AIRWORTHINESS GUIDE – 2
APPENDIX A

IMPORTATION OF AIRCRAFT
CHECKLIST

1. General

1..1. Purpose

This Appendix A to the AG -2 is to provide guidance and information to Air Operators and GACA-S&ER ASI and Designee concerning the first issuance of a Saudi Arabian airworthiness certificate for type certificated aircraft imported into Saudi Arabia. The aviation industry stakeholders should be familiar about these requirements.

1..2. Cancellation

This document shall remain in force until superseded or cancelled.

1..3. Background

Aircraft are routinely imported into Saudi Arabia; however the process to determine eligibility for import and the process for issuance of an airworthiness certificate is not detailed in the GACAR.

There are many variables that must be considered for persons wishing to import an aircraft and obtain an airworthiness certificate. This Appendix A, through the attached checklists, serves to detail the steps involved in determining eligibility for import and eligibility for the issuance of an airworthiness certificate.

The attached checklists also include information for the addition of aircraft to various operating certificates. This information is over and above that needed for the issuance of an airworthiness certificate and is included here to provide a comprehensive document outlining all the steps involved from import to operation.

This Appendix A is not intended to cover the eligibility for issuance of Special Airworthiness Certificates in any category. Refer to AG-2, Chapter 3, and Sub-chapter 3.9 - Special Airworthiness Certificates which covers the Restricted, and Experimental categories.

2. Lay-out

2..1. Importation Document - Checklists

a) **Part 1:** The information is intended to provide a general overview of the importation process to a prospective applicant. **Part 1 is composed of 2 pages.**

b) **Part 2:** Is to be completed by the **applicant** and submitted to GACA-S&ER. This should be done 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 is completed and verified eligibility for importation by GACA's AED. **Part 2 is composed of 10 pages.**

c) **Part 3:** Consists of three checklists that are to be completed by the **applicant**. The checklists are broken into two distinct methods of verification of conformity to an approved type design. Complete only the checklist that is applicable to the method of importation. Please ensure all segments of the checklist utilized are completed. **Part 3 is composed of 3 checklists that cover a total of 12 pages.**

Checklist 1: This checklist will be used when:

1) Conformity to an approved type design is shown by means of an Export airworthiness certificate and 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)***.; or

2) Conformity to an approved type design is shown by means of an Export airworthiness certificate issued by the civil aviation authority of a country with which U.S. does not have an agreement, where a U.S. Type Certificate has been issued and the product is being exported from the country of manufacture. Checklist 1 is composed of 3 pages.

Checklist 2: This checklist will be used when:

Conformity to an approved type design is shown by means of an airworthiness inspection to procedures detailed in the AG-2 for an aircraft, which will be imported without an Export Airworthiness Certificate. Checklist 2 is composed of 4 pages.

Checklist 3: The following checklist will be used to ensure essential operating requirements are met. This checklist is applicable to aircraft imported with or without an Export Airworthiness Certificate.

d) **Part 4:** Identifies additional airworthiness inspection requirements for airplanes, helicopters and balloons that must be complied with prior to the aircraft being operated under the authority of an Air Operator Certificate (AOC), Private Operator Certificate (POC), Pilot Schools Certificate or Privately Operated. It is important to note that not all sections are applicable therefore it is imperative the **applicant** review each area of inspection for applicability against the referenced regulation and standard. <u>This checklist will be submitted to your Principal Maintenance Inspector as part of the process to add the aircraft to the AOC or POC.</u> **Part 4 is composed of 7 pages and is optional at time of import.**

e) **Part 5:** Consists of 6 checklists. Each checklist identifies specific airworthiness operational requirements for aircraft operated under the GACARs:

1) Part 141 – Pilot Schools
2) Part 91- General Operating and Flight Rules,
3) Part 137 - Agricultural Aircraft Operations
4) Part 125 - Certification and Operations: Airplanes Having a Seating Capacity of 20 or more Passengers or a Maximum Payload Capacity of 6,000 Pounds or more; and Rules Governing Persons On Board Such Aircraft.
5) Part 135 - Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft
6) Part 121 - Operating Requirements: Domestic, Flag, and Supplemental Operations,,

d) The **applicant** should review and complete the applicable checklist in conjunction with applicable portions of Part 4 of this document. This checklist will be submitted to your Principal Maintenance Inspector as part of the process to add the aircraft to the AOC. **Part 5 is composed of 7 pages and is optional at time of import.**

3. Procedures

3..1. Part 1 - General Overview

Airworthiness Requirements

An aircraft may be issued a Saudi Arabian airworthiness certificate whether or not it is imported with an Export Airworthiness Certificate, provided it can be shown and the GACA is satisfied that the aircraft conforms to an approved type design and is in a condition for safe operation.

> *Note: The term "in a condition for safe operation" is intended to cover general aircraft condition and whether or not the aircraft is configured for the type of operation it will be used for.*
>
> *Aircraft may conform with the basic requirements of the Type Certificate Data Sheet (TCDS) but be in poor overall condition. Maintenance may be needed to restore the aircraft and it's systems to ensure proper operation. The aircraft may also be intended for operation in a role that requires the installation of additional equipment such as medivac or fire supression or where specific operational rules require the installation of certain items of equipment such as Flight Data Recorders, survival equipment, Ground Proximity Warning Systems and so on. The combination of proper maintenance and aircraft configuration meet the intent of "in a condition for safe operation".*
>
> *It is not intended that a GACA's Aviation Safety Inspector (ASI) or GACA's Designee assume any responsibility for the condition or safe operation of any aircraft. This is the responsibility of an appropriately qualified person per GACAR Part 65- Mechanics and/or the operator of the aircraft.*

3..1.1. Eligibility for importation:

See AG-3.

3..1.2. Aircraft to be added onto an Air Operator Certificate:

a) For aircraft that will be imported and added to an Air Operator Certificate (either commercial or private), additional airworthiness and operational requirements must be met prior to operation of the aircraft. These requirements are contained in Part 4 and Part 5 of this aircraft importation checklist.

3..1.3. For all aircraft to be imported:

a) To expedite the importation process, **applicant**s shall ensure that the aircraft conforms to all the applicable import requirements before the aircraft is subjected to a conformity inspection.

