



AIRWORTHINESS GUIDE (AG) - 2

AIRWORTHINESS CERTIFICATION OF AIRCRAFT



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1. GENERAL

1.1. Purpose

This Airworthiness Guide provides information on the General Authority of Civil Aviation – Safety & Economic Regulation, Aviation Standards Department objectives policies, procedures and general practices concerning the issuance of airworthiness certificate of aircraft. In addition, this Airworthiness Guide is addresses to applicants and holders of airworthiness certificates and the General Authority of Civil Aviation - Airworthiness Inspection Division.

1.2. Cancellation

This document shall remain in force until superseded or cancelled.

1.3. Background

- a) Article 31 of the Convention on International Civil Aviation, to which Saudi Arabia is a signatory, requires every aircraft engaged in international navigation to be provided with an airworthiness certificate issued or rendered valid by the state in which the aircraft is registered.
- b) In the development of procedures and directives concerning airworthiness certificate the General Authority of Civil Aviation - Airworthiness Inspection Division considered two basic situations according to International Civil Aviation Organization - Annex 8 and guidance material:
 - the issuance of a new airworthiness certificate when an aircraft is first registered in the Saudi Arabia (this can be a newly manufactured aircraft or an aircraft coming from a foreign State); and
 - the renewal of an airworthiness certificate issued by the Saudi Arabia.

Note: The General Authority of Civil Aviation - Airworthiness Inspection Division does not validate an airworthiness certificate issued by foreign State.

- c) The airworthiness certificate for Saudi Arabian aircraft includes also provisions to indicate if the aircraft is in compliance with applicable noise emission standards and their designation when applicable in accordance with Annex 16 to the Convention on International Civil Aviation.
- d) The following General Authority of Civil Aviation Regulation references are related to flight authority issuance:
 - Section 8/14 CFR § 21.183(a), (b), and (c) provides the basis for the issuance of **initial and renewal** An airworthiness certificate;
 - Section 8/14 CFR § 21.184 provides the basis for the issuance of **special** An airworthiness certificate;
 - Section 8/14 CFR § 21.197 provides the basis for the issuance of **flight** Permit, when an aircraft does not meet the requirements for the issue of a flight authority that conforms to Article 31 of the Convention. The General Authority of Civil Aviation - Airworthiness Inspection Division shall make the flight authority subject to operating conditions where these



conditions are required to ensure the safety of the aircraft, other aircraft, persons, animals or property.

- Section 8/14 CFR § 21.321 provides the basis for the issuance of Export airworthiness certificate.

1.4. Explanation of Changes

See Revision History

1.5. Definitions & Acronyms

Aircraft Category. The term “category,” as used with respect to the certification of aircraft, means a grouping of aircraft based on their intended use or operating limitations, for example, normal, utility, acrobatic, or primary.

Aircraft Classification. The term “classification,” as used with respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing, that is, airplane, rotorcraft, glider, or balloon.

“Airworthy” for U.S. type-certificated aircraft. The term “airworthy” is not defined in 14 CFR; however, a clear understanding of its meaning is essential. Below is a summary of the conditions necessary for the issuance of an airworthiness certificate. A review of case law relating to airworthiness reveals two conditions that must be met for an aircraft to be considered “airworthy.” 14 CFR § 21.183(a), (b), and (c) state that the two conditions necessary for issuance of an airworthiness certificate:

- a) The aircraft must conform to its type certificate. Conformity to type design is considered attained when the aircraft configuration and the engine, propeller, and articles installed are consistent with the drawings, specifications, and other data that are part of the type certificate, which includes any supplemental type certificate incorporated into the aircraft.
- b) The aircraft must be in a condition for safe operation. This refers to the condition of the aircraft relative to wear and deterioration, for example, skin corrosion, window delaminating/crazing, fluid leaks, and tire wear.

Category of Special Airworthiness Certificates. The term “category” also is used to identify the certification processes and the types of special airworthiness certificates issued.

Classification of Airworthiness Certificates. The term “classification” also is used to distinguish between the standard and special airworthiness certification processes and certificates.

Production Approval Holder. A holder of a production certificate, an approved production inspection system, a parts manufacturer approval or a technical standard order authorization that controls the design and quality of a product or part thereof.



Acronyms

AED	Airworthiness Engineering Division
AID	Airworthiness Inspection Division
ASD	Aviation Standards Department
ASI	Aviation Safety Inspector
CAA	Civil Aviation Authority
GACA	General Authority of Civil Aviation
GACARs	General Authority of Civil Aviation Regulations
FAA	Federal Aviation Administration (U.S)
FAAO	Federal Aviation Administration Order
FAR	Federal Aviation Regulations (U.S)
ICAO	International Civil Aviation Organization
ICAW	Instruction for Continuous Airworthiness
KSA	Kingdom of Saudi Arabia
PI	Principal Inspector
SARPs	Standards And Recommended Practices
STC	Supplemental Type Certificate
S&ER	Safety & Economic Regulation
TC	Type Certificate (TC)

1.6. Reference Documents

Primary Regulation;

KSA Aviation Act, Dated 11/2/1426H
GACAR Section 8/14 CFR parts 21, 39, 43, 45, 47, and 91,
FAA Order 8130.2, Airworthiness Certification of Aircraft and Related Products,

Other Documentation

ICAO Annex 8 – Airworthiness of Aircraft
ICAO Doc 9760 – Airworthiness Manual

Related Forms;

See GACA-S&ER website: www.gaca.gov.sa

1.7. Distribution

Internal and external on GACA’s website www.gaca.gov.sa



1.8. Airworthiness Guide Approval

Approved by:

(Original signed by Capt. M. A. Jamjoom)

CAPT. MOHAMMED ALI JAMJOOM
Vice-President,
General Authority of Civil Aviation
Safety & Economic Regulation



2. POLICY STATEMENTS

2.1. General

The procedures in this AG cover initial and recurrent airworthiness certification for which GACA AID and AED ASIs are responsible. They are responsible for determining and recommending to the Director of Airworthiness that the products submitted to them conform to the approved type design, are in a condition for safe operation, and meet any other specified requirements. They are also responsible for the completeness, accuracy, and processing of all official documents and paperwork as provided for in this AG.

2.1.1. Possession and Display of Airworthiness Certificates

2.1.1.1. Proof of Ownership

The applicant for registration (*GACA Form 100/B refers*) of an aircraft must submit proof of ownership to the GACA-S&ER Certification & Licensing Division (C&LD) that meets the requirements prescribed in GACAR Section 7/14 CFR, Chapter 7 and Appendix A - Aircraft Registration Guide. Aircraft Bill of Sale, or its equivalent, may be used as proof of ownership. If the applicant did not purchase the aircraft from the last registered owner, the applicant must submit a complete chain of ownership from the last registered owner to the applicant. The purchaser under a contract of conditional sale is considered the owner for the purpose of registration. The contract of conditional sale may be submitted as proof of ownership in lieu of a bill of sale

2.1.1.2. Registration

Any airworthiness certificate issued to a Saudi Arabian.-registered civil aircraft must be displayed at the cabin or cockpit entrance so that the certificate is legible to passengers or flight crew members (*GACAR Section 8/14 CFR part 91, General Operating and Flight Rules, § 91.203(b) refers*). The regulation for aircraft registration and issuance of registration are contained in GACAR Section 7/14 CFR Aircraft Registration. The registration of aircraft is not a function of airworthiness certification; however, Saudi Arabian registration is a prerequisite for issuance of an airworthiness certificate. The GACA AID must ensure that an aircraft presented for airworthiness certification is properly registered (*GACAR Section 8/14 CFR § 21.173 refers*).

2.1.2. Aircraft Registration Fees

Applicants for Aircraft Certificate of Registration (C of R) into HZ- Civil Registry are required to pay the required fees in accordance with the civil aviation tariff system. Applicant must submit in writing, a letter signed by aircraft owner/operator requesting registration of his aircraft to GACA Fees and Charges Department.

2.2. Airworthiness Certificate

2.2.1. Classification and Category

- a) **Standard Classification.** GACA-S&ER Form 8100-2 - Aircraft Airworthiness Certificate - may be issued for an aircraft that fully complies with all of the requirements applicable to the normal, utility, acrobatic, commuter, or transport category, or any other special classes of aircraft designated by the GACA-S&ER. (*GACA-S&ER Form 201 - Application and/or Renewal for Airworthiness Certificate refers.*)



b) **Special Classification.** Form 8100-2 may be issued for an aircraft that does not meet the requirements for a standard airworthiness certificate. The certificate may be issued for an aircraft that meets the following:

- **Restricted.** Aircraft that satisfies the requirements of GACAR Section 8/14 CFR Part 21 § 21.185.
- **Experimental.** For any category of aircraft, (GACAR Section 8/14 CFR Part 21 §§ 21.191, 21.193, and 21.195).
- **Special Flight Permits.** Operating Limitations Letter attached to the GACA Form 8100-2 may be issued for an aircraft that does not currently meet applicable airworthiness requirements, but is capable of safe flight, and meets the requirements of GACAR Section 8/14 CFR Part 21 §§ 21.197.

2.3. Replacement or Amendment of Airworthiness Certificates

2.3.1. Replacement

- a) The GACA may issue a replacement airworthiness certificate when a certificate is declared lost, has been mutilated, or is no longer legible. The replacement airworthiness certificate must carry the issue date of the certificate being replaced, preceded by a capital “R” in the Date block of the certificate. Replacement certificates also will be issued when the aircraft registration number has been changed. In these cases, a new application for airworthiness certification is required.
- b) Request for a replacement certificate will be made to the AID. The registered owner or certificate operator will certify this by submitting a signed statement containing the registration information, serial number, make, and model of the aircraft, and a reason the replacement certificate is needed. Replacement of airworthiness certificates must not be accomplished by verbal agreement with the assigned ASIs or through procedures contained in air carriers’ manuals that allow the continued operation of an aircraft without an airworthiness certificate. Such actions are contrary to GACAR Section 6/14 CFR §§ 91.203(b), 121.153(a)(1), and GACAR Section 6/14 CFR part 135, § 135.25(a).
- c) A replacement airworthiness certificate may be issued without supporting documentation if the date of issuance and the airworthiness classification and/or category of the lost or mutilated certificate can be positively established from the aircraft records, or from the remains of the certificate. If there is insufficient data on which to base issuance of the replacement certificate, the GACA ASI must review the aircraft records and, if necessary, inspect the aircraft to ensure that the applicant’s request is justified and the aircraft is eligible for the airworthiness certificate requested.

2.3.2. Amendment

A standard or special airworthiness certificate GACA-S&ER Form 8100-2 may be amended when there is:



- a) A modification to the aircraft, such as one that has been approved by an STC or amended TC, that changes the category of the aircraft specified in block No. 4 of the standard airworthiness certificate.
- b) A change to the exceptions specified in block No. 5 of the standard airworthiness certificate.
- c) A change in the aircraft model specified in block No. 2 of the standard airworthiness certificate.
- d) A change in the operating limitations for an aircraft with a special airworthiness certificate.
- e) When a certificate is amended, the issuance date will be the current date; also, the capital letter “A” will be typed in front of the date.
- f) Any amendment of an airworthiness certificate will require submission of GACA Form 201, “Application for Airworthiness Certificate”. An appropriate record entry will be made in the aircraft records documenting the issuance of the amended certificate.
- g) Section 2.5 “Model Changes” of this AG details further information on aircraft model changes.
- h) Operating limitations letters that were issued initially may be updated to include limitations contained in the current edition of this AG. The GACA does not require a new aircraft certification inspection for this type of administrative paperwork amendment.

2.4. Surrendered Airworthiness Certificate

2.4.1. Voluntarily

Airworthiness certificates voluntarily surrendered by written authorization of an aircraft owner or authorized representative must state why the certificate is being surrendered. The authorization and certificate must be forwarded to GACA Airworthiness Division for retention in the permanent airworthiness files for that aircraft.

2.4.2. Sold Aircraft

When a Saudi Arabian.-owned aircraft is sold to a purchaser in another country or is leased for operations and registered in another country and is removed from the Saudi Arabian register, the airworthiness certificate is no longer effective; therefore, the airworthiness certificate must be surrendered to the GACA by the aircraft owner or operator as specified in GACAR Section 8/14 CFR Part 21 § 21.335(e).

2.5. Model Changes

2.5.1. Modification

When an aircraft has been modified to conform to another model of the same make, the aircraft registration, airworthiness certificate, and aircraft Identification Plate (ID) must reflect the new model designation. In addition to the existing ID plate, a new fireproof plate with the new model designation must be attached as close as physically possible to the original ID plate without obscuring it.



2.5.1.1. Identification (ID) Plate

To maintain an accurate and continuous operating history for the aircraft, the original ID plate must not be altered in any manner. The normal procedures, including any applicable inspections, apply when processing GACA Form 201. The amended airworthiness certificate will be identified with a capital “A” preceding the current date of the certificate being issued. If ownership of the aircraft has not changed, an application for aircraft registration, reflecting the new model designation, need not be submitted. GACA will issue an amended registration certificate.

2.5.2. Original and Replacement ID plate

2.5.2.1. Original ID Plate

Each aircraft presented for airworthiness certification must meet the requirements of GACAR Section 8/14 CFR Part 21 § 21.182. Each aircraft manufactured under a TC or PC must be identified with the information specified in GACAR Section 7/14 CFR.

2.5.2.2. Replacement ID Plate

- a) When GACA ASI receive inquiries regarding replacement, removal, or destruction of ID plates, the sample letter in Section 4 Appendices, sub-section 4.2 may be used as a guide for responding.
- b) When a new ID plate is required, the owner or the owner’s authorized representative contacts the GACA. The GACA determines whether the request is valid and provides a letter to the applicant with the GACA’s finding. If the GACA determines that the request is valid, the applicant includes the GACA letter with his request for the replacement data plate from the appropriate manufacturer.
- c) Upon notification by the applicant, which must include the GACA’s letter, the product manufacturer may then issue the replacement ID plate.
- d) The old ID plate, when available, must be voluntarily surrendered by the owner with a written statement to the GACA AID who authorized the replacement. The GACA AID must make a copy of the plate and then physically destroy it. The GACA-AID must then add a letter in the permanent aircraft records file stating that the surrendered plate has been destroyed.

