

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

Design organizations:

For all types of TU aeroplanes:

OJSC “Tupolev
Naberezhnaya Akademika Tupoleva, 15
111250, Moscow
Russian Federation

For all types of IL aeroplanes:

OJSC “S.V. Ilyushin Aviation Complex
Leningradsky Prospekt, 45-2
125190, Moscow
Russian Federation

For all types of YAK aeroplanes:

A.S. Yakovlev Experimental Design Bureau
Leningradsky Prospekt, 68
125315, Moscow
Russian Federation

For all types of AN aeroplanes:

“Antonov” Scientific Research and Production Complex
Ul. Tupoleva, 1
25062, Kiev
Ukraine

For all types of MI helicopters:

OJSV “M.L. Mil Moscow Helicopter Plant
Sokolnichesky Val, 2
107113, Moscow
Russian Federation

For all types of KA helicopters:

N.I. Kamov VNTK
VI. 8 Marta, 8a
140007, Moscow Oblast, Lyubertsy
Russian Federation

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

Service Public Federal Mobilité et Transports
Direction générale Transport Aérien
Centre Communication Nord — 4ème étage
Rue du Progrès 80, Boîte 5
1030 Bruxelles

Telephone: + (32) 206 3211
Facsimile: + (32) 203 1528
E-mail: civilair@mobilite.fgov.be

Service Public Federal Mobilité et Transports
Direction générale Transport Aérien
Service Navigabilité
Rue de la Fusée 90
1130 Bruxelles

Telephone: + (32) 724 0211
Facsimile: + (32) 724 0201 / 724 0288 / 703 0671
E-mail: civilair@mobilite.fgov.be

Note.— Belgium 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)**

The Airworthiness Codes used by the Belgian Civil Aviation Authority are:

- JAR 22 Sailplanes and Powered Sailplanes
- JAR AWO All Weather Operations
- JAR E Engines
- JAR P Propellers
- JAR APU Auxiliary Power Units
- JAR TSO Technical Standards Units
- JAR VLA Very Light Aeroplanes

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

The Airworthiness Directives edited by the authority of the Type Certificate holder are applied.

The exchange of information with other Contracting States on continuing airworthiness matters is based on the European JAR-145 Regulations (Approved Maintenance Organizations) and the "Code de l'Air".

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

The international reporting of information on faults, defects and malfunctions is done complete by letter.

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

Since there is no Type Design of aircraft in Belgium, the Belgian Civil Aviation Authority only participates in the JAA (Joint Aviation Authorities) Joint Certification Projects.

Only parts and appliances are manufactured in Belgium in accordance with the requirements of the certificate holder.

For the moment these design and production activities are covered by national law but in the near future JAR-21 will be applicable.

**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:

- application form;
- aircraft Type Certificate;
- copy of aircraft statement of compliance;
- aircraft statement of origin;
- aircraft component list;
- foreign flight text report;
- copy of interior flammability test;
- copy of aircraft insurance;
- copy of the Export Certificate of Airworthiness;
- copy of the flight manual or acceptable equivalent document;
- copy of the maintenance manual and parts catalogue prepared by the manufacturer;
- copy of the maintenance programme to be used;
- copy of the record compliance with Airworthiness Directives (ADs);
- a complete set of all the mandatory Service Bulletins (SBs) prepared by the manufacturer or equivalent documents issued in relation to the aircraft;
- the last weight and balance report done on the aircraft; and
- 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:

- application form;
- 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;
- availability of all pertinent records relating to maintenance, flight tests and calibration carried out previously;
- a record of the work done since the Certificate was last renewed;
- a record of fuselage, engine and propeller flight hours as follows:
 - flight hours of the fuselage since it was new and flight hours since the last overhaul;
 - flight hours of the engine(s) since they were new and flight hours since the last overhaul;
 - flight hours of the propeller(s) since they were new and flight hours since the last overhaul; and
- 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 Member 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

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.

- Valid original Certificate of Airworthiness or a photocopy certified by the aviation authority of the State of Registry.
- Valid original registration certificate or a photocopy certified by the aviation authority of the State of Registry.
- Record of compliance with Airworthiness Directives.
- Maintenance programme approved by the State of Registry.
- Aircraft release after the last servicing.
- Up-to-date hours and cycles status of the fuselage, engines, propellers and components.
- 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 (ADs) and Service Bulletins (SBs) 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 ADs and SBs. 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 ADs 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.

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

Department of Civil Aviation
P.O. Box 291
Ministry of Communication
Royal Government of Bhutan
Wochu
Thimphu
Bhutan

Telephone: (975 8) 271 347
Facsimile: (975 8) 271 909
E-mail: airport@druknet.net.bt

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

No information provided.

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

No information provided.