Information Notes:

i. *The **applicant** is responsible to ensure that all major repairs and major modifications carried out prior to importation, are in accordance with approved data. Refer to GACA-S&ER - **AG-7- Aircraft Alterations and Repairs** for definitions of approved data and for criteria used to classify modifications and repairs..*

ii. *The **applicant** must provide a complete list of modifications, Supplemental Instructions*

*for Continued Airworthiness (ICA) and Supplemental Type Certificates as early as possible during the import process. The **applicant** may be required to supply substantiating documentation on any or all modifications, STCs as required by GACA-S&ER. The **applicant** must ensure he has access to all information required to support the above.*

iii. *All major repairs and major modifications must be reported to the GACA-S&ER Airworthiness Engineering Division upon importation pursuant to **AG-7**.*

iv. *The **applicant** must ensure that the aircraft complies with the Noise Emission Standards for the type. To determine if an aircraft does or does not need to meet noise emission standards, the following documents must be consulted; the TCDS; and/ or ICAO Annex 16. See GACAR Part § 21.183 (e) (1) or (2).*

v. *If the aircraft is equipped with a Mode "S" transponder, the **applicant** must ensure that the transponder code has been disabled and a new code applied for at the time of registration.*

vi. *The **applicant** is required to provide GACA-S&ER with a documentation "report" (survey) delineating proposed maintenance activities required to bring the aircraft to a condition of conformity to the certified type design and for safe operation. See Part 3 of this Appendix and GACAR § 21.183 (c) and (d) (1) (2).*

vii. *If any doubt exists during any importation stage, please contact the GACA-S&ER Director of Airworthiness.*

3..1.4. Conformance Statement

This section is to be completed by the aircraft Owner and/or Authorized Representative.

Confirmation by the **applicant** that, for the aircraft to be eligible for importation and issuance of a Certificate of Airworthiness, 3.1.1 (a) and (b) above has been satisfied and are acceptable to the GACA-S&ER.

Aircraft Owners Name: _____

Telephone Number: _____ **Date:** _____

Aircraft Owners Authorized Representative Name: _____

Telephone Number: _____ **Date:** _____

3..2. Part 2: Eligibility Application

This section must be completed by the **APPLICANT, where applicable**

Please ensure all **applicable** areas of paragraph **2.1 through to paragraph 2.15** are completed. Mail or deliver to GACA-S&ER office or GACA's Designee, as applicable.
2.1 Photograph, copy (rubbing) ACTUAL airframe data plate details including location, in the space provided:

PART 2: to be completed by the **APPLICANT, where applicable** (continued…)

It is the **applicant**'s responsibility to accurately record the applicable airframe, engine, propeller, main rotor, tail rotor and auxiliary power unit descriptive data from a visual inspection of the components specific data plate. Other technical information may be obtained from the aircraft technical logs.

2.2 Aircraft Data:		
Manufacturer		
Model Number		
Serial Number		
Total Time Since New (TTSN)		
Total Cycles Since New (TCSN)		
Type Certificate Number		
Identify last major inspection and date completed:	Type:	Date:
Indicate if the Inspection was conducted in accordance with the manufacturer's requirements or other maintenance schedule.		
Previous foreign registration.		
Aircraft role prior to importation if known		
Intended aircraft role		

Additional Noteworthy Information: *Use additional paper as required.*

PART 2: to be completed by the **APPLICANT, where applicable** (continued…)

2.2 Aircraft Data:

ENGINE	Engine # 1	Engine # 2	Engine # 3	Engine # 4
Manufacturer				
Model Number				
Serial Number				
Type Certificate Number				
Total Time Since New (TTSN)				
Total Time Since Overhaul (TTSO)				
Total Cycles Since New (TCSN)				
Total Cycles Since Overhaul (TCSO)				
Additional Noteworthy Information:				

PART 2: to be completed by the **APPLICANT, where applicable** (continued…)

2.2 Aircraft Data:

PROPELLER	**Propeller # 1**	**Propeller # 2**	**Propeller # 3**	**Propeller # 4**
Manufacturer				
Model Number				
Serial Number				
Type Certificate Number				
Total Time Since New (TTSN)				
Total Time Since Overhaul (TTSO)				
Additional Noteworthy Information:				

PART 2: to be completed by the **APPLICANT, where applicable** (continued…)

2.2 Aircraft Data:

AUXILIARY POWER UNIT (APU)	
Manufacturer	
Model Number	
Serial Number	
Type Certificate Number	
Total Time Since New (TTSN)	
Total Time Since Overhaul (TTSO)	
Total Cycles Since New (TCSN)	
Total Cycles Since Overhaul (TCSO)	
Additional Noteworthy Information:	

PART 2: to be completed by the **APPLICANT, where applicable** (continued…)

2.2 Aircraft Data:

Provide a list of all helicopter dynamic components as listed on the aircraft type certificate.					
Dynamic Components	**Manufacturer**	**Model Number**	**Serial Number**	**TTSN**	**TTSO**

Additional Noteworthy Information:

PART 2: to be completed by the **APPLICANT, where applicable** (continued…)

2.3 Is the aircraft to be operated privately? Yes: No:

Who will conduct the Import? _____ Contact Person: _____

Location: _____ Telephone: _____

2.4 (a) This section is to be completed if the aircraft is to be added onto a new or existing Air Operator Certificate:

Identify Air Operator Certificate: • Part 121 • Part 125 • Part 133 • Part 135 • Part 137 • Part 141	
Name of Operator Certificate Holder:	
Operator Certificate Number:	
Address:	Telephone:

(b) Is the aircraft to be added onto the Air Operator Certificate (AOC) or Private Operator Certificate (POC) as new aircraft type to the Company? Yes: No:

Note: *If Yes, additional operational requirements may be necessary. Contact the GACA-S&ER Operation Division,* ***as applicable,*** *for details.*

2.5 Please send the preceding completed documentation to GACA-S&ER office or GACA's Designee, as applicable, for aircraft eligibility verification at:

Director of Airworthiness
General Authority of Civil Aviation (GACA)
Safety & Economic Regulation (S&ER)
P.O. Box 887, Jeddah 21421,
Kingdom of Saudi Arabia.
Fax;+9662-685-5745/685-5142

This part is to be completed by a **GACA's ASI** or a **GACA'S DESIGNEE**

2.6 For Airworthiness Inspection Division (AID) Use Only:	
(a) Does the airframe model and serial number agree with the Type Certificate?	Yes: No:
(b) Does the engine(s) model number agree with the Type Certificate?	Yes: No:
(c) Does the propeller(s) model number agree with the Type Certificate?	Yes: No:
(d) Does the APU model number agree with the Type Certificate?	Yes: No:
(e) Is the aircraft eligible for importation under the Type Certificate?	Yes: No:
Note: *If the aircraft is not eligible for importation, identify why in the information section below. Contact the aircraft owner / **applicant** / representative to discuss the details preventing the aircraft importation. Provide guidance to rectify the situation.*	

2.7 Has the **applicant** been advised concerning the eligibility of the aircraft for importation?	Eligible Not Eligible	Date **applicant** contacted:
GACA's ASI or a GACA'S DESIGNEE	_____	
2.8 Has the **applicant** advised GACA-S&ER ASI or GACA's Designee in writing it intends to proceed with the import once it has been acknowledged that the aircraft is eligible for importation?	Yes: No:	Date:
Information:		

This part is to be completed by a **GACA's ASIs** or **DESIGNEE**

Section 2.9, 2.10, 2.11 and 2.12 may be completed when it is determined the aircraft meets eligibility requirements.