2.6. Airworthiness Certification of Manned Free Balloons

a) Manned free balloons are type-certificated as complete aircraft consisting of three major components: the envelope, the burner and fuel system, and the basket. The burner and fuel system and basket also are known as the “bottom-end” components. Airworthiness certificates will not be issued for any individual component.

b) The following are situations that may be encountered in certifying balloons in the standard category:

- 1) An applicant for a standard airworthiness certificate must present a complete system (three major components) for the purpose of making a determination of airworthiness.



- 2) Many balloon TCDS require each individual balloon envelope to be assigned an individual aircraft serial number, aircraft data plate, and aircraft registration number. As such, the balloon manufacturer obtains a registration number from the GACA Certification & Licensing Division, assigns the HZ- registration to the aircraft, and reports the aircraft model and serial number to the GACA Certification & Licensing Division. When an eligible envelope is mated with the necessary components to make a complete aircraft as described in the applicable TCDS, it is eligible for a standard airworthiness certificate.
 - a) Manufacturers of manned free balloons may deliver a balloon envelope when the envelope is the only component ordered. A balloon envelope that is manufactured, assembled to a burner and basket, and flight tested is eligible for a standard airworthiness certificate. The envelope, along with the standard airworthiness certificate and the logbook, may be delivered without the burner and basket. The envelope may then be assembled to a different burner and basket in accordance with the TC. A person may accomplish the interchange of the burner and basket as a preventive maintenance task as described below.
 - b) A new airworthiness certificate is not required when the aircraft is disassembled and a different burner and basket combination is installed, as allowed by the TC. Reassembly of the envelope and bottom-end components into a complete aircraft may be performed as preventive maintenance under GACAR Section 8/14 CFR Appendix A to Part 43, paragraph (c) (27). The aircraft records must properly reflect the installation of the bottom-end components and record the new empty weight. The bottom-end components must be in a current “annual or 100-hour” inspection status. The individual records of the bottom-end components must be maintained. The due date of the next required inspection is determined based on the time the component parts are due for inspection.
 - c) If an envelope is provided only as a replacement part without obtaining a new aircraft serial number, registration number, or ID data plate, the installation of the replacement envelope is a maintenance item under GACAR Section 8/14 CFR Part 43. This requires appropriate documentation of the work performed and a return to service entry in the aircraft records by a person authorized to perform the maintenance. The aircraft ID data plate, serial number, and registration number are carried over from the previous aircraft envelope.

2.7. Airworthiness Certificates - Fees

Applicants for airworthiness certificate are required to pay the required fees in accordance with the civil aviation tariff system. Fees shall be collected with the completed application form.

2.8. Airworthiness Certificate Validity

All GACA-S&ER airworthiness certificate will have a validity period of one Hegira year (354 days) unless otherwise stated.

2.9. Aircraft Importation

2.9.1. First of Type – Airworthiness Certification

The following policy statements list the GACA-S&ER - ASD policies associated with the importation of aircraft. For importation of products and articles refer to Airworthiness Guide (AG) -3. These policy statements supplement the following GACAR requirements:



- a) Application for Airworthiness Certification of aircraft must be made in accordance with the procedures described in this AG.
- b) Aircraft imported to the KSA may be eligible for GACA airworthiness certification if they have a GACA validated/accepted type certificate and are accompanied by an export certificate of airworthiness or equivalent certifying statement issued by the FAA or the CAA of the country of manufacture, or by the exporting CAA of a “third country”, in accordance with the provisions of a bilateral agreement between the U.S. and that “third country” (**FAA Order 8130-2 Appendix 2 Table A2-1 latest revision refers**). Any deviations from the GACAR approved type design must be noted on the certifying statement.

Note: FAA Order 8130-2 Appendix 2 Table A2-1- Bilateral Agreements that Provide for Acceptance of an Export Certificate of Airworthiness for Used Aircraft, lists the agreements that contain provisions for used aircraft. These agreements are largely the new BASA with Implementation Procedures for Airworthiness. Updates to these bilateral agreements take place periodically. The most current information can be found on the FAA’s Web site at http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/. When working with bilateral agreements, all GACA ASIs and designees must review the FAA’s Web site to ensure they are using the most current information.

- c) GACA airworthiness certification for civil aircraft to be imported to the KSA are generally handled in the following manner:
 - 1) GACA airworthiness certificates are issued for the certification of complete aircraft in accordance with the procedures outlined in Section 3 - Procedures, sub-section 3.2 below and Appendix A – Aircraft Importation Checklist of AG-2
 - 2) New aircraft engines, propellers, appliances and parts thereof are considered to meet the regulatory requirements for approval when the products is accompanied by a certification from the appropriate exporting authority, attesting that the product conforms to the GACA-approved design and is in a condition for safe operation as outlined in Airworthiness Guide-03 (AG-03).
 - 3) Alterations, modifications or repairs made to an aircraft or related product that are not in accordance with GACA/FAA approved data require coordination and approval by the GACA Engineering Division as outlined in Airworthiness Guide-07 (AG-07).

2.9.2. Export Airworthiness Certificate Issued by State of Manufacture (S of M)

CAA certifications should be made by issuance of an export certificate of airworthiness which contains the certification statement noted on the GACA accepted/validated type certificate data sheet or a certification that the aircraft meets its FAA-approved type design and is in a condition for safe operation. The GACA expects, if applicable, that the aircraft will have been fully assembled and flight-tested, and the engines and propellers will be performance tested, before a CAA export certificate is issued.



2.9.3. Export Airworthiness Certificate Issued by a Country Other than the S of M

When a used aircraft with an FAA type certificate is being exported to the K.S.A. from a country other than the state of manufacture, the GACA will accept export certificates of airworthiness issued by the exporting CAA:

- a) Provided that the bilateral agreements between the U.S. and the exporting country and between the U.S. and the state of manufacture contain the appropriate provisions for the acceptance of products produced in another country with which both the U.S. and the exporting country have bilateral agreements (i.e. “third country” provisions);
- b) When the exporting CAA certifies that the aircraft conforms to the FAA-approved type design and is found to be in a condition for safe operation, in such cases, the GACA considers it incumbent upon the authority issuing the export certificate to consult with both the CAA of the state of manufacture and the GACA to ensure that it has adequate knowledge of the GACA approved type design. Configuration variations, modifications, and major repairs that are not GACA/FAA-approved should be identified, and GACA/ FAA approval for these deviations must be obtained before the exporting CAA issues its export certificate of airworthiness.
- c) The application for a GACA airworthiness certification in these cases should cite GACAR Section 8/14 CFR § 21.183(d) or § 21.185(b) as the basis for certification. Although these regulations do not specifically speak to an exporting CAA’s certification, such certifications may be the only practicable way for the applicant to show, and for the GACA to find, conformity to the GACA-approved type design and that the aircraft is in a condition for safe operation. These procedures also apply in those instances where the bilateral agreement between the U.S. and the exporting country does not contain a “third country” provision when the export certificate of airworthiness issued by the exporting CAA is endorsed by the CAA of the state of manufacture.

2.9.4. Aircraft Manufactured Outside the U.S.

Where an aircraft manufactured outside the U.S. was originally exported to a country other than the U.S. and the CAA of the state of manufacture has issued an export certificate attesting to conformance to a design other than that approved by the FAA, such certificates may be useful to the applicant to establish a baseline for showing conformity to the FAA approved type design after modification. In these cases, or when the export certificate of airworthiness may not be available, the applicant should obtain the following:

- a) A statement from the CAA of the state of manufacture which certifies that, when originally exported from that country, the aircraft met a GACA/FAA-approved design and/or identifies any differences between the configuration identified in their original export certification and the GACA/FAA-approved design: and
- b) The technical data necessary to convert the aircraft to its GACA/FAA-approved design configuration. This method may involve extensive inspections by designees, certificated persons, the CAA of the state of manufacture, the aircraft manufacturer, etc., as appropriate, before the applicant is in a position to show conformity to the GACA/FAA-approved design and condition for state operation. Attempts to obtain a KSA airworthiness certificate via this method may prove to be impracticable for the applicant. In some instances, the applicant may ultimately be unable to obtain the desired KSA airworthiness certificate.



2.9.5. Other Forms of Conformity Statements

- a) The GACA will not normally issue an airworthiness certificate for an aircraft when no export certification is available. Aircraft manufactured outside of the U.S. must be controlled under bilateral procedures with the U.S. with assurance of conformity and condition provided by the exporting CAA in the state of manufacture. Without assurance in the form of an export certificate or a certifying statement from the exporting CAA of the state of manufacture, there is not practical way for an applicant to show, or for the GACA to find, conformance with the GACA-approved design and condition for safe operation.
- b) Various types of export certification documents are utilized by the exporting CAA. In some cases, these certifications may be in the form of an official exporting CAA certificate or may be made based on airworthiness forms signed by private persons, when so authorized by the exporting CAA. The GACA will accept various types of certifications provided they represent a certification from the appropriate exporting CAA attesting conformity to the GACA approved type design and condition for safe operation of the particular product being exported and are appropriately endorsed by the exporting CAA or a duly authorized designee (the CAA of the exporting country should confirm a designee's scope of authority when requested by the GACA). In those instances where the certifying language differs from that stated in above, the GACA will request an explanatory letter from the exporting authority.

2.9.6. State of Registry Responsibilities

Saudi Arabia as the State of Registry shall:

- a) Ensure that, when it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues an airworthiness certificate, it shall advise the State of Design that it has entered such an aircraft on its register (*Appendix A Part 2, 2.15 e) refers*);
- b) Determine and ensure the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements included in the TCDS by carrying out the initial process of Airworthiness Certification described in Chapter 3, Sub-chapter 3.1;
- c) Adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:
 - 1) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part (*AG-07 refers*); and
 - 2) is maintained in an airworthy condition and in compliance with the maintenance requirements of GACAR Sections 6 and 8/14 CFR;
- d) Upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action in accordance with AG-6;
- e) Ensure the transmission to the State of Design of all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft; and



- f) Ensure that, in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft.

3. PROCEDURES

3.1. Initial Airworthiness Certification

3.1.1. GACA AID – First of a Type Airworthiness Determination

- a) Appendix A to this AG provides guidance and information to Air Operators and GACA AID ASI concerning the first issuance of a Saudi Arabian airworthiness certificate and if applicable, for a First of Type certificated aircraft imported into Saudi Arabia. The aviation industry stakeholders should be familiar about these requirements and submit the Appendix A for any aircraft importation prior to purchasing the aircraft to ensure it is eligible for importation. An application for a Provisional Certificate of Registration (*GACA Form 100/B refers*) may be made when Part 2 of Appendix A is completed, sent, and verified for importation eligibility by the GACA AID.
- b) GACAR regulations require to make a finding that the aircraft under an initial airworthiness certification application conforms to a type certificate accepted/validated by the GACA AED as per AG-3 and that it is in a condition for safe operation before the GACA can issue an airworthiness certificate . The GACA AID may base its findings, wholly or partially, on certification (e.g. an export certificate of airworthiness) issued by the exporting CAA provided the export certificate of airworthiness or equivalent was issued according to this AG-2.

3.1.1.1. Denial or Acceptance

- a) **Denial.** If the aircraft does not meet the airworthiness determination requirements, the AED staff must write to the applicant stating the reason(s) for the denial. The AED will also attach a copy of the denial letter to the Appendix A submitted by the applicant and file the documentation.
- b) **Acceptance.** If the aircraft does meet the airworthiness determination requirements in accordance with AG-3, the AED will have to:
- 1) Open an aircraft First of type file in the GACA records system ;
 - 2) The AED shall place a copy of the type acceptance or type validation in the aircraft First of type file;
 - 3) Ensure the state-of-design has been notified that the aircraft type has been entered onto GACA-S&ER registry.

The AED staff must forward the Appendix A to the Director of Airworthiness who will assign an Airworthiness Inspection Division (AID ASI) to do the initial airworthiness certification procedures.