**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**

Dirección General de Aeronáutica Civil
Unidad de Aeronavegabilidad
Av. Mariscal Santa Cruz No. 1278, Piso 4
La Paz
Bolivia

Telephone: (591 2) 312452
Facsimile: (591 2) 312452
E-mail: dgacair@caoba.entelnet.bo

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

The Airworthiness Code adopted by Bolivia for the issue or validation of Certificates of Airworthiness is the *Bolivian Aviation Regulations (BAR), Part 21*.

Special Conditions

To be eligible for export to Bolivia, Class I, II and III aircraft and other products must be fit for airworthiness certification in the *normal* category and meet the special requirements which apply, in addition to complying with the provisions of the BAR, Part 21.

Aircraft which can be certificated in the United States under the *restricted, limited* or *experimental* category may only be exported to Bolivia with the approval of the Director General of Civil Aviation (restrictions may apply).

In all cases the manufacturers or suppliers must certify on the back of their invoices that the product concerned was manufactured in accordance with one or more of the procedures referred to, i.e., FAA PO No., APIS, PMA, TSO and other specifications of the United States FAA.

In addition to the above-mentioned requirements, the following policy established by Bolivia must be taken into account.

Policy for the issue of a Certificate of Airworthiness

The original certification covers the original issue (first issue) of Certificates of Airworthiness, including the export of aircraft and products as follows:

- aircraft for which a Bolivian Certificate of Airworthiness has not been issued (e.g., new aircraft or surplus Armed Forces aircraft after compliance with the technical requirements);
- previously certificated aircraft which are being certificated in another category for the first time (e.g., aircraft converted from Standard category or Restricted category);
- all provisional temporary Certificates of Airworthiness and amendments thereto;
- all Special or Experimental Certificates of Airworthiness and amendments thereto, including new aircraft which were built by amateurs or underwent a major change;
- export certification of aviation products which have not been certificated or approved;
- special flight permits for aircraft which have not been certificated;
- Certification of all imported aircraft which will be registered in Bolivia.

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

- application form;
- aircraft type certificate;
- availability of the aircraft at the time and place specified by the DGCA for any inspections and checks deemed necessary; the applicant must provide equipment and staff so that the necessary tests can be carried out satisfactorily;
- availability of all pertinent records relating to maintenance, flight tests and calibration carried out previously;
- undertaking to have maintenance work done at maintenance centres certificated by the DGCA and capable of doing it in accordance with the requirements, specifications, plans and instructions relating to the type design of the aircraft concerned;
- undertaking to maintain a maintenance log of all services and work on the aircraft;
- undertaking to carry out maintenance work under DGCA supervision, control and authorization;
- availability of the aircraft to carry out a flight test and demonstrate that the avionics is functioning properly;
- legal documents such as Import Certificate and others required by the National Aeronautical Register Department (RAN).

An applicant for a Certificate of Airworthiness must submit the fuselage, engine and propeller logs if it is applying for review and approval by the DGCA.

The following documents must be submitted to the DGCA for analysis and consultation:

- a copy of the Type Certificate and technical information sheet for the Certificate concerned or acceptable equivalent documents;
- a copy of the Export Certificate of Airworthiness issued by the State of Manufacture or Registry and its current Certificate of Airworthiness if the aircraft is not a new one;
- a copy of the flight manual or acceptable equivalent document;
- a copy of the maintenance manual and parts catalogue prepared by the manufacturer;
- a copy of the maintenance programme to be used;
- a copy of the record of compliance with Airworthiness Directives (ADs);
- a complete set of all the mandatory Service Bulletins (SBs) prepared by the manufacturer or equivalent documents issued in relation to the aircraft;
- the last weight and balance report done on the aircraft;
- the final flight test and avionics check report;
- a copy of the flight test report if applicable;
- a copy of the minimum equipment list if applicable;
- a copy of the applicant's subscription to technical documentation and the revisions to its different manuals.

Policy for renewing a Certificate of Airworthiness

The application for the renewal of a Certificate of Airworthiness must be submitted to the DGCA at least 15 days prior to the Certificate's expiry date.

The applicant must meet the following requirements:

- application form;

- availability of the aircraft at the time and place specified by the DGCA for any inspections and checks deemed necessary; the applicant must provide equipment and staff so that the necessary tests can be carried out satisfactorily;
- availability of all pertinent records relating to maintenance, flight tests and calibration carried out previously;
- undertaking to have maintenance work done under DGCA supervision, control, inspection and authorization;
- availability of the aircraft to carry out a flight test and demonstrate that the avionics is functioning properly.

An application for a Certificate of Airworthiness must submit the fuselage, engine and propeller logs if it is applying for review and approval by the DGCA.

An applicant for the renewal of a Certificate of Airworthiness must submit the following documents for analysis by the DGCA:

- a record of the work done since the Certificate was last renewed;
- a record of the main tests done since the Certificate was last renewed;
- a record of fuselage, engine and propeller flight hours as follows:
 - o flight hours of the fuselage since it was new and flight hours since the last overhaul;
 - o flight hours of the engine(s) since they were new and flight hours since the last overhaul;
 - o flight hours of the propeller(s) since they were new and flight hours since the last overhaul.
- 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;
- an avionics systems flight test report;
- an aircraft flight test report.