2.9 Means of importation: Identify the method to be utilized. Complete a, b or c.

(a) KSA Registration: _____ Or Foreign Registration: _____

(b) Surface Transportation: _____

(c) Already in Saudi Arabia, Identify _____

2.10 Importation flight route and customs clearance.

From: _____ (departure point in foreign country)

To: _____ (final destination in Saudi Arabia)

Customs Clearance Point: _____ (first landing point in Saudi Arabia)

2.11 Have KSA registration marks been reserved: Yes: Marks: HZ- No:

2.12 If the aircraft is equipped with a Mode "S" transponder, has the previous owner's code been disabled and a new code applied for? Yes: No:

2.13 This aircraft meets the requirements for a Provisional Certificate of Registration and Flight Permit. In accordance with GACAR Section 7/14 CFR Aircraft Registration.and GACAR Section 8/14 CFR Part 21 § 21.197(a), I hereby request a Provisional Certificate of Registration and Flight Permit for the identified aircraft.

Aircraft Owner / **Applicant**'s Signature: _____

Aircraft Owner / **Applicant**'s Address: _____

Telephone: _____ Date: _____

Fee Submitted: _____

2.14 Please send the preceding completed documentation (Section 2.9, 2.10, 2.11, 2.12, and 2.13) and associated fees for flight permit and provisional registration to GACA-S&ER office.

Director of Airworthiness
General Authority of Civil Aviation (GACA)
Safety & Economic Regulation (S&ER)
P.O. Box 887, Jeddah 21421,
Kingdom of Saudi Arabia.
Fax;+9662-685-5745/685-5142

This part is to be completed by a **GACA-S&ER ASI** or a **GACA'S DESIGNEE**

2.15 For AID Use Only:		
a) Has a flight permit been issued or validated?	Yes:	No:
b) Have registration marks been allocated?	Yes:	No:
c) Have fees been submitted?	Yes:	No:
d) Has Aircraft Registration been advised of eligibility?	Yes:	No:
e) Has the State of Design been advised that Saudi Arabia has entered such an aircraft on its register, when it first enters on its register an aircraft of a particular type for which it is not the State of Design?	Yes:	No:
f) Has Non-Registration or De-Registration been received by a foreign aviation authority?	Yes:	No:

3..3. Part 3: Method of Import

Note: *The following checklists are controlled, therefore it is suggested that, should copies be made, you ensure the revision status is current prior to their use.*

This checklist shall be used to ensure the standardization of the importation process and assure that all data necessary to validate the importation are requested and received from the **applicant**. The GACA Aviation Safety Inspector (ASI) or GACA's Designee as applicable will ensure compliance with the requirements stated herein. Coordination with Airworthiness Engineering Division is recommended.

Note 1: *A GACA's ASI or GACA's Designee can inspect the aircraft during the evaluation of the application and on completion of the work. See GACAR Part 21 § 21.183 (h) (3).*

Enhancements or questions regarding the importation standard may be made through your GACA-S&ER office.

It will be the responsibility of the **applicant** to ensure that all import requirements identified in the applicable GACARs have been complied with and validated prior to making application for an airworthiness certificate. Any false claims identified by GACA's ASI during their subsequent review will be forwarded directly to the Enforcement office for further action.

This section is to be completed by the **APPLICANT**

APPLICATION FOR A FLIGHT AUTHORITY – GENERAL (*See GACA-S&ER AG-02 Section 3, Subsection 3.2)*

All used aircraft, or new aircraft of a type not previously registered in Saudi Arabia, will be inspected by a GACA's Civil Aviation Safety Inspector (ASI) or GACA's Designee as soon as possible after the application for a flight authority has been received; and

All new aircraft and types previously registered in Saudi Arabia, can be inspected by a GACA's ASI or GACA's Designee when considered necessary, to verify the airworthiness of the aircraft.

METHOD OF IMPORT:

a) Aircraft imported with an Export Airworthiness Certificate from a bilateral or non-bilateral country will utilize **checklist 1.**

Note: *An Export Airworthiness Certificate is* ***NOT*** *a flight authorization.*

b) Aircraft imported without an Export Airworthiness Certificate will utilize **checklist 2.**

Provide the name and telephone number of the organization / person who will be responsible for the aircraft inspection and application for the Certificate of Airworthiness.

Name: _____ Telephone Number: _____

Organization: _____

PART 3: **CHECKLIST 1 - to** be completed by the **APPLICANT**

3.1 The following checklist will be used where:

Conformity to an approved type design is shown by means of an Export airworthiness certificate issued by the Civil Aviation Authority of a Country with which U.S. has entered into a Bilateral Airworthiness Agreement or a similar arrangement that provides for acceptance of such certificates.

or

Conformity to an approved type design is shown by means of an Export airworthiness certificate issued by the civil aviation authority of a country with which U.S. does not have an agreement, provided a U.S. Type Certificate has been issued and the aircraft is being exported from the country of manufacture.

Checklist 1 - Aircraft imported **with** an Export airworthiness certificate	**Comment and initials (acceptable, accomplished, N/A …)**
3.1.1 (a) Was the Export airworthiness certificate issued by the civil aviation authority of a country with which U.S. has entered into a Bilateral Airworthiness Agreement or a similar arrangement that provides for such acceptance of such certificates? ***(FAA Order 8130-2 Appendix 2 Table A2-1 latest revision refers)***	
(b) Was the aircraft manufactured in U.S. by an approved manufacturer to a type design specified in a U.S. type certificate and there is a Bilateral Airworthiness Agreement or similar arrangement between U.S. and the country of export?	
(c) Was the aircraft, if manufactured in a country other than the country of export, manufactured to a type design certified by both the country of export and the GACA-S&ER, and is there a Bilateral Airworthiness Agreement or similar arrangement between U.S. and the country of export?	
(d) Was the aircraft designed and manufactured in the country of export, type certified by the civil aviation authority of that country, and type certified under **GACAR Part 21, 23, 25, 27, 29, and 31**?	
3.1.2 Was the Export airworthiness certificate issued by the civil aviation authority of a country with which U.S. does not have an agreement, where a U.S. Type certificate has been issued and the aircraft is being exported from the country of manufacture?	
3.1.3 (a) Is the Export airworthiness certificate properly signed by an authorized representative of the civil aviation authority of the country of export and does it contain the following information?	
(b) Does the Export airworthiness certificate identify a certification of conformity to the type design specified in the U.S. Type Certificate?	