3.1.1.2. Certification Procedures

The requirements for GACA airworthiness approval of complete aircraft are as follows:

- a) **Application for a GACA airworthiness certificate** shall be made by the registered owner (or an agent of the owner) using GACA-S&ER Form 201 – Application and/or renewal for Airworthiness Certificate, GACA-S&ER 206 – Data Sheet for Airworthiness Certification and using GACA-S&ER 200 series forms as noted below in paragraph, h), i) and j).
- b) **Legal Documents:** Furnishing of the legal documents relating to the previous ownership and change in ownership (Bill of Sale, etc.).
- c) **HZ-registration:** A valid K.S.A. registration must be issued by the GACA- Certification and Licensing Division and nationality and registration marks (“HZ” numbers) must be displayed on the aircraft before a GACA airworthiness certificate in any category may be issued. Evidence of de-registration from the foreign registry and HZ-registration is required prior to the issuance of a GACA airworthiness certificate, GACA requirements for HZ-registration are established in GACAR Section 7. Aircraft nationality and registration marking requirements are contained also in GACAR Section 7/14 CFR,
- d) **Aircraft identification:** Prior to the issuance of a GACA airworthiness certificate, the aircraft must have an identification plate in accordance with GACAR Section 8/14 CFR 21.182, which meets the requirements of GACAR Section 7/14 CFR, which contains requirements for marking aircraft engines and propellers.
- e) **Noise Emissions Requirements:** In addition to meeting the airworthiness standards, an aircraft must meet the noise standards and operating requirements of GACAR Section 6/14 CFR Part 91 as applicable. (*Section 4 Appendices - Appendix 1 refers*). The emissions standards of GACAR Section 8/14 CFR Part 34, if applicable, must also be met to be eligible for a GACA airworthiness certificate.
- f) **Approved Flight Manuals, Markings, and Placards:** The aircraft must be accompanied by an approval flight manual in the English language if such a manual is identified on the GACA accepted type certificate data sheet. Also, the aircraft must have the appropriate English language markings and placards specified in the GACA accepted type certificate data sheet, flight manual, or other approved manual materials for operations as required by GACAR Section 6/14 CFR 91.9(a) and (b), and a list of installed equipment.
- g) **Statement of Modification and Repair Status** including Provision of all Related Certification Documents (e.g. STCs, FAA Form 8110-3, etc.). The aircraft must be accompanied by these documents. This list must include all customer requested modifications at time of aircraft production and the design changes and repairs incorporated in-service. Completed GACA-S&ER forms 203-x(S) (series) – “Manufacturers Service Documents”, 204-x(A) (series) – “Major Alteration Status”, and 204-x(R) (series) – “Major repair Status”, must be provided.
- h) **Logbooks and Maintenance Records:** Aircraft must be accompanied by the necessary logbooks and maintenance and alteration records as specified in GACAR Section 6/14 CFR Part 91, Subpart E, to determine the status of required inspections, life limits, etc. Completed GACA-S&ER form 205 (series), “Life Limited Component/Part Status”, must be provided.



- i) **Airworthiness Directives:** Completed GACA-S&ER forms 203 (series) – “Airworthiness Directive Compliance Record”, must be provided.
- j) **Electrical Load Analysis:** The aircraft must be accompanied by this document.
- k) **Weight & Balance Report:** The aircraft must be accompanied by a current weight and balance report including aircraft equipment list.
- l) **Aircraft Location:** A GACA airworthiness certificate is not issued to an aircraft located outside the K.S.A unless the GACA finds no undue burden in administering the applicable regulations. A potential applicant for GACA airworthiness certification should consult with the GACA to determine whether the provision of services by foreign authorities or delegates are possible in the applicant’s particular situation before the applicant makes firm commitments for the purchase or lease of an aircraft located outside the K.S.A.
- m) **Fee payment:** Proof of payment.
- n) **Export An airworthiness certificate:** or other form of conformity.

3.2. Standard - Airworthiness Certificate Issuance

GACA Form 8100-2 is used for all original and recurrent certification of aircraft in the STANDARD CATEGORY. A KSA standard airworthiness certificate remains valid (*during its one year validity*) as long as maintenance, preventive maintenance, and alterations are performed in accordance with GACAR Section 8/14 CFR Parts 21, 43, and 91.

3.2.1. Basic Eligibility Requirements

Before a standard airworthiness certificate can be issued, the applicant must show the following:

- a) The aircraft conforms to its approved type design and is in a condition for safe operation. (*AG-03 refers*)
- b) Any major alterations were accomplished in accordance with an approved STC or other GACA/FAA-approved data. (*AG-07 refers*)
- c) All applicable ADs have been complied with (*AG-06 refers*); and
- d) If altered while in another category, the aircraft continues to meet, or has been returned to, its approved type design configuration and is in a condition for safe operation.

3.2.2. Application for Airworthiness Certificate

GACA Form 201- Application and GACA Form 206 – Data Sheet are required whenever an airworthiness certificate is issued or amended. The application for a Saudi Arabian airworthiness certificate must be made by the registered owner or an agent who has a notarized letter of authorization from the registered owner. The applicant must complete and sign the appropriate sections of Form 201 before submitting it to the GACA. (Sample forms are available on the GACA website.)



3.2.3. Certification Procedures

The procedures described herein are consistent with any other specific procedures prescribed in paragraphs dealing with individual airworthiness categories:

- a) Obtain from the applicant a properly executed GACA Form 201 and 206, and any other documents required for certification. The applicant must have the forms completed and the appropriate sections signed before submitting it to the GACA.
- b) Coordinate with the Director of Airworthiness to determine that an application for airworthiness certification previously has not been denied. If it was denied, the reasons stated in the denial letter must be rectified before issuing an airworthiness certificate.
- c) Arrange with the applicant to make available for inspection and review the aircraft, aircraft records, and any other data necessary to establish conformity to its type design.
- d) Determine that the aircraft is properly registered in accordance with GACAR Section 7/14 CFR.

NOTE: Certification & Licensing Division (C&LD) should be contacted to ensure that the HZ registration has been properly issued. For example, has it been issued permanently or is it a temporary or reserved registration that has not been permanently issued?

- e) As applicable, ensure compliance with the noise standards of Part 91 sub-part I. (Appendix 1 refers). Also ensure compliance with the fuel venting and exhaust emission requirements of GACAR Section 8/14 CFR part 34, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes, and the applicable passenger emergency exit requirements of GACAR Section 8/14 CFR Part § 21.183(f) and Special Federal Aviation Regulation (SFAR) 41.
- f) All of the required records and documentation are provided for the aircraft. Review records and documentation to the extent necessary to establish the following:
 - 1) an up-to-date approved flight manual,
 - 2) a current weight and balance report,
 - 3) an equipment list, showing they meet the applicable operating rules (i.e. Part 91, 125, 135, 121, as applicable and any new GACAR Circular requirements)
 - 4) the maintenance records,
 - 5) the GACA/FAA-accepted ICAW,
 - 6) the GACA/FAA-accepted maintenance manual(s), and any other manuals required by GACAR Section 8/14 CFR Part §§ 21.31, 21.50, 33.4, and 35.4;
 - 7) and
 - 8) These documents must be in the English language.
- g) The aircraft is eligible by make, model, and serial number, using the TC Data Sheet (TCDS), aircraft specifications, and/or applicable aircraft listing.
- h) The inspection records and technical data reflect that the aircraft conforms to the type design, that all required inspections and tests have been satisfactorily completed, and that the records are complete and reflect no unapproved design changes.



- i) Statement of Modification and Repair Status including Provision of all Related Certification Documents (e.g. STCs, FAA Form 8110-3, etc.). The aircraft must be accompanied by these documents. This list must include all customer requested modifications at time of aircraft production and the design changes and repairs incorporated in-service. Completed GACA-S&ER forms 203-x(S) (series) – “Manufacturers Service Documents”, 204-x(A) (series) – “Major Alteration Status”, and 204-x(R) (series) – “Major repair Status”, must be provided.
- j) Airworthiness Directives: Completed GACA-S&ER forms 203 (series) – “Airworthiness Directive Compliance Record”, must be provided.
- k) Large airplanes, turbojet, or turbo propeller multi-engine airplanes comply with the inspection program requirements of GACAR Section 6/14 CFR Part 91, subpart E, Maintenance, Preventive Maintenance, and Alterations, or other CFR referenced therein. A supplemental structural inspection program also is required for certain large transport category airplanes. Reference FAA AC 91-56, Supplemental Structural Inspection Program for Large Transport Category Airplanes.

3.2.4. Aircraft Inspection

The GACA ASI must arrange with the applicant to make the aircraft available for initial inspection to determine the following:

- a) The ID plate meets the requirements of GACAR Section 7/14 CFR, Part 45, Subpart B, as applicable.
- b) The information on the ID plate is correct, matches the information on Form 206, and is in accordance with, GACAR Section 7/14 CFR, Part 45, Subpart B as applicable.
- c) The aircraft nationality and registration marks are in accordance with GACAR Section 7/14 CFR. Part 45, Subpart B

NOTE: GACAR Section 8/14 CFR Part 21 Section 21.182 (a) and (b) (2) requires each aircraft to be identified as described in § GACAR Section 7/14 CFR.

- d) The instruments are marked in accordance with the approved flight manual

All modifications have been inspected and recorded, and are in a condition for safe operation. All additional requirements of Appendix A – Importation of Aircraft Checklist Part 4 are installed as applicable.

3.2.4.1. Issuance or Denial

- a) If it is determined that the aircraft meets the requirements for the certification requested, the ASI should:
 - 1) Issue Form 8100-2.
 - 2) Complete sections V of GACA Form 201, as appropriate.



- 3) Examine, review, and route the certification file.
- b) If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, the GACA's ASI must write to the applicant stating the reason(s) for denying the certificate. The ASI also will attach a copy of the denial letter to the application and include that documentation in the aircraft file.

3.2.4.2. Certificate Issuance

If the aircraft meets the requirements for the certification requested, the GACA ASI must:

- a) Complete sections V of Form 201, as appropriate.
- b) Place all relevant documents in the aircraft file, review for consistency and route the certification file to the files cabinets.
- c) If the documentation is too massive to be filed, the Technical Library will be stored it. The aircraft file should contain the following documents. :
 - 1) a copy of the Type Certificate and the Type Certificate technical data sheets or acceptable equivalent documents;
 - 2) a copy of the Export Certificate of Airworthiness issued by the State of Manufacture, and the current Certificate of Airworthiness;
 - 3) a copy of the flight manual or acceptable equivalent document;
 - 4) a copy each of the manufacturer's maintenance, overhaul and repair manuals and illustrated parts catalogues;
 - 5) a complete set of all manufacturer's service bulletins or equivalent documents issued in respect of the aircraft;
 - 6) a copy of the Aircraft Flight Manual;
 - 7) a copy of the mass and balance report;
 - 8) a flight test report for the avionics systems;
 - 9) a flight test report for the aircraft;
 - 10) a copy of the maintenance review board report for the aircraft type;
 - 11) an electrical load analysis covering all services;
 - 12) unless held by the applicant and available for examination, a complete set of wiring diagrams covering all electrical and radio installations;; and
 - 13) where applicable, a copy of the Master Minimum Equipment List (MMEL).

3.3. Renewal of Certificate of Airworthiness

3.3.1. General

Before a standard airworthiness certificate can be re-issued, the applicant must show the following:

- a) The aircraft still conforms to its approved type design and is in a condition for safe operation.
(AG-03 refers)



- b) Any major alterations were accomplished in accordance with an approved STC or other GACA/FAA-approved data. (AG-07 refers)
- c) All applicable ADs have been complied with (AG-06 refers)
- d) If altered while in another category, the aircraft continues to meet, or has been returned to, its approved type design configuration and is in a condition for safe operation.

3.3.1.1. The requirements for GACA airworthiness renewal of complete aircraft are as follows:

- a) **Application for a GACA airworthiness certificate** shall be made by the registered owner (or an agent of the owner) using GACA-S&ER Form 201 – Application and/or renewal for Airworthiness Certificate, GACA-S&ER 206 – Data Sheet for Airworthiness Certification and using GACA-S&ER 200 series forms as noted below in paragraph, f), g) and h).
- b) **HZ-registration:** A valid K.S.A. registration must be issued by the GACA- Certification and Licensing Division and nationality and registration marks (“HZ” numbers) must be displayed on the aircraft.
- c) **Aircraft identification:** The aircraft must have an identification plate in accordance with GACAR Section 8/14 CFR 21.182, which meets the requirements of GACAR Section 7/14 CFR, which contains requirements also of marking aircraft engines and propellers.
- d) **Noise Emissions Requirements:** In addition to meeting the airworthiness standards, an aircraft must meet the noise standards of operating requirements of GACAR Section 6/14 CFR Part 91 as applicable. (Section 4 Appendices - Appendix 1 refers). The emissions standards of GACAR Section 8/14 CFR Part 34, if applicable, must also be met to be eligible for a GACA airworthiness certificate.
- e) **Approved Flight Manuals, Markings, and Placards:** The aircraft must be accompanied by an approved flight manual in the English language if such a manual is identified on the GACA accepted type certificate data sheet. Also, the aircraft must have the appropriate English language markings and placards specified in the GACA accepted type certificate data sheet, flight manual, or other approved manual materials for operations as required by GACAR Section 6/14 CFR 91.9(a) and (b), and a list of installed equipment.
- f) **Statement of Modification and Repair Status:** Completed GACA-S&ER forms 203-x(S) (series) – “Manufacturers Service Documents”, 204-x(A) (series) – “Major Alteration Status”, and 204-x(R) (series) – “Major repair Status”, must be provided.
- g) **Logbooks and Maintenance Records:** Completed GACA-S&ER form 205 (series), “Life Limited Component/Part Status”, must be provided.
- h) **Airworthiness Directives:** Completed GACA-S&ER forms 203 (series) – “Airworthiness Directive Compliance Record”, must be provided.
- i) **Weight & Balance Report:** The aircraft must be accompanied by a current weight and balance report including aircraft equipment list.
- j) **Aircraft Location:** The GACA airworthiness certificate renewal is not carried out for an aircraft located outside the K.S.A unless the GACA finds no undue burden in administering



the applicable regulations. The GACA's ASI or Designee must arrange with the applicant to make the aircraft available.

3.3.2. Aircraft Inspection

The GACA's ASI or Designee will inspect the aircraft to determine, for instance, the following:

- a) That the aircraft has been maintained according to an inspection program selected under GACAR Section 6/14 CFR Part 91 § 91.409. The owner/operator/program manager must retain a record identifying the current inspection status of each aircraft. This record must show the time-in-service since the last inspection required by the inspection program under which the aircraft and its appliances are maintained. GACA's ASI shall verify that the aircraft inspection intervals are respected.
- b) The ID plate still meets the requirements of GACARs Section 7/14 CFR, Chapter 8, as applicable.
- c) The information on the ID plate is still correct, matches the information on Form 206, and is in accordance with, GACAR Section 7/14 CFR, Chapter 8 as applicable.
- d) The aircraft nationality and registration marks are still in accordance with GACAR Section 7/14 CFR.

NOTE: GACAR Section 8/14 CFR Part 21 Section 21.182 (a) and (b) (2) requires each aircraft to be identified as described in § GACAR Section 7/14 CFR.