Validation of a Certificate of Airworthiness

Annex 8, Part II, 5.2 to the Chicago Convention requires that when a State of Registry renders valid a Certificate of Airworthiness issued by another Contracting State it shall provide a suitable declaration of authorization to be incorporated into the old Certificate of Airworthiness. The validation of the authorization shall not extend beyond the period of validity of the Certificate of Airworthiness. However, whenever the period of validity of the Certificate of Airworthiness is renewed, the authorization may be renewed and another authorization issued for a period not exceeding the validity of the Certificate of Airworthiness.

In cases where the Certificate of Airworthiness is issued with an expiry date, it shall be validated only for the period up to the expiry date of the Certificate of Airworthiness.

Once the Certificate of Airworthiness is validated, the aircraft involved comes under direct DGCA control of both the maintenance and the safe operation of the aircraft.

Requirements for the validation of a Certificate of Airworthiness

- Original Certificate of Airworthiness or a photocopy certified by the aviation authority of the State of Registry
- .Original registration certificate or a photocopy certified by the aviation authority of the State of Registry.
- Record of compliance with ADs.
- Maintenance programme approved by the State of Registry.
- Record of limited-life components.

- Maintenance-level operating specifications.
- Aircraft release after the last servicing.
- Subscription to the technical publications issued by the aviation authority (CAA) of the State of Manufacture of the aircraft to ensure that up-to-date technical manuals, ADs and SBs are available;
- Up-to-date hours and cycles status of the fuselage, engines, propellers and components;
- Up-to-date weight and balance report.

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

At present, Bolivia relies on the ADs and SBs issued by the authorities of the State of Manufacture and the manufacturer companies, respectively. In addition, operators are required to subscribe with companies like ATP or to keep in constant communication with the manufacturer company concerned. Compliance with these provisions is checked constantly by means of inspections and ongoing oversight by airworthiness inspectors from the Directorate General of Civil Aviation (DGCA).

As to emergency airworthiness directives, once DGCA receives such communications, they are immediately discussed with the operators affected to initiate the appropriate measures. In specific cases which affect continuing airworthiness, the Bolivian DGCA maintains close communication with Argentina, Ecuador or any other State which is prepared to collaborate and exchange airworthiness-related information.

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

The system used by the Bolivian DGCA for the notification of faults, defects and malfunctions is based on the requirements of the Bolivian Aviation Regulations (BAR), Parts 121.703 “Mechanical Reliability Report”, 121.705 “Summary of Mechanical Outage Reports”, 121.707 “Modification and Repair Reports”, 135.415 “Mechanical Reliability Report”, 135.417 “Summary Mechanical Outage Report” and 145.63 “Report on Defects and Unairworthy Conditions”.

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 Bolivia responsible for any aircraft prototypes since Bolivia is not a State of Design.

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

BH Department of Civil Aviation
Envera Sehovica br. 2
71000 Sarajevo
Bosnia and Herzegovina

Telephone: (387 33) 653 016
(387 33) 472 179
Facsimile: (387 33) 653 008
E-mail: bhdca@bhdca.gov.ba

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

No information provided.

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

No information provided.

**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**

Director of Civil Aviation
P.O. Box 250
Gaborone
Botswana

Telephone: + (267) 365 5200
+ (267) 312 062 or 391 2062
Facsimile: + (267) 353 709 or 395 3709
+ (267) 303 348 or 390 3348
E-mail: dca@gov.bw

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

Botswana accepts aircraft and/or aeronautical parts certificated under the following Codes of Airworthiness:

- Botswana Air Navigation Regulations
- FARs
- JARs
- BCARs
- Airworthiness Codes from other Member States may be evaluated on case-by-case basis.

Special Conditions

Documents relating to the Code of Airworthiness (i.e. Type Certificate Data Sheet, Technical Manuals, etc.) must be written in the English language.

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

Airworthiness Directives (ADs) from the authorities of the State of Manufacture are mandatory for applicable aircraft on the Botswana Register of Civil Aircraft.

All Aircraft Maintenance Organizations are on the mailing list and confirmation of compliance is a requirement for renewal of Certificate of Airworthiness.

Certain Service Bulletins may be required for compliance by Botswana registered aircraft.

Some special occurrences based on local conditions (i.e. field reports, research, etc.) might necessitate an AD to be issued by the local airworthiness authority.

Other forms of information exchange are conveyed through Aeronautical Engineering Notices (AENs), Flight Safety Notices (FSNs) and Aeronautical Information Circulars (AICs).

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

Serious or unusual defects and/or malfunctions are reported immediately to manufacturers and to the Authorities of State of Design and Manufacture.

Notification to the State of Design or Manufacturer done by any quickest means i.e. facsimile, email, etc.

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

There is no organization that produces aircraft or aircraft products that require Type Certification at the moment.