(c) Does the Export airworthiness certificate include a list of any major modifications and major repairs approved by the country of export and embodied in the product? ***Note 1:*** *Confirm if major modifications or major repairs have been embodied. See* ***AG-07*** *for definitions of major and minor.* ***Note 2:*** *The services of GACA, Engineering Division may be required to familiarize any major repairs and modifications. All major repair and major modification documentation must be available for review.*	
(d) Does the Export airworthiness certificate (make reference to) list applicable airworthiness directives or equivalent notices, issued by the country of export, indicating which have been complied with?	
(e) Have all applicable airworthiness directives (or foreign equivalents) been complied with? ***Note:*** *The* ***applicant*** *must verify that all applicable Airworthiness directives (ADs) have been complied with. If a list identifying all applicable ADs was not supplied by the exporter please provide a list of ADs that were researched and complied with by the* ***applicant****.*	
3.1.4 Is the aircraft cabin in an approved configuration? ***Note****: Review against the type design and approved drawings.*	
3.1.5 Is the airframe, engine(s) and propeller(s) free of corrosion or within the limits prescribed by the applicable maintenance manuals? ***Note:*** *If corrosion is within limits provide complete details of location and identify the maintenance manual standards.*	
3.1.6 Are all aircraft systems, engines, propellers, appliances. and controls functioning properly?	
3.1.7 Have the engines, propellers, rotors, life limited components, appliances, balloon basket and burner assemblies been identified in accordance with applicable sections of **GACAR Section 7/14 CFR – Appendix A**? ***Note****: Aeronautical products imported from a country not requiring certain identification data will require the identification data be installed prior to acceptance.*	
3.1.8 Is the approved flight manual or approved operating limitations as applicable, available for the aircraft?	
3.1.9 Is a Weight and Balance report together with an equipment list which includes the weight and moment arm of each item of equipment not forming part of the type design available? ***Note 1****: The aircraft must have a current weight and balance including an equipment list that meets the requirements.*	

3.1.10 Have all life-limited parts been researched to determine that the time in service of each life-limited part has not exceeded its maximum permitted life? ***Note 1:*** *Each life-limited component, or any product containing a life-limited component, which has seen prior service shall be accompanied by its technical record containing details of all repairs and modifications carried out during its service life, and a record of accumulated time in flying hours or cycles, as may be applicable.* ***Note 2****: For installation of Life Limited Parts refer to the GACAR Part 8/14 CFR Part 43 § 43.10 Disposition of life-limited aircraft parts.*	
3.1.11 Has an application for a certificate of airworthiness been submitted to the GACA?	
3.1.12 Has the aircraft records and other technical records been established for the aircraft as required by GACA/FAR Part 8/14 CFR 21 § 21.183 (d) (1), (2), and (3)?	
3.1.13 Does the aircraft technical record include a listing of all applicable "supplemental instructions for continued airworthiness"?	

To the best of my knowledge the information contained in the checklists is true and accurate.

Print name of **applicant** / representative: _____

Signature of **applicant** / representative: _____

Name of the GACA's Civil Aviation Safety Inspector or GACA's Designee who verified (sampled) the above requirements.

This part is to be completed by a the **GACA's ASI** or a **GACA'S DESIGNEE**

3.1.14 (a) Will the KSA airworthiness certificate be issued?	Yes: No:	Date of Issue:
(b) If no, has the importer been informed in writing identifying why the aircraft did not conform to an approved type design and was not in a condition for safe operation and issuance of a flight authority?	Yes: No:	
3.1.15 Has the importer / GACA rescheduled the inspection if necessary?	Yes: No:	Date Rescheduled:
Remarks:		

PART 3: **CHECKLIST 2 - to** be completed by the **APPLICANT**

3.2	The following checklist will be used where conformity to an approved type design is shown by means of an airworthiness inspection to procedures detailed in GACAR Part 8/14 CFR 21 § 21.183 (d) (1), (2), and (3) for an aircraft which has been imported without an Export airworthiness certificate.

Checklist 2 - Aircraft imported **without** an Export airworthiness certificate	**Comment and initials (acceptable, accomplished, N/A …)**
3.2.1 Is the technical history of the aircraft sufficient? A 100 hour inspection, or equivalent shall be carried out. ***Note 1:*** *"Sufficient" in relation to technical history means, as a minimum, a maintenance release or equivalent certification for each maintenance task completed within the preceding year, and technical records in sufficient detail to enable a determination of the following:* *- the identity of the aircraft;* *- the identity of each installed engine;* *- the identity of each installed propeller / rotor;* *- the identity and airworthiness status of each installed serialized component;* *- the time remaining before the next scheduled task on the applicable maintenance schedule;* *- the permissible time in service remaining for each life-limited part installed; See GACAR Part 8/14 CFR Part 43 § 43.10 Disposition of life-limited aircraft parts.* ***Note 2:*** *The aircraft owner shall submit a report to the GACA clearly detailing the inspection conducted and all additional details of the work required to bring the aircraft to a condition of conformity to the certified type design and of safe operation. GACA Civil Aviation Safety Inspector or Designee as applicable, will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of conformity and to a condition of safe operation.*	

3.2.2 Is the technical history of the aircraft continuous? ***Note 1:*** *If the technical history of the aircraft lacks continuity, or does not, in the opinion of the "authorized person", contain sufficient data regarding the maintenance of the aircraft, engines, or other aeronautical products, disassembly and inspection are required.* ***Note 2****: The aircraft owner shall submit a report to the GACA detailing what portions of the aircraft, engines, aeronautical products lack continuity and will require disassembly and inspection.* A GACA's Aviation Safety Inspector or GACA's Designee *as applicable, will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of conformity and to a condition of safe operation.*	
3.2.3 Is the technical history sufficient to determine the conformity and condition of the aircraft? ***Note 1****: If the technical history of the aircraft is not sufficient to determine the conformity and condition of the aircraft, a complete overhaul is required, except those aeronautical products for which there is documentary evidence that the product has been overhauled within one year prior to the aircraft being imported.* ***Note 2****: The aircraft owner shall submit a report to the GACA detailing what portions of the technical history are not sufficient to determine the aeronautical product's conformity and condition and will be overhauled* *A* GACA's Aviation Safety Inspector or GACA's Designee *as applicable) will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of conformity and to a condition of safe operation.*	
3.2.4 Is the aircraft, engine(s), propeller(s) and appliances in compliance with the applicable type certificate data sheets or aircraft specifications?	
3.2.5 Is the aircraft cabin in an approved configuration? ***Note:*** *Review against the type certificate and approved drawings.*	
3.2.6 Have all applicable airworthiness directives been complied with? ***Note****: The* ***applicant*** *must verify that all applicable airworthiness directives (or foreign equivalents) have been complied with. A list identifying all ADs researched and complied with must accompany the import application.*	