- e) The instruments are still marked in accordance with the approved flight manual.
- f) All modifications have been inspected and recorded, and are in a condition for safe operation.
- g) An emergency locator transmitter (ELT) is installed, as required in accordance with GACAR Section 6/14 CFR Part 91 § 91.207.
- l) GACA's ASI or Designee shall use the GACA Form 207 "An airworthiness certificate – Renewal Inspection Checklist" to carry out the inspection in a comprehensive manner. The goal is to confirm that the general airworthiness of the aircraft, records, and technical data reflect that the aircraft conforms to the type design, that all required inspections and tests have been satisfactorily completed, and that the records are complete and reflect no unapproved design changes.

3.3.3. Issuance or Denial

- a) If it is determined that the aircraft meets the requirements for the certification requested, the ASI should:
 - 1) Issue Form 8100-2.
 - 2) Complete sections V of GACA Form 201, as appropriate.



- 3) Place all relevant documents in the aircraft file, review for consistency and route the certification file to the files cabinets.
- b) If the aircraft does not meet the requirements for the certification requested and the airworthiness certificate is denied, the ASI must issue an Inspection and Surveillance Record (ISR) to the applicant stating the reason(s) for denying the certificate.
- c) The ASI will also attach a copy of the ISR, to the application and includes that documentation in the aircraft file.

Special Airworthiness Certification

3.3.4. General

The procedures in this sub-section provide guidance for the issuance of a certificate of airworthiness (An airworthiness certificate) (*GACA Form 8100-2 refers*) for aircraft type-certificated in the restricted, multiple, limited, and experimental category in accordance with GACAR Section 8/14 CFR § 21.25 or Civil Air Regulation (CAR) 8.

3.3.5. Application for Special Airworthiness Certificate – Restricted

- a) Aircraft type-certificated in the restricted category for agricultural operations in accordance with the provisions of CAR 8.10(b) may continue to be operated under the provisions of the original certification. The type certification basis for aircraft in the restricted category is determined in accordance with GACAR Section 8/14 CFR § 21.25.
- b) Non-U.S.-manufactured aircraft that are type-certificated in the restricted category under GACAR Section 8/14 CFR § 21.29 are eligible for an airworthiness certificate under § 21.185(c).
- c) Non-U.S.-manufactured aircraft type-certificated in any other category under GACAR Section 8/14 CFR § 21.29 are not eligible for certification in the restricted category.
- d) An aircraft must be type-certificated under GACAR Section 8/14 CFR § 21.25 or CAR 8 before a restricted category airworthiness certificate can be issued. In the case of an aircraft previously type-certificated in another category (for example, standard category) and modified for a restricted special purpose operation under § 21.25 or CAR 8, the previously approved TC and the STC or approved data can be considered as the equivalent of a restricted TC. The TC and STC or approved design data should define the design parameters that make up the restricted category TCDS.

3.3.5.1. Certification Procedures

The GACA ASI should follow the appropriate procedures outlined in sub-section 3.2.3 of this AG for certification procedures.

3.3.5.2. Eligibility

- a) Aircraft that are eligible for a special airworthiness certificate, in the restricted category, are as follows:



- 1) Aircraft type-certificated in the restricted category and manufactured under a PC, APIS, or a TC;
 - 2) Aircraft type-certificated in the restricted category that were surplus military aircraft of the U.S. Armed Forces and manufactured in the United States;
 - 3) Aircraft that are imported to the KSA and type-certificated in the restricted category in accordance with GACAR Section 8/14 CFR § 21.29 and that have been certified by the country/jurisdiction of manufacture to conform to the approved type design; and
 - 4) Type-certificated, standard category aircraft that have been modified and approved for a restricted purpose under GACAR Section 8/14 CFR § 21.25, including aircraft type-certificated under CAR 8.10(b) for agricultural operations.
- b) Aircraft may be considered eligible for a special airworthiness certificate, in the restricted category, when found to comply with the noise requirements of part 36, in accordance with GACAR Section 8/14 CFR § 21.185(d).
- c) Modified aircraft that were either surplus military aircraft of the U.S. Armed Forces or previously type-certificated in another category (§ 21.185(b)), must satisfy the following to be considered eligible for a special airworthiness certificate in the restricted category:
- 1) The modification conforms to the FAA-approved data forming the basis for the restricted TC.
 - 2) The aircraft is in a good state of preservation and repair and is in a condition for safe operation.

3.3.5.3. Special Purpose Operations

As authorized under the provisions of GACAR Section 8/14 CFR § 21.25, special purpose operations for restricted category aircraft include the following:

- a) Agricultural (spraying, dusting, seeding, and livestock and predatory animal control).
- b) Forest and wildlife conservation.
- c) Aerial surveying (photography, mapping, and oil and mineral exploration).
- d) Patrolling (pipelines, power lines, and canals).
- e) Weather control (cloud seeding).
- f) Aerial advertising (skywriting, banner towing, airborne signs, and public address systems).
- g) Any other operation specified by the GACA. When an applicant wishes to obtain approval for a new special purpose operation previously not approved under § 21.25(b)(7), application with supporting justification should be made by letter to the GACA Engineering Division.

3.3.5.4. Operating Limitations

All aircraft type-certificated in the restricted category must be operated in compliance with the limitations prescribed in GACAR Section 6/14 CFR § 91.313. In addition, for turbine-powered aircraft (TPA), piston-powered aircraft over 800 horsepower, rotorcraft, large aircraft (over 12,500 pounds), and any other aircraft as deemed necessary, the limitation concerning pilot qualifications should be prescribed. The GACA also may prescribe additional operating limitations as deemed necessary for the special purpose involved. The additional limitations will be enumerated on a separate sheet, and then dated, signed, and attached to GACA Form 8100-2.



3.3.5.5. Agricultural Aircraft

The following provides guidance concerning the means of approval for increases in the maximum certificated weight for aircraft certificated in the restricted category for agricultural operations. Section 21.101 sets forth the provisions that determine the regulations applicable to a change in a TC. Such changes would include an increase in the maximum certificated take-off weight for an aircraft, which is defined in part 43 as a major alteration:

- a) If parts 21 and 23 are the original certification basis shown on the TCDS for a restricted category TC, then compliance with the applicable CFR must be shown to substantiate and approve a change to the TC. The provisions of CAR/Civil Aeronautics Manual (CAM) 8 are not applicable and should not be used (for example, TCDS A9CE for the Cessna 188 series).
- b) Whether or not a data sheet exists, if CAR 8 is the basis for issuance of a restricted category TC, compliance with the applicable sections of CAR/CAM 8 normally will be used to approve the TC change, including increases to the maximum gross weight originally established on the TCDS, placards, or flight manual (for example, TCDS 2A10 for the Piper PA-25 series). However, if CAR 8 does not provide adequate standards with respect to the change, GACAR Section 8/14 CFR § 21.101(b) requires compliance with the regulations in effect on the date of application for the change (part 23) that the GACA finds necessary for safety.

3.3.5.6. Airworthiness Certificate

- a) When an application is made for a restricted category airworthiness certificate requesting one of the special purposes listed in GACAR Section 8/14 CFR § 21.25(b)(1) through (6), the purpose will be entered in block 4 of GACA Form 8100-2. Carriage of cargo for compensation or hire is prohibited by GACAR Section 6/14 CFR § 91.313 for any restricted category operation, including any special purpose of § 21.25(b)(1) through (b)(7). However, § 91.313 does not apply to non-passenger carrying civil rotorcraft external load operations conducted under GACAR Section 6/14 CFR Part 133, Rotorcraft External-Load Operations. If the requested purpose is to include the carriage of cargo that is incidental to the owner/operators business, the GACA Form 8100-2 must have the following words entered in block 4 (Purpose):
 - 1) “GACAR Section 8/14 CFR § 21.25(b)(7) (other), SEE ATTACHED LIMITATIONS.”
 - 2) For all purposes listed in § 21.25(b)(1) through (7), the following words must be entered in block 4 “SEE ATTACHED OPERATING LIMITATIONS,”
 - 3) **NOTE: In no case will “Carriage of Cargo” (or similar language) be entered as a purpose.**
- b) When the carriage of cargo is incidental to the aircraft owner/operators business, the prescribed limitations will then identify the authorized cargo that may be carried.
- c) The additional limitations attached to the airworthiness certificate will specify the aircraft model, HZ-registration, and serial number. All restricted category airworthiness certificates issued for aircraft whose special purpose operation includes the carriage of cargo will include the following limitations:



- 1) This aircraft is prohibited from carrying cargo for compensation or hire. Carriage of cargo is limited to such cargo that is incidental to the aircraft owner/operators business which is other than air transportation. The authorized cargo that may be carried on this aircraft is _____. **(Applicability: All)**
- 2) This rotorcraft is prohibited from carrying cargo for compensation or hire unless it is engaged in GACA-approved part 133 external load operations. **(Applicability: Rotorcraft conducting part 133 external load operations)**
- 3) This aircraft may not be operated over any foreign country without the special permission of that country. Evidence of that permission must be carried aboard the aircraft, along with the U.S. airworthiness certificate, and made available to the FAA or CAA in the country of operation upon request. **(Applicability: All)**
- 4) This aircraft has not been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. **(Applicability: All)**
- 5) Additional operating limitations as prescribed in § 91.313 will be assigned for all special purposes of restricted category aircraft operations and are part of additional limitations attached to the airworthiness certificate.
- 6) The FAA will ensure that the owner/operator is briefed and clearly understands that the restricted aircraft is prohibited by § 91.313(c) from the carriage of cargo for compensation or hire. A record of this briefing should remain with the certification file.

3.3.5.7. Display of Marks (Restricted)

The GACA must determine that the aircraft displays nationality and registration marks in accordance with GACAR Section 7/14 CFR § 45.21 and that the word “RESTRICTED” is displayed in accordance with GACAR Section 7/14 CFR § 45.23.

3.3.6. Application for Special Airworthiness Certificate - Multiple

Under the provisions of GACAR Section 8/14 CFR § 21.187, an applicant for an airworthiness certificate in the restricted category, and in one or more other categories, is entitled to the certificate if compliance is shown with the requirements of each category when the aircraft is configured for that category. In addition, the applicant must show that the aircraft can be converted from one category to another by removing or adding equipment by simple mechanical means.

3.3.6.1. Certification Procedures

The GACA ASI should follow the appropriate procedures outlined in sub-section 3.2.3 of this AG for certification procedures.

3.3.6.2. Eligibility

- a) An aircraft in the normal, utility, acrobatic, transport, or limited category may be eligible for multiple airworthiness certificates if it can be converted to the restricted category in accordance with GACAR Section 8/14 CFR §§ 21.25 and 21.187. An aircraft type-certificated



in both the normal and commuter categories is eligible for an airworthiness certificate in only one category at a time.

- b) The procedure for multiple airworthiness certification is a combination of the procedures covering standard and restricted categories, or limited and restricted categories, plus the following:
- 1) The GACA must witness the applicant's method of compliance with GACAR Section 8/14 CFR §§ 21.187(a)(1) and 21.187(a)(2), and make a determination that the detailed conversion instructions covering the change from one category to the other are adequate. The operating limitations must contain a statement that each conversion from one category to the other must be in accordance with such instructions.
 - 2) If one of the airworthiness categories is in the standard configuration, and the aircraft will be used for the carriage of passengers for compensation or hire in the standard configuration, the GACA must evaluate the restricted special purpose operation to determine whether the airworthiness inspection prescribed in GACAR Section 8/14 CFR § 21.187(b) will be required each time the aircraft is converted from the restricted category to the standard category. Normally, if the special purpose operation involves carriage of maximum loads or if the aircraft is subject to contamination by pesticides or herbicides, the airworthiness inspection must be required and an operating limitation to this effect should be prescribed. It should be noted that the foregoing does not apply when the normal category operating limits have been exceeded while operating in the restricted category; however, the procedures in 3.4.3.6 of this AG do apply.
 - 3) If the GACA determines that the airworthiness inspection by the GACA or an appropriately certificated mechanic is not necessary because of the nature of the special purpose, the operating limitations should so specify.
 - 4) To ensure that each conversion of aircraft with multiple certificates is recorded, an operating limitation must prescribe that an aircraft maintenance record entry, signed by the person making the conversion, be made each time the aircraft is converted from one category to the other. If an inspection in accordance with GACAR Section 8/14 CFR § 21.187(b) is required, the entry must be signed by the FAA or an appropriately rated mechanic.

3.3.6.3. Special Purpose Operations

Section 21.25 specifies the special purpose operations for restricted category aircraft. Special purpose operations are not specified for limited and standard category aircraft.

3.3.6.4. Airworthiness Certificates

If the requested multiple certifications cover restricted and limited categories, Form 8100-2, with appropriate conditions, will be issued for each category. In addition, appropriate operating limitations sheet will be issued with each certificate. For example, if the requested multiple certification covers a restricted category and a standard category aircraft, Form 8100-2 will be issued for the standard classification, and another Form 8100-2, with appropriate conditions and operating limitations sheet, will be issued for the restricted category.



3.3.6.5. Operating Limitations

All restricted category aircraft must be operated in accordance with GACAR Section 6/14 CFR § 91.313, in addition to the operational requirements of Part 91. However, additional operating limitations may be prescribed by the GACA as deemed necessary for safe operation. The appropriate operating limitations will be enumerated on a separate sheet and attached to Form 8100-2. The issuance date of the operating limitations sheet must be shown on the face side of Form 8100-2.

3.3.6.6. Operating with Multiple An airworthiness certificate- Standard & Restricted

The primary requirements for issuance of a standard airworthiness certificate are that the aircraft is found to be in conformity with its type design and in a condition for safe operation. Any operations outside of the normal category operating limitations while operating in the restricted category (either weight or manoeuvring), unless approved for that aircraft, may make it impossible to return the aircraft to the normal category unless a complete engineering evaluation is made. The evaluation must determine what effect the overweight and manoeuvring loads had on the aircraft's or rotorcraft's structure and components. This assists in establishing an inspection and/or replacement program that will return the aircraft to a condition for safe operation in the standard configuration. Unknown stresses and possible hidden damage to the aircraft structure may have resulted because of the weights, manoeuvres, and speeds used for the restricted category operations. Therefore, to retain eligibility for return to the standard airworthiness classification after being operated in the restricted category, the following would apply:

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

3.3.6.7. Display of Marks (Restricted or Limited)

The GACA should determine whether a method has been provided for displaying the word "RESTRICTED" or "LIMITED." The applicant should be advised that it is the owner/operator's responsibility to display the word "RESTRICTED" or "LIMITED" when the aircraft is in that corresponding configuration (GACAR Section 8/14 CFR § 45.23(b)).



3.3.7. Application for Special Airworthiness Certificate – Limited

3.3.7.1. General

This sub-section provides guidance concerning the requirements of GACAR Section 8/14 CFR § 21.189.

3.3.7.2. Certification Procedures

The GACA ASI should follow the appropriate procedures outlined in sub-section 3.2.3 of this AG for certification procedures.

3.3.7.3. Eligibility

- a) An applicant requesting issuance of an airworthiness certificate in the “limited” category must show that the aircraft previously has been issued a limited category TC and that the aircraft conforms to that TC (GACAR Section 8/14 CFR § 21.189).
- b) The GACA must make the following determinations for aircraft to be issued an airworthiness certificate in the limited category:
 - 1) The aircraft is one of the type and models that have been issued a limited TC and the aircraft conforms to the requirements set forth in the pertinent limited category aircraft specification.
 - 2) In accordance with GACAR Section 8/14 CFR § 21.189(a)(2), the applicant must flight check the aircraft. Therefore, the GACA should, upon application, issue an experimental certificate for this purpose. When the aircraft subsequently is submitted for limited certification, the GACA must ensure that the findings of the flight test are entered in the aircraft logbook and signed by the pilot who made the flights.
 - 3) Because surplus military aircraft may have deteriorated because of prolonged storage or inactivity, the GACA must ensure that the aircraft is subjected to a thorough inspection to determine its state of preservation and repair and ensure that it is in a condition for safe operation. The applicant must provide all available documentation, such as technical orders and military inspection records, to support the findings of airworthiness. The inspection may require removing rivets and cutting openings to check the condition of fraying surfaces and closed areas. If this is the case, the applicant should be advised that the inspection would be expedited if an airworthiness inspection is performed by an appropriately rated repair station or mechanic, in accordance with the requirements of GACAR Section 8/14 CFR Part 43.

3.3.7.4. Operating Limitations

All limited category civil aircraft must be operated in compliance with the limitations prescribed in GACAR Section 7/14 CFR § 91.315. However, the GACA may prescribe additional limitations as necessary for safe operation. The additional operating limitations will be enumerated on a separate sheet and issued with Form 8100-2.

3.3.7.5. Display of Marks (Limited)

The GACA should determine that a method has been provided for displaying the word “LIMITED.” The applicant should also be advised that it is the owner/operator’s responsibility to display the word “LIMITED” in accordance with GACAR Section 8/14 CFR § 45.23(b).



3.3.7.6. Aircraft issued Limited Category Type Certificates

FAA Order 8130-2 latest revision refers to a list of eligible aircraft in the limited category.

3.3.8. Application for Special Airworthiness Certificate – Experimental

Under the provisions of GACAR Section 8/14 CFR § 21.191(a), R&D aircraft are defined as aircraft that test new design concepts, aircraft equipment, installations, operating techniques, or new uses for aircraft. Under the provisions of § 21.191(b), show compliance aircraft are defined as aircraft that conduct flight tests and other operations to show compliance with the regulations. This includes flights to show compliance for the issuance of type and STCs, major design changes, and function and reliability requirements. Under the provisions of § 21.191(c), crew training aircraft are defined as aircraft involved in the training of the applicant's flight crews. Under the provisions of § 21.191(f), market survey aircraft are defined as aircraft that are used for conducting market surveys, sales demonstrations, and customer crew training as provided for in § 21.195.

3.3.8.1. Research and Development

Any aircraft would be eligible for an experimental certificate under this purpose. Although the operations may eventually lead to a TC, they may be conducted by the applicant only as a matter of research or to determine whether an idea warrants further development. In addition to the operations specified in GACAR Section 8/14 CFR § 21.191(a), the operation of a chase plane, a tanker used for in-flight icing tests, or other aircraft not otherwise eligible for a standard or an experimental certificate (R&D), but necessary for use in direct connection with the R&D project, is considered to be within the scope of this purpose. Aircraft currently certificated in the experimental category for the purposes of exhibition or air racing also may be eligible for a special airworthiness certificate for the experimental purpose of R&D. Also, former military aircraft are often used in R&D projects, and it is appropriate to use the guidance in this AG when performing R&D certification of former military aircraft.

3.3.8.2. Showing Compliance with Regulations

This purpose would be considered valid when the applicant for a TC or an aircraft modifier has revised the TC design data or has applied for an STC or field approval. The purpose is to show compliance to the GACA/ FAR CFR after the applicant has completed testing under R&D, if applicable, and has completed flight testing by the GACA. In addition to the operations specified in § 21.191(b), the operation of a chase plane or other aircraft not otherwise eligible for a standard or experimental certificate, but necessary for use in direct connection with a type certification project, is considered to be within the scope of this purpose.

3.3.8.3. Crew Training

Under GACAR Section 8/14 CFR § 21.191(c), this purpose is limited to only the applicant's flight crews, which normally would be the manufacturer's or aircraft modifier employees necessary to be trained in experimental aircraft. These flight crews operate aircraft being flight tested in type certification programs or for production flight testing.



3.3.8.4. Market Surveys

A person that alter aircraft may apply for a special airworthiness certificate in the experimental category for the purpose of market surveys, sales demonstrations, and customer crew training under GACAR Section 8/14 CFR § 21.195. The applicant must provide the GACA representative with the estimated time or number of flights required for the market survey operation as well as the area or itinerary over which the operations are to be conducted under § 21.193(d)(2) and (3). The duration of the certificate should be limited to the time needed for the described operations, normally not to exceed 90 days. The GACA Director of Airworthiness has the option to extend the duration for other situations.

3.3.8.5. Certification Procedures

The GACA ASI should follow the appropriate procedures outlined in sub-section 3.2.3 of this AG for certification procedures.

3.3.8.6. Operating Limitations

- a) Issuance of an Experimental - Special Airworthiness Certificate operating limitations for Research and Development (R&D), Showing Compliance with Regulations, Crew Training and Market Surveys must be designed to fit the specific situation encountered. The GACA ASI may impose any additional limitations deemed necessary in the interest of safety. The ASI and/or designee must review each imposed operating limitation with the applicant to ensure that the operating limitations are understood by the applicant.
- b) The following operating limitations must be prescribed as applicable:

NOTE: The applicability is identified in boldface parentheses at the end of each limitation.

- 1) No person may operate this aircraft unless Form 8100-2 is displayed at the cabin or cockpit entrance and visible to passengers or flight crew members. (**Applicability: All**)
- 2) No person may operate this aircraft for other than the purpose of R&D, showing compliance with regulations, crew training, or market surveys, to accomplish the flight operation outlined in the program letter dated _____, which describes compliance with GACAR Section 8/14 CFR § 21.193(d), and has been made available to the pilot in command of the aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of Part 91, and all additional limitations herein prescribed under the provisions of § 91.319(e). (**Applicability: All**)
- 3) All flights must be conducted within the geographical area described as follows: The area must be described by radius, coordinates, and/or landmarks. The designated area must be over open water or sparsely populated areas having light air traffic. The size of the area must be that required to safely conduct the anticipated manoeuvres and tests. Multiple-purpose certificates may require individually prescribed geographical areas. (**Applicability: All**)

NOTE: This applies to all certificates issued to show compliance with § 91.319(b). When the GACA finds compliance, the operating limitations will be revised to remove the limitation. The aircraft will not be allowed to operate over densely populated areas



or in congested airways in accordance with § 91.319(c). The GACA may permit take-offs and landings to be conducted over densely populated areas or in congested airways. If this operating limitation is issued, it should say, "Except for take-offs and landings, this aircraft must not be operated over densely populated areas or in congested airways."

- 4) All flights of this aircraft must be conducted within the geographic area indicated on the chart as follows: **(Applicability: All)**

NOTE: This limitation will be prescribed to expand the area after the GACA finds compliance with § 91.319(b). This limitation applies to the following purposes: R&D, showing compliance, crew training, and market surveys.

- 5) All flights must be conducted in accordance with [describe the TC or an aircraft modifier approved operating procedure, for example, ABC Aircraft Co. Experimental Operating Procedure No. 12 (dated)]. **(Applicability: All)**
- 6) When changing between operating purposes of a multiple-purpose certificate, the operator must determine that the aircraft is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the aircraft logbook. **(Applicability: All)**
- 7) This aircraft must not be operated unless it is inspected and maintained in accordance with appropriate military technical publications and/or manufacturer's recommendations. The owner/operator must select, establish, identify, and use an inspection program as set forth in GACAR Section 6/14 CFR § 91.409(e), (f), (g), and (h). This inspection program must be recorded in the aircraft maintenance records. **(Applicability: All)**
- 8) The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command also must hold either an appropriate type rating or a letter of authorization issued by a GACA Operations Inspector. **(Applicability: All)**

NOTE 1: A letter of authorization is issued in accordance with the procedures described in Order 8900.1, volume 5, chapter 9, section 2 for all training and eligibility requirements.

NOTE 2: This limitation is applicable to any turbine-powered or reciprocating engine-powered aircraft with a total power greater than 800 horsepower, rotorcraft, aircraft with a maximum take-off weight exceeding 12,500 pounds, or any other aircraft when deemed necessary. GACA Operations Inspectors should refer to Order 8900.1 for further guidance.

- 9) This aircraft is to be operated under VFR, day only. **(Applicability: All)**

NOTE: Section 91.319(d)(2) provides for VFR, day only. If other operations are requested, the authorization will be prescribed as a limitation by selecting operating limitation No. 10 and/or No. 11, as appropriate, and by deleting this limitation.

- 10) This aircraft may be operated under VFR, day and/or night. **(Applicability: All)**



NOTE: Section 91.319(d)(2) provides for VFR, day only, unless otherwise specifically authorized by the GACA. This limitation gives that authorization. If other operations are requested, the aircraft must be equipped in accordance with § 91.205.

- 11) This aircraft may be operated under IFR, and must be properly equipped for instrument flight in accordance with § 91.205. (**Applicability: All**)

NOTE: Section 91.319(d)(2) provides for VFR, day only, unless otherwise specifically authorized by the GACA. This limitation gives that authorization. If other operations are requested, the aircraft must be equipped in accordance with § 91.205.

- 12) No person may operate this aircraft for carrying persons or property for compensation or hire. (**Applicability: All**)

- 13) No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight. (**Applicability: R&D and show compliance only**)

- 14) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft. (**Applicability: All**)

- 15) This aircraft must contain the placards, markings, etc., (or other operating instructions developed for an STC modification) required by § 91.9. (**Applicability: All**)

NOTE: Inspectors also will identify the flight manual, flight manual supplements, markings, drawings, etc., as required.

- 16) This aircraft is prohibited from aerobatic flight, that is, an intentional manoeuvre involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight. (**Applicability: All**)

NOTE: Aerobatic flights may be permitted in the assigned test area. The applicant should be advised that aerobatics or violent manoeuvres should not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable. These operating limitations maybe modified to include only those aerobatics/manoeuvres that have been satisfactorily accomplished and recorded in the aircraft records during the flight test period. These aerobatics/manoeuvres may be permitted upon leaving that assigned test area. Appropriate limitations identifying the aerobatics/manoeuvres and conditions under which they may be performed should be prescribed. The GACA may witness aerobatics/manoeuvres if deemed necessary.

- 17) This aircraft may conduct aerobatic flight in accordance with § 91.303. Aerobatics must not be attempted until sufficient flight experience has been gained to establish that the aircraft is satisfactorily controllable and in compliance with § 91.319(b). Aerobatic manoeuvres intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period. (**Applicability: All**)

- 18) The GACA must be notified, and its response received in writing, prior to flying this aircraft after incorporation of a major change as defined by § 21.93. (**Applicability: All except for R&D and show compliance**)



- 19) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping. **(Applicability: All)**
- 20) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with appendix D to GACAR Section 8/14CFR Part 43, or other GACA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records. **(Applicability: All)**
- 21) GACA-certificated repair stations and GACA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations. **(Applicability: All)**
- 22) Inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: "I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of appendix D to GACAR Section 8/14CFR Part 43, or other GACA-approved programs, and was found to be in a condition for safe operation." The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection. **(Applicability: All)**
- 23) If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the aircraft records. **(Applicability: All)**
- NOTE: This limitation applies only when an aircraft is temporarily in the experimental category and will be returned to the original certificate status, for example, STC project.*
- 24) This aircraft must not be operated unless it is maintained and inspected in accordance with the requirements of part 43. **(Applicability: All)**
- NOTE: This operating limitation is applicable to any aircraft that previously had been issued a different type of airworthiness certificate prior to applying for a special airworthiness certificate (reference § 43.1(b)).*
- 25) This aircraft must display the word "EXPERIMENTAL" in accordance with § 45.23(b). **(Applicability: All)**
- 26) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR. **(Applicability: All)**
- 27) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another country's CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the Saudi Arabian airworthiness certificate and, upon request, be made available to a GACA inspector or the CAA in the country of operation. **(Applicability: All)**



- 28) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of Parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records. **(Applicability: All)**
- 29) Application must be made to the GACA for any revision to these operating limitations. **(Applicability: All)**
- 30) GACAR Section 7/14 CFR § 47.45 requires that the GACA Aircraft Registry must be notified within 30 days of any change in the aircraft registrant's address. **(Applicability: All)**

3.3.8.7. Display of Marks (Experimental)

The GACA should determine whether a method has been provided for displaying the word "Experimental". The applicant should be advised that it is the owner/operator's responsibility to display the word "Experimental" when the aircraft is in that corresponding configuration (GACAR Section 8/14 CFR § 45.23(b)).