3.2.7 Have all major repairs and major modifications been carried out in accordance with data acceptable to the GACA, and certified indicating that they are of an approved type and were made in accordance with accepted standards of workmanship? See AG-07. ***Note 1:*** *Confirm and list all major modifications or major repairs embodied in the product on GACA Form 204- Alterations (A) and Repair (R) series. See AG-02 Section 3, sub-section 3.2.2 (b).* ***Note 2:*** *The services of the GACA, Engineering Division may be required to familiarize any major repairs and modifications. All documentation supporting a major repair or major modification must be available for review.*	
3.2.8 Is the airframe, engine(s) and propeller(s) free of corrosion or within the limits prescribed by the applicable maintenance standards? ***Note:*** *If corrosion is within limits, provide complete details of location and indicate the maintenance manual standards.*	
3.2.9 Are all aircraft systems, engines, propellers and controls functioning properly and to manufacturer's specifications?	
3.2.10 Have the engines, propellers, rotors, life limited components, appliances, balloon basket and burner assemblies been identified in accordance with applicable sections GACAR Section 7/14 CFR Appendix A. ***Note:*** *Aeronautical products imported from a country not requiring certain identification data will require the identification data be installed prior to acceptance.*	
3.2.11 Is the approved flight manual or approved operating limitations as applicable available for the aircraft?	
3.2.12 Is a Weight and Balance report together with an equipment list which includes the weight and moment arm of each item of equipment not forming part of the type design available? ***Note:*** *The aircraft must have a current weight and balance including an equipment list that meets the requirements.*	
3.2.13 Have all life-limited parts been researched to determine that the time in service of each life limited part has not exceeded its maximum permitted life? ***Note 1:*** *Each life limited component, or any product containing a life limited component, which has seen prior service shall be accompanied by its technical record containing details of all repairs and modifications carried out during its service life, and a record of accumulated time in flying hours or cycles, as may be applicable.* ***Note 2:*** *For installation of Life Limited Parts refer to the GACAR Part 8/14 CFR Part 43 § 43.10 Disposition of life-limited aircraft parts.*	

3.2.14 If the aircraft is eligible for an airworthiness certificate , has it been brought to the required standards through the use of applicable maintenance manuals? *Note: Reference to "required standards" is intended to ensure that any maintenance accomplished on the aircraft is done in accordance with* ***GACAR Section 8/14 CFR Part 43*** *with respect to performance of work.*	
3.2.15 Has an application for an airworthiness certificate been submitted in accordance with ?	
3.2.16 Have the appropriate fees been submitted with the Certificate of Airworthiness application?	
3.2.17 Has the aircraft records and other technical records been established for the aircraft as required by GACAR Part 8/14 CFR 21 § 21.183 (d) (1), (2), and (3) ***Note:*** *Has a maintenance release been provided by a person authorized pursuant to* GACAR Part 8/14 CFR Part 43.7*?*	
3.2.18 Does the aircraft technical record include a listing of all applicable "supplemental instructions for continued airworthiness"?	

To the best of my knowledge the information contained in the checklists is true and accurate.

Print name of **applicant** / representative: _____

Signature of **applicant** / representative: _____

Name of GACA's Aviation Safety Inspector or GACA's Designee as applicable who verified (sampled) the above requirements.

_____

This part is to be completed by a the **GACA's ASI** or a **GACA'S DESIGNEE**

Checklist 2 - Aircraft imported **without** an Export airworthiness certificate [continued ...]		
3.2.19 (a) After evaluation of the report (survey) as required by Part 3 Checklist 2, sections 3.2.2, 3.2.3, 3.2.4, and inspection of the aircraft, has the GACA`s ASI or GACA's Designee determined that the work proposed was adequate to bring the aircraft to a condition of conformity to the certified type design and of safe operation?	Yes: No:	Comments:
(b) If no, has the importer been informed in writing identifying why the aircraft did not conform to an approved type design and was not in a condition for safe operation and issuance of a flight authority?	Yes: No:	
3.2.20 Have items not corrected in the proposed work report been entered in the aircraft records? ***Note:*** *It is not absolutely essential that all defects found during the import inspection be corrected before the airworthiness certificate is issued. Items not corrected must be entered in the aircraft records. Defects and an assessment shall be made by the pilot in command to determine if the defect will adversely affect the safe flight of the aircraft. This assessment is the same for any operational aircraft.*	Yes: No:	Date of Issue:
3.2.21 Will the KSA airworthiness certificate be issued?	Yes: No:	Date of Issue:
3.2.22 Has the importer / GACA rescheduled the inspection if necessary?	Yes: No:	Date Rescheduled:
Remarks:		

PART 3: CHECKLIST 3 - to be completed by the **APPLICANT**

3.3	The following checklist will be used to ensure essential operating requirements are met. This checklist is applicable to aircraft imported with or without an Export Airworthiness Certificate.

Checklist 3 – All type certificated aircraft imported into Saudi Arabia	**Comment and initial (acceptable, accomplished, N/A**
3.3.1 Is there available an Aircraft Flight Manual as required by the applicable standards of airworthiness?	
3.3.2 Have all Placards required by the applicable standards of airworthiness been affixed to the aircraft or attached to the component in accordance with those standards?	

To the best of my knowledge the information contained in the checklists is true and accurate.

Print name of **applicant** / representative: _____

Signature of **applicant** / representative: _____

Name of GACA's ASI or GACA's Designee *as applicable* who verified (sampled) the above requirements.

_____

3..4. PART 4: Additional Requirements

a) **As applicable**, this part may be completed by the **APPLICANT** prior to the aircraft being operated. (***GACA Circular No. R-11-2010 –*** *Requirements for additional equipment refers - This Circular is published at GACA official website: http//www.gaca.gov.sa).*

Additional Airworthiness Requirements for Airplanes, Helicopters, and Balloons	
This part identifies additional airworthiness inspection requirements for private, private passenger carrying; flight training and commercial operators of airplanes, helicopters, and balloons that must be complied with prior to the aircraft are being operated. ***Note:*** *It is important to note that not all sections are applicable; therefore, it is imperative the* ***applicant*** *review each area of inspection for applicability against the referenced Regulation.*	
Additional Airworthiness Requirements for Airplanes, Helicopters, and Balloons	**Comment and initial (acceptable, accomplished, N/A …)**
4.1 If the operator is a GACAR Section 6/14 CFR Part 121, 125, or 135 has the operator established and maintained an operating manual that provides guidance to crew members and in the operation of the aircraft? ***Note:*** *See GACAR Section 6/14 CFR Part 121 Subpart G, Part 125 Subpart C §125.71, and Part 135 § 135.21.*	**
4.2 Has a Master Minimum Equipment List been produced for the aircraft? If yes, has the operator of the aircraft submitted a MEL for Approval? ***Note****: See GACAR Section 6/14 CFR Part 121 §121.628, Part 125 §125.201, and Part 135 §135.179.*	**
4.3 If the power driven aircraft is to be operated for Day VFR flight, has the aircraft been equipped per *GACAR Section 6/14 CFR Part 91Subpart C?*	
4.4 Reserved	
4.5 If the power driven aircraft is to be operated for Night VFR flight, has the aircraft been equipped per *GACAR Section 6/14 CFR Part 91Subpart C?*	
4.6 If the power driven aircraft is to be operated for IFR flight has the aircraft been equipped per *GACAR Section 6/14 CFR Part 91Subpart C?*	
4.7 Reserved	
4.8 Reserved	
4.9 Reserved	
4.10 (a) Is the aircraft equipped with a Seat and Safety Belt for each person on board the aircraft? See *GACAR Section 6/14 CFR Part 91 § 91.107.*	
(b) Is each front seat or flight deck seat equipped with a shoulder harness? See *GACAR Section 6/14 CFR Part 91 § 91.521 Shoulder harness.*	