3.4. Special Flight Permit

3.4.1. General

Special flight permit letters are issued for aircraft that currently may not meet applicable airworthiness requirements, but are capable of safe flight. A special flight permit letter is not an authorization to deviate from the requirements of GACAR Section 6/14 CFR Part 91.

- a) GACAR Section 8/14 CFR Part 21 21.197(a) applies to aircraft that may not meet applicable airworthiness requirements and that will be operated for a purpose specified in § 21.197(a)(1) through (5).
- Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed, or to a point of storage.
 - Delivering or exporting the aircraft.
 - Production flight testing new production aircraft.
 - Evacuating aircraft from areas of impending danger.
 - Conducting customer demonstration flights in new production aircraft that have satisfactorily completed production flight tests.
- b) GACAR Section 8/14 CFR Part 21 21.197(b) applies to those aircraft that meet all of the applicable airworthiness requirements except those that cannot be met because of an overweight condition.
- c) GACAR Section 8/14 CFR Part 21 21.197(c) applies only to holders of operating certificates issued under GACAR Section 6/14 CFR Part 121 or 135 for aircraft operated and maintained under a continuous airworthiness maintenance program.
- d) GACA Form 222 and operating limitations letters are used for the administration of GACAR Section 8/14 CFR Part 21 §§ 21.197.
- e) Special flight permits issued to part 121 or 135 certificate holders who do not have a continuous authorization will be issued by the Director of Airworthiness after ASI's recommendation.



- f) The validity of the special flight permit is not affected by the operation of the aircraft outside the border of the KSA, as long as it is operated for the intended purpose under GACAR Section 8/14 CFR Part 21 § 21.197 and within the timeframe specified on the letter. The special flight permit letter does not authorize flight over countries other than the KSA without permission of that country. If such operation is contemplated, the effective date of the permit is contingent on compliance with the operating limitations letter and it becomes the responsibility of the owner/operator to obtain such permission.
- g) In accordance with GACAR Section 8/14 CFR Part 39 § 39.7, anyone who operates a product that does not meet the requirements of an applicable Airworthiness Directive (AD) is in violation of this section. If an AD requires compliance before further flight and has within it a provision that does not allow for any special flight permit, a special flight permit must not be issued for the product.
- h) In cases where the special flight permit paragraph is intentionally missing from an AD, § 39.23 authorizes the issuance of a special flight permit, if the AD was published after August 21, 2002 (the effective date of § 39.23). In all new ADs, the special flight permit is authorized by § 39.23, and not the AD, unless the engineer determines that the aircraft cannot be moved safely, and therefore the AD will include a paragraph that does not allow any special flight permit or has certain restrictions.
- i) The ASI also has the authority under § 39.23 to deny a special flight permit request for safety reasons as well as adding operating restrictions to the proposed route of flight. An example of a justified denial would be a special flight permit request for operation over large bodies of water or mountainous terrain with a single-engine aircraft that has an AD applicable to the engine or propeller.
- j) If the product is not an aircraft, and the AD does not provide for the product's operation during a ferry flight, in accordance with § 39.7 the product may not be operated during such a flight. If the aircraft on which the product is installed can be operated safely without operating the product, a special flight permit could be issued in accordance with § 21.197(a) with a limitation that the product be rendered inoperative for flight.

3.4.2. Purposes

GACAR Section 8/14 CFR Part 21 § 21.197 prescribes the general purposes for which a special flight permit may be issued. The following specific operations also are considered to be within the scope of the general provisions:

- a) Any flight of a Saudi Arabian.-registered aircraft covered by GACAR Section 8/14 CFR § 21.197, if the aircraft is capable of safe flight, even though a TC has not been issued.
- b) The delivery of an aircraft of either U.S. or non-U.S. manufacture to the base of the purchaser or to a storage point in the KSA.
- c) The operation of non-air carrier four-engine aircraft with one inoperative engine. The provisions of GACAR Section 6/14 CFR Part 91§ 91.611 should be used as a guide.
- d) Flying an aircraft whose annual inspection has expired to a base where an annual inspection can be accomplished.



3.4.3. Application and Issuance (General)

When the GACA Application Form 222 for a special flight permit is found in compliance with all requirements, the GACA should issue a letter, with operating limitations deemed necessary for safe operation.

- a) The operating limitations must be enumerated on that letter, identified by the aircraft registration and serial number, dated, and signed. The applicant should be advised that operating limitations letter must be displayed in the aircraft in accordance with GACAR Section 6/14 CFR Part § 91.203(b).
- b) The GACA ASI may assist the applicant by completing Form 222 based on information furnished by telephone, letter, or fax. The name of the applicant should be entered in the space provided for the applicant's signature. A notation as to how the information was received should be entered above the name, for example, "Received by letter dated." If the information provided is adequate, and all requirements for issuance are satisfied, the ASI may issue a telegraphic or faxed special flight permit (letter) with appropriate limitations (except § 21.197(b) for overweight operations). These limitations will include inspection requirements as deemed necessary. The telegraphic or faxed copy of the special flight permit and prescribed operating limitations must be displayed in the aircraft in accordance with GACAR Section 6/14 CFR Part 91 § 91.203(b) prior to conducting the special flight.
- c) When Form 222 has been completed, the ASI will complete the telegraphic or faxed special flight permit letter to include any additional operating limitations that may be required. The completed and signed permit may then be transmitted by fax. The faxed copy of the permit that is received for display in the aircraft at the point of departure will be considered the original permit.
- d) A copy of each certification document should be retained in the aircraft files.

3.4.4. Aircraft Inspection

It is the responsibility of the GACA to determine which inspections or tests are necessary to ensure that the aircraft is capable of safe flight for the intended purpose.

- a) The GACA must make, or require the applicant to make, appropriate inspections or tests considered necessary for safe flight.
- b) The GACA ASI must personally inspect damaged aircraft or an aircraft for which the airworthiness is questionable in any respect. The GACA ASI must personally inspect those aircraft models for which a U.S. TC has never been issued. The GACA is authorized, at its discretion, to allow a properly certificated mechanic or a repair station to conduct the necessary aircraft inspection(s) in support of the issuance of a special flight permit letter.

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

- c) When the GACA requires the applicant to make the inspection, the applicant must be advised that such inspections must be:



- 1) Accomplished by an appropriately certificated mechanic or repair station familiar with all of the procedures and requirements contained in this chapter; and
- 2) Documented in the aircraft logbook by the authorized person who conducted the inspection.

3.4.5. Special Operating Limitations

The GACA should establish limitations as deemed necessary for safe operation. Because individual circumstances may vary greatly, a list of limitations applicable in every case cannot be provided. The objective is to ensure safe operation of the aircraft. If necessary, solicit the technical assistance of other GACA ASI. Limitations should be clear and concise so they can be easily understood. In addition to the limitations deemed necessary for the particular flight, the following items must be considered when establishing operating limitations:

- a) Conformity to the aircraft's technical data.
- b) Operational equipment necessary for safe operation of the aircraft.
- c) Special qualifications required of the pilot and crewmembers. For flights that involve long distances over which various weather conditions may be encountered, the pilot in command also must be appropriately instrument-rated.
- d) Aircraft weight limits.
- e) Fuel and fuel distribution limits.
- f) CG limits.
- g) Manoeuvres to which the aircraft is limited.
- h) Limits on use of flight equipment, such as autopilots, etc.
- i) Meteorological conditions to be avoided and the inspections required if inadvertently encountered.
- j) Airspeed limits.
- k) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazardous exposure to persons or property.
- l) Runway selections, if considered necessary for safety.
- m) Communications required with airport tower personnel to inform them prior to take-off or landing of the nonstandard condition of the aircraft.
- n) When flight over another country is planned, the ASI must emphasize to the applicant that special permission must be obtained from the country over which the aircraft will be operated.



NOTE: When required to fly over an ICAO country, the operating limitations issued with the special flight permit should include, when appropriate, the following statement: “This aircraft does not comply with the international standards of Annex 8 to the Convention on International Civil Aviation as follows: [describe here the item(s) which do not comply with the airworthiness requirements for standard aircraft].”

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

3.4.6. Special Flight Permit (Overweight Aircraft)

3.4.6.1. General

- 1) The GACA has two primary concerns when issuing special flight permits for the temporary operation of overweight aircraft:
 - a) That the public will be guarded in the event of an accident; and
 - b) That when the aircraft is returned to a standard configuration, it has not been rendered unairworthy due to the overweight operations.
- 2) With safety being the primary concern, it is essential that the processing ASI use the technical assistance of other ASIs with specialties as deemed necessary to ensure the highest degree of safety possible. All installations, for example, a long-range fuel system or navigational equipment, must be installed in accordance with GACA/FAA-approved data.
- 3) Applications for which the proposed maximum weight does not exceed 110 percent of the maximum certificated weight, and for which the certificated CG limits are not exceeded, may be processed without obtaining an engineering evaluation (except for rotorcraft).
- 4) Applications for which the proposed maximum weight exceeds 110 percent of the maximum certificated weight, or the CG limits exceed the certificated limits, must be coordinated with the GACA Engineering Division for an engineering evaluation of the structural integrity and for any other provisions deemed necessary.
- 5) All applications for rotorcraft must be coordinated with engineering for evaluation of the structural integrity, the flight integrity, and for any other provisions deemed necessary.
- 6) The processing of an application must encompass a review of the airworthiness status of the basic aircraft, an evaluation of the added installations that constitute the excess weight, required flight crew member qualifications, and proposed operating limitations.

3.4.6.2. Added Installations

1) Technical Data

- a) When the submitted application falls under the provisions of 3.5.6.1 3), 4) and 5) of this AG, any drawings and reports submitted with the application that substantiate structural integrity must be sufficiently detailed to show that the added installations are structurally and functionally safe and to allow for a conformity inspection of the added installations.
- b) The structural report should reference the drawings used for the installation(s).



2) Record of Installation(s)

- a) The installation(s) added to the aircraft for the intended overweight flight must be recorded in accordance with the requirements of GACAR Section 8/14 CFR Part 43 § 43.9.
- b) The following statement must be entered in section 3 of GACA Form 8320-1: “No person may operate this aircraft, as altered herein, unless it has within it an appropriate and current special flight permit letter issued under GACAR Section 8/14 CFR Part 21.”

3) Auxiliary Fuel System Installations

In the evaluation of the auxiliary fuel system installations, the following items will be considered:

- a) The aircraft and auxiliary fuel system must meet all applicable airworthiness requirements, except for those the aircraft cannot meet because of its overweight condition. The aircraft and auxiliary fuel system must be found safe for the intended flight.
- b) Fuel tank(s) installed in a pressurized area should be tested for the maximum pressure differential existing between cabin pressurization and aircraft maximum operating altitude with fuel tank(s) empty.
- c) Adequate ventilation must be provided for the fuel tank(s) and the area in which the fuel tank(s) are located to prevent the accumulation of fumes that would be detrimental to the flight crew or present a fire or explosion hazard.
- d) A means must be provided to readily determine the quantity of fuel in the auxiliary tank(s) prior to take-off. In addition, a means must be provided to indicate the quantity of fuel in tanks that have a vapour/excess fuel return line, both prior to take-off and during flight.
- e) The location of the fuel tank(s) in the aircraft is a major factor in determining that the aircraft is safe for flight because the added fuel and fuel facilities have the greatest effect on the aircraft's CG. In addition, the fuel system installation must not restrict entrance to or exit from the aircraft as provided by the applicable section of 14 CFR. If required under GACAR Section 8/14 CFR Part 23 § 23.1001, the aircraft should have an adequate fuel jettison system installed. Auxiliary fuel systems that are not complete, that is, not connected to the basic aircraft fuel system, may not be considered for issuance of a special flight permit.

4) Engine Oil Quantity.

The applicant will show that the oil supply provided for each engine is sufficient to ensure satisfactory cooling and system circulation for the duration of the flight. If deemed necessary, an oil transfer system for replenishing the engine oil while the aircraft is in flight must be provided.

5) Maximum Weight and Center of Gravity Limits

- a) GACAR Section 8/14 CFR Part 21, 21.197(b) limits any excess weight over the certificated maximum weight to additional fuel, fuel carrying facilities, and navigational equipment added for the intended flight. It must be determined that this part of the maximum weight complies with this requirement.



- b) When numerous alterations are performed, it may be necessary to weigh the aircraft to establish the aircraft weight and the CG limits. The computations should be evaluated for accuracy. It also may be necessary to require flight testing at the new maximum weight and CG limits to determine that the aircraft is safe for operation. Computed weight and balance information should be reflected on GACA Form 8320-1, section 8.
- c) Operation of rotorcraft over the certificated maximum weight presents some unique conditions over and above those encountered with fixed-wing aircraft. Special attention should be given to this type of aircraft. A careful evaluation should be made to determine what effect the overweight operation may have on the retirement times of critical parts.

6) **Operating limitations**

Operating limitations must be prescribed as deemed necessary and include:

- a) Operation in the overweight condition must be conducted to avoid cities, towns, villages, and congested areas, or any other areas where the flights might create hazards to persons or property.
- b) Runway [specify] must be used for overweight take-off (and landing when appropriate). If an en route stop is scheduled, the following must be added to this limitation: Contact GACA, [city, routing symbol, and telephone number] for runway to be used for overweight take-off and landing at [city].
- c) A copy of GACA Form 8320-1 covering the additional fuel-carrying facilities and equipment must be in the aircraft.
- d) Special entries to note required inspection of the aircraft for possible damage due to overweight operation upon completion of overweight flight(s).

3.4.6.3. **Special Flight Permit for GACAR Section 6/14 CFR – Part 125**

a) **Eligibility**

A special flight permit may be issued for certain large aircraft for which part 125 is not applicable. In those cases, the following provisions must be met.

b) **Application and Issue**

- 1) Prior to issuance of a special flight permit, the applicant must select, identify in the aircraft maintenance records, and use one of the programs specified in GACAR Section 6/14 CFR § 91.409(f). If the program selected contains provisions addressing situation-specific inspection of the aircraft, then those provisions may be used to ensure safe operation of the aircraft. If the program selected does not contain those provisions, the GACA will specify the appropriate inspections and/or tests required to ensure safe operation.
- 2) In some cases the applicant may not intend to place the aircraft in service following the flight authorized by the special flight permit. In this case the applicant may wish to select, identify, and use the program specified in § 91.409(f)(4). Unless provisions for



additional flights are provided for in the GACA-approved program, no additional flights are permitted.

- 3) The following examples are provided to illustrate how the above procedures may be applied:

EXAMPLE 1: ABC Airlines, operating a B-777 aircraft in air carrier service, wishes to lease another B-777 from XYZ Leasing. The subject aircraft has been in storage for 1 year. ABC Airlines wishes to operate the aircraft from the point of storage to a maintenance facility prior to placing the aircraft in service with the airline. ABC Airlines may choose to select, identify in the maintenance records, and use the inspection program that is part of ABC Airlines' Continuous Airworthiness Maintenance Program (CAMP) for its B-777, as provided in § 91.409(f)(4). If the selected CAMP contains provisions for inspection prior to the flight of the aircraft being removed from storage, those provisions may be used to ensure safe operation of the aircraft. If the CAMP does not contain such provisions, the CAMP may still be selected; however, the GACA must require ABC Airlines to make appropriate inspections or tests necessary to ensure safe operation.

EXAMPLE 2: XYZ Leasing wishes to operate its A-300 from one storage location to another. When applying for the special flight permit, XYZ submits a description of the inspections and tests it considers necessary to ensure safe operation of the aircraft. Upon review of the submitted description, the GACA issues the special flight permit with the conditions and limitations under which XYZ may operate its aircraft following the satisfactory completion of the inspections and tests described. XYZ may then select, identify, and use the description of inspections and tests approved by the GACA as the inspection program under which the aircraft is to be operated.

- 4) The scope and detail of the inspections and/or tests required to ensure safe operation may vary considerably depending on why the permit is issued and/or the conditions or circumstances surrounding the subject aircraft. In-service aircraft that have been routinely maintained and/or inspected under an approved inspection program may not require more than the normal inspections routinely required.
- 5) Aircraft that have been damaged or have been out of service for an extended period of time may require additional inspections or tests to ensure safety. Aircraft that have been damaged may require engineering evaluations or special tests to determine airworthiness. In the case of aircraft that have been out of service, the way the aircraft was stored should be evaluated. In many cases, aircraft in storage have been routinely maintained and inspected, and have had preventive maintenance performed at regular intervals. These aircraft normally would require less attention before any anticipated flight. However, any aircraft that has been in storage for an extended period of time requires, at the very least, an extensive visual inspection by a properly certificated mechanic, an inspection of the fuel storage and delivery systems for contamination, and operational checks of all systems and equipment that may be required to function on the intended flight.
- 6) Indiscriminate operation of these types of aircraft should be discouraged by restricting the operation of the aircraft to specific airports and to a specific flight path. The special flight permit should be issued for no more than 7 days.



- 7) When the flight characteristics of the aircraft have not been appreciably altered, persons other than flight crew members and/or persons essential to the operation of the aircraft may be carried aboard during flight operations authorized by a special flight permit. In those cases, the passenger-carrying requirements of part 91 will apply.
- 8) A GACA Flight Operations Inspector, type rated in the aircraft, must be consulted regarding the adequacy and appropriateness of the conditions and limitations of the special flight permit.
- 9) Special flight permits for large aircraft are issued for part 121, 125, or 133, or 14 CFR parts 137, Agricultural Aircraft Operations, to certificate holders who do not have a continuing authorization, but only for those aircraft listed on the certificate holder's aircraft listing.
- 10) The operation of noise-restricted aircraft (§ 91.805) requires an SFA issued in accordance with SFAR No. 64. A special flight permit is not required in these instances and will not be issued unless the aircraft does not meet applicable airworthiness standards as provided in § 21.197. All other inspection program requirements apply.

3.4.7. Fees

Authorization for flying from one location to another for maintenance purposes. A fee in the amount of SR 300 is levied for a temporary pass for aircraft in transit for maintenance purposes for each 10 000 KG of the weight up to 50 000 KG plus SR 150/1 000 KG up to 200 000 KG plus SR 75/1 000 KG over 200 000 KG.

3.5. Special Flight Authorization (SFA) for Non KSA Registered Aircraft.

3.5.1. General

A non-KSA civil aircraft that does not have a current airworthiness certificate issued by the country of registry requires an SFA issued by the GACA in accordance with GACAR Section 6/14 CFR Part 91 § 91.715(a). An aircraft registered in a country that is not a member of the ICAO **always** requires an authorization from the GACA S&ER and the SFA issued by the GACA if it will be operated in the KSA.

NOTE: An SFA may be issued for any purpose, but may not be issued when there is any evidence of intent to circumvent any CFR provisions, for example, § 21.183(c) or 21.185(c), or 14 CFR part 129, Operations: Foreign Air Carriers and Foreign Operators of KSA.-Registered Aircraft Engaged in Common Carriage.

3.5.2. Eligibility

GACAR Section 8/14 CFR Part 91, § 91.715 is applicable to a non-KSA civil aircraft that does not have a current airworthiness certificate, or an equivalent to a KSA standard airworthiness certificate, that indicates that the aircraft complies with a detailed and comprehensive airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. An SFA is required for an aircraft carrying an airworthiness certificate, flight permit, or similar document issued by the country of registry that is equivalent to a KSA special airworthiness certificate.



3.5.2.1. Basic Eligibility

An SFA will be issued when the following conditions exist:

- a) The aircraft is registered in an ICAO member country but does not have an airworthiness certificate attesting that the aircraft complies with Annex 8 to the Convention on International Civil Aviation requirements, or it has an invalid airworthiness certificate. An aircraft with an invalid airworthiness certificate issued by the aircraft's state of registry may have been repaired, altered, or modified at any states located facility and requires flight testing.
- b) The aircraft is registered in a non-ICAO member country regardless of the type of airworthiness certificate issued or its planned operation. An SFA also is required and may be issued for such aircraft; however, the issuing ASI should be aware that the airworthiness requirements of the country of registry may be unknown.
- c) If a GACA-S&ER authorization is required and is being obtained concurrently with the SFA, the SFA should include a limitation stating that a copy of the GACA-S&ER authorization must be carried in the aircraft when operating under the SFA.

3.5.2.2. Basic Ineligibility

An SFA must not be issued when the following condition exists: If the aircraft is of foreign military registry (non-civil) and an SFA is requested, the applicant should be referred to the KSA Ministry of Defence. Such aircraft may enter the KSA only with a diplomatic clearance that would be issued solely on a government-to-government, non-commercial basis.

3.5.3. Blanket Special Flight Authorization.

An SFA may be requested for an operation that will be conducted many times during a given period or for a number of aircraft engaged in the same operation, for example, a ferry flight. Therefore, a blanket SFA may be issued when deemed appropriate by the Director of Airworthiness. If it appears the applicant is trying to circumvent KSA registration and certification requirements, for example, experimental exhibition, the SFA should not be issued.

3.5.3.1. Application

The application for an SFA may be in the form of a letter, telegram, or fax from the non-KSA owner/operator, or from a KSA individual or firm authorized to act on behalf of the registered owner/operator. The application should be addressed to the GACA-S&ER Airworthiness Division. If the aircraft is coming into the KSA for original certification, the SFA should be issued.

3.5.3.2. Individual Aircraft Authorizations

An application for an SFA must contain the following information, as applicable, and any other information deemed appropriate by the Airworthiness Division:

- 1) The name and address of the applicant, if different from that of the registered owner. If the applicant is not the registered owner, a letter from the owner appointing the applicant as agent also will be submitted.
- 2) The name and address of the registered owner of the aircraft.



- 3) The operating purpose for which the SFA is requested.
- 4) The type of airworthiness document, if any, issued for the aircraft by the country of registry.
- 5) Information such as total aircraft time, maintenance status, date of last inspection, type of inspection, and the name and title of the person performing the inspection. This information is necessary to establish that the requested flight(s) will not adversely affect safety.
- 6) The make, model, and serial number of the aircraft.
- 7) The assigned non-KSA nationality and registration marks, and a valid copy of the registration document issued by the country of registry and translated into the English language.
- 8) The base of operations for the proposed flights and the areas where the flights will be conducted.
- 9) The proposed KSA port of entry and the itinerary while operating in the KSA.
- 10) For aircraft being exported, the route to the KSA border and to the ultimate destination.
- 11) Whether the aircraft is to be modified in accordance with GACA/FAA-approved STC data, and will require maintenance flight testing in the KSA.
- 12) Whether the aircraft will be used as a test aircraft in the development of a KSA STC, and will require flight testing for the purpose of “showing compliance with the regulations.”
- 13) If a damaged aircraft is involved, the operating limitations, if any, assigned by the country of registry after its inspection.
- 14) The duration for which the SFA is requested.

3.5.3.3. Blanket Authorizations.

An application for a blanket SFA should contain the following information:

- a) The name and address of the promotion sponsor; or the name and address of the manufacturer, when the purpose is for export.
- b) The purpose(s) for which the blanket SFA is requested and the number of signed copies required to meet operating needs.
- c) Enough information to establish that the flights will not adversely affect safety.
- d) For air shows, etc., the name and address of the registered owner/operator (or the pilot if not the owner), make, model, serial number, registration number, type of airworthiness certificate carried, reason why the aircraft does not comply with standard airworthiness requirements, and aircraft maintenance provisions.
- e) The listing of owners, pilots, and aircraft participating may be provided separately.
- f) Any other information deemed appropriate by the GACA certifying ASI.

3.6. Export Approval Procedures

3.6.1. General

This sub-section provides policy and procedures for the issuance of export approvals under the provisions of GACAR Section 8/14 CFR Part 21, subpart L, Export Airworthiness Approvals.

- a) A number of countries have identified special requirements and conditions with which the GACA must comply. Compliance by the exporter is required before the importing country/jurisdiction will validate the GACA export approval. The requirements for a specific country or jurisdiction may be found in one or both of the following:
 - 1) A bilateral agreement between the United States and the importing country or jurisdiction, or



- 2) A document submitted to the GACA by the Civil Aviation Authority (CAA) of the importing country or jurisdiction that contains importing requirements.
- b) “Special requirements” are those administrative requirements that must be satisfied as a condition of shipment at the time of export, for example, the requirement for GACA Form 208/B – Export Certificate of Airworthiness (An airworthiness certificate), copies of logbooks, flight manuals, etc. When a product does not meet the special requirements of an importing country or jurisdiction, the exporter must obtain a written statement from the CAA of that country/jurisdiction indicating acceptance of the deviation. This statement must accompany each application for an Export An airworthiness certificate.
- c) When any requirements, including the special requirements determined necessary by the importing country/jurisdiction for its certification basis (for example, changes to meet environmental conditions), cannot or will not be satisfied, the exporter must obtain a written statement from the CAA of the importing country/jurisdiction indicating acceptance of the deviation. Exporters are encouraged to obtain information on additional requirements directly from the CAA of the importing country/jurisdiction.
- d) In addition to a letter of acceptance from the importing CAA, the items not complied with must be identified in the Exceptions block of the Export An airworthiness certificate or on the export airworthiness approval.
- e) AC 21-23, lists the countries/jurisdictions with which the United States has concluded formal bilateral agreements for reciprocal acceptance of Export Certificates of Airworthiness which is acceptable to GACA. Updated information on each agreement is available on the Internet at http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements. Special requirements listed in AC 21-2 include those submitted by some of the bilateral agreement countries/jurisdictions, as well as special requirements submitted by countries/jurisdictions with whom no formal agreement exists.
- f) An export approval may be issued upon request for a product to be exported to a country/jurisdiction not covered in FAA AC 21-2 or AC 21-18, Bilateral Airworthiness Agreements. Such an approval would certify compliance with U.S. airworthiness standards only. Assurance of compliance with any other requirements the country/jurisdiction may impose would be the responsibility of the exporter and importer.
- g) GACA Form 208/B certifies compliance with applicable requirements but DOES NOT CONSTITUTE AUTHORITY TO OPERATE AN AIRCRAFT. When issued for new aircraft, the certification is considered original. When the aircraft is imported back into the KSA, the certification is considered recurrent.

3.6.2. Export Approvals - Eligibility

Any person may apply for an export airworthiness approval. Aircraft are eligible for an Export An airworthiness certificate if they meet the requirements of GACAR Section 8/14 CFR § 21.329. Aircraft engines, propellers, and articles are eligible for an export airworthiness approval if they meet the requirements of § 21.331 (AG-03 refers)



3.6.2.1. GACAR Section 8/14 CFR §21.325 – Export Airworthiness Approval

This section covers the manner in which aircraft are exported.

a) **Aircrafts Located in Countries Other Than the KSA.**

GACAR Section 8/14 CFR § 21.325(c) permits the issuance of export approvals for used aircraft, located in other countries/jurisdictions. The GACA is responsible for determining whether the acceptance of these aircrafts, any necessary GACA inspections, and the issuance of this approval would create any undue burden on the GACA.

b) **The Date of Issuance of an Export Airworthiness Approval.**

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

3.6.2.2. GACAR Section 8/14 CFR §21.327

GACA Form 8130-1, Application for an Export Certificate of Airworthiness. Part I of the form must be completed for aircraft. Aircraft engines, propellers, and articles do not require a written application. In this case, an oral application or request should be made to the GACA or designated representative of the GACA authorized to issue those approvals.