4.11 If the aircraft is Unpressurized, does it carry sufficient Oxygen for the period of flight and cabin pressure altitude? ***Note:*** *For unpressurized aircraft oxygen requirements, see GACAR Section 6/14 CFR Part 91 § 91.211 (a).*	
4.12 If the aircraft is Pressurized, is it equipped with sufficient Oxygen Dispensing Units and oxygen supply to provide, in the event of cabin pressurization failure, sufficient oxygen to continue the flight to an areodrome suitable for landing? ***Note:*** *For pressurized aircraft oxygen requirements, see GACAR Section 6/14 CFR Part 91 § 91.211 (b).*	
4.13 Aircraft Weight and Balance Control, For private operator under fractional ownership, see *GACAR Section 6/14 CFR Part 91 Subpart K.* Except where otherwise provided under the terms of a fleet empty weight and balance program referred to in *GACAR Section 6/14 CFR Part 121* ***§ 121.153 (b)*** *and GACAR Section 6/14 CFR Part 135* **§ 135.185 (b) (2)** has the large aircraft been re-weighed and an updated report prepared every 36 months?	
4.14 (a) Is a Weight and Balance report together with an equipment list which includes the weight and moment arm of each item of equipment not forming part of the type design available? **(b)** Has the weight and balance report been certified by signing a maintenance release? **(c)** Is the aircraft likely to be operated in two or more different configurations? If yes is there a separate weight and balance report addendum for each configuration? **(i)** Does each addendum contain a supplementary list which clearly shows the differences from the basic aircraft? **(ii)** Does each addendum include the empty weight and center of gravity for the applicable configuration? **(iii)** Is each addendum clearly identified with respect to the aircraft configuration to which it applies? ***Note 1****: The aircraft must have a current weight and balance including an equipment list that includes all additional installed equipment?*	
4.15 If the aircraft is so equipped, has the Non-Stabilized Magnetic Direction Indicator been calibrated and a dated correction card installed for each indicator § 23.1327 and § 23.1547, § 25.1327 and § 25.1547, § 27.1327 and § 27.1547 § 29.1327 and § 29.1547 refer?	
4.16 (a) Has the aircraft been fitted with the Survival and Emergency Equipment? **(b)** Has the equipment been overhauled at the interval recommended by the manufacturer? See *GACAR Section 6/14 CFR Part 91 § 91.409 (g) (1), Part 121 § 121.309 Emergency equipment, § 121.310 Additional emergency equipment and § 121.339 and § 121.340 and Part 125 Subpart G-Maintenance § 125.247 (b) (1).*	

4.17 (a) Except where powered by water activated batteries, has the Emergency Locator Transmitter (ELT) been checked at intervals not exceeding 12 months which covering the following items : (1) Proper installation; (2) Battery corrosion; (3) Operation of the controls and crash sensor; and (4) The presence of a sufficient signal radiated from its antenna.? **(b)** Have ELT batteries been replaced at intervals recommended by the manufacturer? See *GACAR Section 6/14 CFR Part 91 § 91.207*	
4.18 Has the Altimeter, Pitot and Static Pressure Systems and other altimetry devices, where installed (for compliance with the basis of certification listed on the type certificate or required by operating rule), been calibrated at intervals not exceeding 24 months? See *GACAR Section 6/14 CFR Part 91 § 91.411*	
4.19 (a) Has the altimeter been tested by an approved repair facility in accordance with **GACAR Section 8/14 CFR Part 43 appendix E** for scale error, hysteresis, after effect, friction, case leak and barometric scale error? **(b)** Has the person who performed the altimeter tests recorded on the altimeter the date and maximum altitude to which the altimeter has been tested? **(c)** Has the person signing the maintenance release entered the data in the aircraft technical record?	
4.20 (a) Has the Static Pressure System been inspected in accordance with *GACAR Section 6/14 CFR Part 91 § 91.411* **(b)** Is the static system free from moisture or sources of restriction? **(c)** If a static port heater is installed, is it operative? **(d)** Is there any alteration or deformity to the airframe surface that would affect the relationship between air pressure in the static pressure system and the true ambient air pressure? Refer to modifications if airframe is altered. **(e)** Has the static system been leak tested? Does it fall within the tolerances of GACAR Section 8/14 CFR Part 43 Appendix E Table1?	
4.21 (a) Have Air Traffic Control (ATC) Transponders, including any associated altitude sensing reporting mechanisms installed, been tested every 24 calendar months in accordance with GACAR Section 8/14 CFR Part 43 Appendix F. **(b)** Has the performance of (ATC) transponders been verified in accordance with the standards identifed in Part 43 Appendix F? ***Note 1:*** *Traffic Advisory and Collision Avoidance System (TACAS) is a requirement for flight in Saudi Arabian airspace. Calibration of the integrated systems may be required.* ***Note 2:*** *The mode S ident code can be requested through GACA Aircraft Licensing Division.*	
4.22 If the aircraft is a turbo-jet-powered aircraft, has a Altitude Alerting System or device been installed? See *GACAR Section 6/14 CFR Part 91 § 91.219*	

4.23 Terrain Awareness and Warning System a) If the aircraft has been manufactured **after** March 29, 2002, no person may operate a turbine-powered KSA.-registered airplane configured with six or more passenger seats, excluding any pilot seat, unless that airplane is equipped with an approved terrain awareness and warning system that as a minimum meets the requirements for Class B equipment in Technical Standard Order (TSO)-C151. (b) Does the Airplane Flight Manual contain appropriate procedures for-- (1) The use of the terrain awareness and warning system; (2) Proper flight crew reaction in response to the terrain awareness and warning system audio and visual warnings.? See also *GACAR Section 6/14 CFR* • *Part 91 § 91.223, § 91.1045 (a) (3) and (b) (3),* • *Part 121 § 121.354, and* • *Part 135 § 135.154.*	
4.24 Has the turbo-jet-powered aeroplane operating under Part 121 been equipped with a Third Gyroscopic Bank-and-Pitch Indicator. See *GACAR Section 6/14 CFR Part 121 § 121.305 (k)* ***Note:*** *After December 20, 2010, on each turbopropeller powered airplane having a passenger seat configuration of 10-30 seats and a payload capacity of 7,500 pounds or less that was manufactured before March 20, 1997, it will be required.*	
4.25 (a) Does the aircraft, if applicable, have a Flight Data Recorder (FDR) installed in accordance with: **GACAR Section 6/14 CFR Part 91 § 91.609 (c)** **(1)** No person may operate a KSA civil registered, multiengine, turbine-powered airplane or rotorcraft having a passenger seating configuration, excluding any pilot seats of 10 or more that has been manufactured after **October 11, 1991**, unless it is equipped with one or more approved flight recorders that utilize a digital method of recording and storing data and a method of readily retrieving that data from the storage medium. **(2)** All airplanes subject to paragraph above that are manufactured before April 7, 2010, by April 7, 2012, must meet the requirements of § 23.1459(a)(7) or § 25.1459(a)(8) of this chapter, as applicable. **(3)** All airplanes and rotorcraft subject to paragraph (c)(1) above that are manufactured on or after April 7, 2010, must meet the flight data recorder requirements of § 23.1459, § 25.1459, § 27.1459, or § 29.1459, as applicable, and retain at least the last 25 hours of recorded information using a recorder that meets the standards of TSO-C124a, or later revision. See also GACAR Section 6/14 CFR **Part 121 § 121.343 and § 121.344, and § 121.344a** See also GACAR Section 6/14 CFR ***Part 125 § 125. 3 (d).*** After February 2, 2012, no deviation authority from the flight data recorder requirements of this part will be granted. Any previously issued deviation from the flight data recorder requirements of this part is no longer valid. *See also GACAR Section 6/14 CFR Part 125 § 125.226* **See also GACAR Section 6/14 CFR Part 135 § 135.152.**	
(b) Has the FDR been maintained in accordance with a maintenance schedule?	