3.6.2.3. Aircraft Inspection

Basically the aircraft inspection is carried out to verify whether the aircraft's configuration is conforming to:

- a) FAA-approved type design, as stated on the aircraft's FAA type certificate data sheet;
- b) The aircraft was determined to be in a condition for safe operation;
- c) The aircraft configuration conformed to any incorporated FAA-approved design changes under an STC; and
- d) The aircraft was in compliance with all FAA-issued ADs known by the bilateral partner to be in effect.

3.6.2.4. Issuance of GACA Form 208/B – Export An airworthiness certificate for Aircraft (§21.329)

- a) An Export An airworthiness certificate may be issued only for COMPLETE aircraft shown by the applicant to meet the applicable requirements specified under GACAR Section 8/14 CFR § 21.329. Aircraft that are exported disassembled are considered complete aircraft.
- b) Under the provisions of this section, used U.S.-manufactured aircraft do not require a standard airworthiness certificate or a special airworthiness certificate in the restricted or primary category to be issued prior to export, but are required to meet the requirements for such a certificate. Aircraft manufactured in another country/jurisdiction are required to possess a valid KSA standard airworthiness certificate issued under the provisions of GACAR Section 8/14 CFR § 21.183(c), or a special airworthiness certificate in the restricted category issued under the provisions of § 21.185(c). Any other aircraft not meeting the requirements for a standard airworthiness certificate, or a special airworthiness certificate in the restricted or



primary category, are not eligible to receive an Export An airworthiness certificate unless the importing country/ jurisdiction accepts the aircraft in accordance with § 21.329(b).

3.6.2.5. Responsibilities of Exporters – (GACAR Section 8/14 CFR § 21.335)

Each exporter receiving an export airworthiness approval for an aircraft must:

- a) Forward to the importing country or jurisdiction all documents and information specified by that country/jurisdiction.
- b) Remove, or cause to be removed, any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight.
- c) Ensure that the following regulatory responsibilities under § 21.335 (when the title to an aircraft passes or has passed to a foreign purchaser) are fulfilled. The GACA should remind the exporter of these responsibilities:
 - 1) Request cancellation of the KSA registration and airworthiness certificate from the GACA, giving the date of the transfer of title and the name and address of the new owner.
 - 2) Return the registration and airworthiness certificates to GACA.
 - 3) Submit a statement to the GACA certifying that the KSA identification and registration have been removed from the aircraft in compliance with § 45.33.

3.6.3. Determination of “New” and “Used” Products

- a) The regulations do not define “new” or “used” products. There should be no problem in making this determination with uninstalled aircraft engines, propellers, or articles, because any time-in-service makes them used products. (AG-03 refers)
- b) An aircraft may be considered new as long as ownership is retained by the manufacturer, distributor, or dealer; if there is no intervening private owner, lease, or time-sharing arrangements; and if the aircraft has not been used in any pilot school and/or air taxi operation. An aircraft is still considered new regardless of the operating time logged by the manufacturer, distributor, or dealer when the following apply:
 - 1) The aircraft is built from spare and/or surplus articles, even though the articles may be used as well as new, and has been operated under an experimental airworthiness certificate only for the purpose of conducting flight tests for meeting the requirements set forth in § 21.127 by the applicant and by an FAA test pilot.
 - 2) The aircraft has been maintained in accordance with the overhaul provisions of Part 43, as applicable.
 - 3) The KSA Export An airworthiness certificate reflects the information required by subsection 3.7.4 of this AG.

3.6.4. Preparation of Export An airworthiness certificate

Upon determining that the product is satisfactory, GACA Form 208/B will be prepared in duplicate. The make, model, and serial number of all installed engines and propellers must be included on the form.



- a) If the aircraft has been examined and found to be nonconforming with the FAA type design, or the import type design; or the special import requirements have not been met, the Export An airworthiness certificate should not be issued until either:
 - 1) The applicant corrects the nonconformities, or
 - 2) The GACA obtains a written statement from the CAA of the importing country/jurisdiction signifying its acceptance of the product with the nonconformities as listed. Requests for acceptance of nonconformities to the importing country CAA should be transmitted to and received from authority to authority. The KSA exporter should first prepare a technical description of the nonconformities to the type design or specific nonconformities related to other special importing requirements. The GACA should then prepare an accompanying cover letter for direct transmittal to the importing CAA requesting the CAA's acceptance of the nonconformities and a return reply to the GACA before export.
 - 3) If a written statement of acceptance is received by the GACA from the importing CAA, the nonconformities should be listed on the Export An airworthiness certificate under "Exceptions," with a reference to the importing country's written statement of acceptance (for example, letter by subject and date, facsimile). Other items not related to the type design but failing to meet the importing countries/jurisdiction's requirements will be attached to the Export An airworthiness certificate. The completed Export airworthiness certificate and a copy of the importing authority's letter, facsimile, or other such document, should be provided to the exporter, and the product may then be released for export. The original statement of acceptance (for example, letter or facsimile) from the importing authority should be submitted to GACA with the appropriate export certification documentation.
 - 4) The Export An airworthiness certificate is an official KSA Government document issued to other countries/jurisdictions. All entries must be typewritten and no erasures or strikeouts are permitted. The original and duplicate copy of the certificate must be signed in dark (preferably black) permanent ink above the typed name of the ASI or designee. The original will be given to the applicant or applicant's representative, together with those documents required with the aircraft. Provisions should be made to preclude the Export An airworthiness certificate from becoming mutilated in transit.
- b) The following instructions apply to preparation of the Export An airworthiness certificate when temporary installations, such as provisions for extra fuel or navigational equipment, have been made for the purpose of export delivery:
 - 1) If the Export An airworthiness certificate is issued AFTER the installation has been made, either by the manufacturer or by other persons, the following statement or equivalent should be inserted under Exceptions: "A temporary [insert type of installation] has been installed in this aircraft in conformity with [insert drawing numbers, or other data to which conformity was shown] to facilitate its delivery flight. This certificate is valid when the temporary installation is removed." Copies of all referenced drawings and data should accompany the original Export An airworthiness certificate when it is submitted to the applicant or the applicant's representative.
 - 2) If the Export An airworthiness certificate is issued BEFORE making the temporary installation, such as at the manufacturer's plant, and the aircraft is then flown to another location for installation of the temporary equipment, the Export An airworthiness certificate should reflect the configuration of the aircraft at the time the certificate was issued. It then



becomes the responsibility of the exporter and importer to secure the installation documents or data required by the CAA of the country/jurisdiction of import. The U.S. Export An airworthiness certificate may not be amended, reissued, or revalidated after original issuance.

- c) If there are no exceptions, type the word “None” in the Exceptions block. If additional information is to be provided, it is permissible to type in the words “Additional Information” under the Exceptions block.
- d) The entries at the bottom of the form must be completed as follows:
 - 1) **Signature of Authorized Representative.** The name and GACA authority of the person signing the form should be typed adjacent to or under the signature with the signature signed in black ink on the original and copy(s).
 - 2) **Date.** Enter the date the inspection of the aircraft was completed.

3.6.5. Approval of Modifications

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

- a) If the aircraft is modified while under KSA registry, the applicable rules in parts 21 or 43 may apply. Depending on whether any airworthiness certificate had been issued, any necessary test flying would require the issuance of an experimental certificate. The Export An airworthiness certificate would not require any listing of exceptions, because the aircraft would meet the appropriate GACA/FAA standards, whether the Export An airworthiness certificate is issued before or after the GACA-approved modifications.
- b) If the aircraft is modified after it has been removed from the KSA register, approval of the modifications becomes the responsibility of the CAA of the country/jurisdiction of registry or intended registry. The applicant or exporter is responsible for obtaining the approval. Any test flying that may be necessary would require the issuance of an SFA. The Export An airworthiness certificate would require no listing of exceptions if the aircraft conformed to the type design before the modifications. However, if the Export airworthiness certificate is issued after the aircraft is modified, reference to the documentary evidence of non-GACA approval should be shown under Exceptions.

3.6.6. Issuance of Export An airworthiness certificate for Aircraft in Multiple Categories

To retain eligibility for issuance of an Export An airworthiness certificate as a standard aircraft after having been operated in the restricted category, the following items apply:

- a) While being operated in the restricted category, any changes made to the aircraft that are to be retained when in normal category operation, or any operations that are outside of the standard category operating limitations, must be approved in accordance with the regulations and procedures applicable to an aircraft having a standard airworthiness certificate.
- b) If the TCDS for an aircraft includes both standard and restricted category, and the maximum gross weight and/or other operating limitations for the restricted category are higher than that for standard category, the aircraft is NOT eligible for issuance of an Export An airworthiness certificate as a standard aircraft, after having been operated in the restricted category, unless:



- 1) The TCDS specifically states that the aircraft is eligible for operation in the standard category after having been operated at the limitations applicable to the restricted category; or
- 2) If the TCDS does not have such a note or other reference, the operations outside of the standard category operating limitations, including increased gross weight, had been approved as appropriate for an aircraft having a standard airworthiness certificate.

3.6.7. Issuance of Export An airworthiness certificate for Restricted Category

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

3.6.8. Controversial Information

If, for any reason, the previously listed information results in a controversy or is contrary to existing requirements, the exporter should be advised that the issue is to be settled between the exporter, the importer, and the CAA of the importing country/jurisdiction.



4. APPENDICES

4.1. Appendix 1 - Noise Certification

4.1.1. General

Saudi Arabia does not issue a noise certificate document. Annex 16 Appendix G, Para 2.3.3, Option 2 (An airworthiness certificate Annotation) is utilized to comply with this requirement. AFM is the only FAA-approved manufacturer's document that is, or may be, available to provide substantiation of the noise levels.

4.1.2. Issuance Procedure

The GACA administrative document is the certificate of airworthiness which includes noise requirements. The numbering of the items in the certificate of airworthiness complies with the convention in Annex 8. In these cases items of Annex 16 paragraph 2.1 will be referenced to a page of the AFM.

4.1.2.1. Procedure

To meeting the airworthiness standards, an aircraft must meet the noise standards of GACAR § 21.93(b), § 21.183(e), or § 21.185(d); or part 36, SFAR 41, or part 91, subpart I, Operating Noise Limits, as applicable. The GACA ASI or Designee will check Table 4.1 below and confirm that the aircraft complies with the aircraft noise requirements by adding the following statement on GACA Form 8100-2 - Certificate of Airworthiness with the relevant information:

“This aircraft complies with the aircraft noise requirements of GACAR Part 36, Appendix xx (Stage yy/ Part yy) which is considered to be equivalent to the noise requirements of ICAO Annex 16, Volume I, Chapter zz. [Consult the Aircraft Flight Manual for Certificated Noise Levels] ”



Table 4.1

ICAO Annex 16 Chapter	Subject	Part 36	Remarks
2	<ul style="list-style-type: none"> Subsonic jet airplanes — Application for Type Certificate submitted before 6 October 1977 	Appendix B Stage 2	No longer permitted. (Ref. 91.853)
3	<ul style="list-style-type: none"> Subsonic jet airplanes — Application for Type Certificate submitted on or after 6 October 1977 and before 1 January 2006 Propeller-driven airplanes over 5 700 kg — Application for Type Certificate submitted on or after 1 January 1985 and before 17 November 1988 Propeller-driven airplanes over 8 618 kg — Application for Type Certificate submitted on or after 17 November 1988 and before 1 January 2006 	Appendix B Stage 3	
4	<ul style="list-style-type: none"> Subsonic jet airplanes — Application for Type Certificate submitted on or after 1 January 2006 Propeller-driven airplanes over 8 618 kg — Application for Type Certificate submitted on or after 1 January 2006 	Appendix B Stage 4	
5	<ul style="list-style-type: none"> Propeller-driven airplanes over 5 700 kg — Application for Type Certificate submitted before 1 January 1985 		
6	<ul style="list-style-type: none"> Propeller-driven airplanes not exceeding 8 618 kg — Application for Type Certificate submitted before 17 November 1988 	Part D of Appendix F	
7	<ul style="list-style-type: none"> Propeller-driven STOL airplanes 		
8	<ul style="list-style-type: none"> Helicopters 	Part D of appendix H	
9	<ul style="list-style-type: none"> Installed auxiliary power units (APU) and associated aircraft systems during ground operations 		
10	<ul style="list-style-type: none"> Propeller-driven airplanes not exceeding 8 618 kg — Application for Type Certificate or derived version submitted on or after 17 November 1988 	Part D of Appendix G	
11	<ul style="list-style-type: none"> Helicopters not exceeding 3 175 kg maximum certificated take-off mass 	Part D of appendix J	
12	<ul style="list-style-type: none"> Supersonic airplanes 		
13	<ul style="list-style-type: none"> Tilt-rotor aircraft 		



4.2. Appendix 2 – ID Plate Sample letter

March 3, 2000

Mr. Ali Ghamdi
220 Macarona Street
Jeddah,

Dear Mr. Blue:

This is in response to your letter dated February 14, 2000, concerning disposition of the Identification plate from Cessna Model 305A, Registration No. N5297G, Serial No. 305A-12345. The aircraft will be scrapped as a result of an accident. It is requested that the aircraft registration, airworthiness certificate, identification plate, and a copy of this letter be forwarded to the address listed below.

To be added

Sincerely,

Mohamed Ali Jamjoom
Director of Airworthiness
GACA-S&ER