(c) Has a correlation check been conducted to ensure all required parameters are being recorded?	
4.26 (a) Does the aircraft, if applicable, have a Cockpit Voice Recorder (CVR) installed on board the aeroplanes or helicopters? See GACAR Section 6/14 CFR Part 91 § 91.609, § 91.1045, § 121.359, § 125.227, § 135.151.	
(b) Has the CVR been maintained in accordance with a maintenance schedule?	
(c) Has a functional and intelligibility check been completed in accordance with manufacturers maintenance instructions?	
4.27(a) Have the Underwater Locating Devices (ULDs) had an operational check performed in accordance with operator maintencace schedule?	
(b) Has the ULD been recertified in accordance with operator maintencace schedule?	
(c) Has the maintenance of ULDs been performed in accordance with the recommendation of the ULD manufacturer?	
4.28 (a) Has the aircraft been maintained in accordance with a Maintenance Schedule? ***Note:*** *Identify the maintenance schedule used. Was the previous maintenance schedule approved?*	**
(b) Has the maintenance schedule been approved by the GACA where the aircraft is to be operated under Part 91 § 91.409, § 91.1109, Part125 § 125.73 (n) or is a large turbine-powered, pressurized aircraft or an airship?	**
4.29 Is the maintenance schedule, the aircraft will be maintained to, the same as the previous maintenance schedule? ***Note:*** *If no, review Transfer of Aeronautical Products between Maintenance Schedules,*	**
4.30 If the previous maintenance schedule was different from the maintenance schedule the aircraft will be maintained to, have the aeronautical products been transferred?	
4.31 Have the propellers been inspected for condition at the times specified in the appropriate maintenance schedule?	
4.32 Have Aircraft Wooden Components been inspected ?	
4.33 Inspect seat breakover force. Reference FAR 25.785. AC 25-17 recommends a minium horizontal breakover load of 25 lbs.	
4.34 Have registration marks been affixed ?	
4.35 Has the Air Operator submitted an acceptable amendment to GACA-S&ER for the Air Operator Maintenance Control Manual for addition of the aircraft?	**
4.36 Reserved	
4.37(a) Have Technical Records been established? ***Note:*** *Aircraft log, separate technical record for airframe, each installed engine, and each variable pitch propeller and an empty weight and balance report. For balloons or gliders all entries in respect of the technical records may be kept in the aircraft log.*	
(b) Have entries into the technical records been accurate, legible and permanent?	

(c) Where a person has altered an entry on the technical record for the purpose of correcting the entry, has it been done in a manner that the underlining information remains legible?	
Reserved	
(d) Have Technical records for the airframe, engine, propeller or component been initiated?	
(e) At the time of transfer, did the previous owner deliver to the new owner all of the technical records that related to the aeronautical product?	
Remarks:	
Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	
Note: The ** items of this Part 4 may require the **applicant** to contact the GACA-S&ER office for specific approvals.	

Remarks: (continued…)

3..5. Part 5: Specific Operational Requirements

As applicable, this part may be completed by the **APPLICANT** prior to the aircraft being operated.

Part 5 consists of 6 checklists which pinpoint specific airworthiness / operational requirements for aircraft operated under GACAR Section 6/14 CFR, **Part 141** – Pilot Schools, **Part 91 -** General Operating and Flight Rules, **Part 137**- Agricultural Aircraft Operation, **Part 125** –Certification and Operations: Airplanes Having a Seating Capacity of 20 or more Passengers or a Maximum Payload Capacity of 6,000 Pounds or more, **Part 135** – Commuter and On Demand, and **Part 121** - Air Carriers and Operators for Compensation or Hire: Certification and Operations, that should be reviewed.

Additional requirements for **Pilot Schools – Part 141**	
Checklist 1, in conjunction with other applicable requirements, will apply in respect of an aeroplane, helicopter, glider, balloon, gyroplane or ultra light aeroplane used for flight training.	**Comment and initial (acceptable, accomplished, N/A**
5.1.1 Reserved	
5.1.2 Is the aircraft equipped with either a turn and slip indicator or a turn coordinator?	
5.1.3 If a helicopter is to be used for dual flight instruction, is it equipped with an intercom system?	
5.1.4 If the aeroplane, helicopter or gyroplane is used for instrument flight training, is it equipped with an attitude indicator, vertical speed indicator and gyroscopic direction indicator?	
5.1.5 If the aeroplane or helicopter is used for radio navigation training, is it equipped with an ADF, VOR or GPS radio navigation aid receiver?	
5.1.6 If the aircraft is to be used for instrument training, is it equipped in accordance with requirements for IFR flight as outlined in the approved course of training and with GACAR Section 6/14 CFR Part 91 Subpart C?	
5.1.7 Is each front seat of an aeroplane or helicopter to be used by a trainee or flight instructor equipped with a safety belt that includes a shoulder harness? **Note**: *Notwithstanding §§ 21.17 and 21.101 and irrespective of the type certification basis, each normal, utility, and acrobatic category airplane having a passenger seating configuration, excluding pilot seats, of nine or less, manufactured after December 12, 1986, or any such foreign airplane for entry into the KSA must provide a safety belt and shoulder harness for each forward or aft facing seat.*	
Does the aircraft to be used for flight training meet the requirements of GACAR Section 6/14 CFR Part 141 § 141.39 - Aircraft?	
Remarks: An applicant for a pilot school certificate or provisional pilot school certificate must show that each aircraft used by the school for flight training and solo flights: (1) Is a civil aircraft of the Kingdom of Saudi Arabia; (2) Is certificated with a standard or primary airworthiness certificate, unless the GACA determines otherwise because of the nature of the approved course; (3) Is maintained and inspected in accordance with the requirements for aircraft operated for hire under GACAR Part 91, subpart E; (4) Has two pilot stations with engine-power controls that can be easily reached and operated in a normal manner from both pilot stations (for flight training);	
Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	

PART 5: as applicable, this part may be completed by the **APPLICANT** prior to the aircraft being operated

Additional requirements for **General Operating and Flight Rules - Part 91**	
Checklist 2, in conjunction with other applicable requirements, will apply in respect of the operation of a Saudi Arabian aircraft that is used under that Part.	**Comment and initial (acceptable, accomplished, N/A …)**
5.2.1 Does the private operator maintain his aircraft in accordance with the requirements of GACAR Section 6/14 CFR Part 91 Subpart E § 91.409?**	
5.2.2 Has the aeroplane been equipped,if applicable, with Life Preservers, Flotation Devices, Life Rafts, First Aid Kits, and Survival Equipment pursuant to section § 91.513 ?	
5.2.3 Is the aircraft equipped with the correct type and numbers of Hand Held Fire Extinguishers for use in the passenger compartment and where applicable, cargo compartment?	
5.2.4 Does the private operator comply with GACAR Section 6/14 CFR Subpart C § 91.211 Supplemental oxygen**?**	
Remarks: **Sections 91.405, 91.409, 91.411, 91.417, and 91.419 do not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program as provided in part 121, 129, or §§ 91.1411 or 135.411(a)(2).	
Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	

PART 5: as applicable, this part may be completed by the **APPLICANT** prior to the aircraft being operated

Additional requirements for Agricultural Aircraft Operations under **Part 137**	
Checklist 3, in conjunction with other applicable requirements, will apply in respect of the operation of an aeroplane or helicopter in Agricultural Operations according to Part 137 § 137.31 Aircraft requirements.	**Comment and initial (acceptable, accomplished, N/A …)**
5.3.1 Is the air operator's aircraft pilot seat and any seat beside the pilot seat equipped with a safety belt that includes a Shoulder Harness? See § 137.31 (b)	
5.3.2 Is the aircraft equipped with an External Load Equipment device authorized in a supplemental type certificate or in an airworthiness approval relating to the operational configuration of the aircraft?	
Remarks	
Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	

PART 5: as applicable, this part may be completed by the **APPLICANT** prior to the aircraft being operated

Additional requirements for Certification and Operations: Airplanes Having a **Seating Capacity of 20 or more** Passengers or a **Maximum Payload Capacity of 6,000 Pounds or more**. - **Part 125**	
Checklist 4, in conjunction with other applicable requirements, would apply in respect of the operation of a Saudi Arabian air operator under subpart Part 125 Subpart E - Special Airworthiness Requirements. As mentionned in that subpart, except as provided in paragraph (b) of § 125.111 General, no certificate holder may use an airplane powered by airplane engines rated at more than 600 horsepower each for maximum continuous operation unless that airplane meets the requirements of §§ 125.113 through 125.181.	**Comment and initial (acceptable, accomplished, N/A …)**
5.4.1 Does the aircraft comply with §§125.113 through 125.181.	
5.4.2 Does the aircraft comply with Landing gear: Aural warning device according to.§ 125.187 ?	
5.4.3 Does the aircraft comply with Subpart F - Instrument and Equipment Requirements.	
5.4.4 Does the operator comply with Subpart G - Maintenance	
5.4.5 Does the operator comply with Subpart L - Records and Reports § 125.407 and § 125.411	
5.4.6 Does the operator comply with Subpart M - Continued Airworthiness and Safety Improvements?	
Remarks: Sections 91.405 and 91.409 do not apply to an airplane inspected in accordance with part 125.	

Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	

PART 5: as applicable, this part may be completed by the **APPLICANT** prior to the aircraft being operated

Additional requirements for Commuter and On Demand Operations under **Part 135**	
Checklist 5, in conjunction with other applicable requirements, will apply in respect of the operation by a KSA air operator, in commuter and on demand operations. Part C prescribes aircraft and equipment requirements for operations under Part 135. The requirements of this subpart are in addition to the aircraft and equipment requirements of Part 91.	**Comment and initial (acceptable, accomplished, N/A …)**
5.5.1 Does the operator/aircraft comply with Part 135 Subpart C - Aircraft and Equipment?	
5.5.2 Does the operator/aircraft, if applicable, comply with Part 135 Appendix A to G ?	
Remarks:	

Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	

PART 5: as applicable, this part may be completed by the **APPLICANT** prior to the aircraft being operated

Additional requirements for **Part 121** – Operating Requirements: Domestic, Flag, and Supplemental Operations	
Checklist 6, in conjunction with other applicable requirements, will apply in respect of the operation under Part 121.	**Comment and initial (acceptable, accomplished, N/A …)**
5.6.1 Does the operator comply with FAR106 {SFAR 106, SFAR No. 106} -- Rules for Use of Portable Oxygen Concentrator Systems on Board Aircraft? (Effective date is January 6, 2010)	
5.6.2 Does the aircraft comply with SFAR92-5 {SFAR 92-5, SFAR No. 92-5} -- Flightcrew Compartment Access and Door Designs?	
5.6.3 Does the aircraft comply with Subpart H - Aircraft Requirements § 121.157 - Aircraft certification and equipment requirements?	
5.6.4 Does the aircraft comply with Subpart J - Special Airworthiness Requirements? *Note: § 121.211 Applicability.* *(a) This subpart prescribes special airworthiness requirements applicable to certificate holders as stated in paragraphs (b) through (e) of this section.* *(b) Except as provided in paragraph (d) of this section, each airplane type certificated under Aero Bulletin 7A or part 04 of the Civil Air Regulations in effect before November 1, 1946 must meet the special airworthiness requirements in §§ 121.215 through 121.283.* *(c) Each certificate holder must comply with the requirements of §§ 121.285 through 121.291.* *(d) If the GACA determines that, for a particular model of airplane used in cargo service, literal compliance with any requirement under paragraph (b) of this section would be extremely difficult and that compliance would not contribute materially to the objective sought, it may require compliance only with those requirements that are necessary to accomplish the basic objectives of this part.* *(e) No person may operate under this part a nontransport category airplane type certificated after December 31, 1964, unless the airplane meets the special airworthiness requirements in § 121.293.*	
5.6.5 Does the operator/aircraft comply with § 121.295 Location for a suspect device.?	
5.6.6 Does the aircraft comply with Subpart K - Instrument and Equipment Requirements §§ 121.303 through 121.360?	
5.6.8 Does the operator comply with Subpart AA - Continued Airworthiness and Safety Improvements §§ 121.1105 through 121.1117?	

Remarks:	
Print name of **applicant** / importer who verified all the above requirements	
Signature of **applicant** / importer who verified all the above requirements	