



## AIRWORTHINESS GUIDE (AG) – 3

### IMPORTATION REQUIREMENTS FOR CIVIL AIRCRAFT



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### REVISION HISTORY

Issue Number	Issue Date	Affected Pages/ Paragraphs	Description of Change (Administrative, Scope, Process, or New)	Initiated by
1				
2				
3				
4	17-Apr-2004	All	Updated Issue	
5	25-Dec-2013	All	Updated Issue	Abdel Rahman Rashad Mohammed Ali Softa



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## Chapter 1. GENERAL

### 1.1 Purpose

This document provides information on the General Authority of Civil Aviation's (GACA) objectives, regulations, policies, procedures, and general practices for the importation of aircraft and parts into the Kingdom of Saudi Arabia.

Full details on obtaining an Airworthiness Certificate for an imported aircraft can be found in AG-02.

Full details on incorporating design changes approved by a foreign airworthiness authority on aircraft already registered in the KSA can be found in AG-7, Major Alterations & Major Repairs.

Full details on Saudi Customs clearance, rules and regulations can be found in the official website for the Saudi Arabian Department of Customs (SADC) - [www.customs.gov.sa](http://www.customs.gov.sa)

### 1.2 Cancellation

This document cancels and replaces AG-3 Issue 4 dated April 17, 2004.

### 1.3 Background

The GACA-S&ER has adopted and is presently operating in accordance with the United States FAR's except as specifically noted by the GACA. The KSA does not have an indigenous aeronautical product manufacturing industry for the time being and thus relies exclusively on imported aeronautical products. This document describes the GACA regulatory requirements for importing aeronautical products into the KSA whether these products are new or used.

### 1.4 Explanation of changes

This issue of AG-3 introduces the following main changes:

- (a) Changed all references of PCA-ASSD to GACA-S&ER to reflect the new organizational structure of the Civil Aviation Authority of the Kingdom of Saudi Arabia.
- (b) Definition for "dual release" added.
- (c) Policy statements reworded and expanded for clarity.
- (d) The transfer of all information concerning the application and issuance of Airworthiness Certificates from this Airworthiness Guide to AG-02.
- (e) Restructuring of the chapters to address the importation of aircraft and parts.
- (f) Clarifications to the chapter on the importation of parts.



## 1.5 Definitions & Acronyms

Acceptance of Aircraft Engines, Propellers means a complete aircraft, aircraft engine, or propeller.

Acceptance of Articles means a major component of a product (e.g., wings, fuselages, empennage assemblies, landing gears, power transmissions, control surfaces, etc.), the failure of which would jeopardize the safety of a Class I product; or any part, material, or appliance, approved and manufactured under the Technical Standard Order (TSO) system in the "C" series.

Parts Acceptance means an Airworthiness Release for repaired, newly overhauled/overhauled, inspected or tested parts that contains two check-marks in Block 19 of the Airworthiness Release Form (i.e. FAA form 8130-3, EASA form 1, etc.) indicating that the item meets specified foreign airworthiness requirements as noted in Block 13 of the form.

Newly Overhauled means a product that has not been operated or placed into service, except for functional testing, since having been overhauled, inspected and approved for return to service.

New - (a) For an aircraft, means an aircraft that is still owned by the manufacturer, distributor, or dealer, if there is no intervening private owner or lease or time-sharing arrangement, and the aircraft has not been used in any pilot school and/or commercial operation. (b) For an aircraft engine or propeller, means an aircraft engine or propeller that is still owned by the manufacturer, distributor, or dealer; and has never been installed on an aircraft, has no time in service other than testing by the manufacturer, and meets all technical requirements for a new product.

Production Approval Holder means a person who holds an approval for production under type certificate only, an approval for production under an approved production inspection system, a production certificate, a technical standard order authorization, or a parts manufacturer approval.

Rebuilt Product means a product that uses new or used parts that conform to new part tolerances and limits or to approved oversized or undersized dimensions that has undergone the following by the original manufacturer:

- (1) Has been disassembled, cleaned, inspected, repaired as necessary, and reassembled to the extent possible; and
- (2) Has been tested to the same tolerances and limits as a new product.

Type Acceptance means the acceptance as valid a type certificate issued by the FAA on the basis that the FAA is a world recognized competent authority in the domain of aircraft type





certification. Type acceptance is a valid approach to the type certification of imported aircraft as per ICAO Annex 8 requirements.

Type Validation means the validation upon receipt of satisfactory evidence that an aircraft type is in compliance with the design aspects of the GACA airworthiness requirements (or equivalent). Type validation is a valid approach to the type certification of imported aircraft as per ICAO Annex 8 requirements.

Used means an aircraft, engine, or propeller that is not New, as defined above.

APIS;	Approved Production Inspection System
CAA	Civil Aviation Authority
EASA;	European Aviation Safety Authority
ETSO;	European Technical Standard Order
FAA;	Federal Aviation Administration
FAAO;	Federal Aviation Administration Order
FAR;	Federal Aviation Regulations
GACA;	General Authority of Civil Aviation, Saudi Arabia.
GACA/FAR;	GACA regulations.
KSA	Kingdom of Saudi Arabia
LSA	Light Sport Aircraft
PMA;	Parts Manufacturer Approval
S&ER	Safety and Economic Regulation Sector.
TCCA;	Transport Canada Civil Aviation
TSO;	Technical Standard Order
TSOA;	Technical Standard Order Authorization

## 1.6 Reference Documents

Primary Regulations:

GACAR 8 along with GACA/FAR Parts 21 and 43 which are incorporated by reference.  
Implementation Regulation of the Civil Aviation Tariff Act.

Bilateral Airworthiness Agreements Related to Certification of Aeronautical Products:

Working Arrangement between the European Aviation Safety Agency and the General Authority of Civil Aviation of the KSA regarding approvals of changes in type design and of repair designs. Dated March 2008. ([www.gaca.gov.sa](http://www.gaca.gov.sa))



GACA guidance documentation:

GACA Airworthiness Guide (AG) -6, Airworthiness Directive Policies and Procedures

GACA Airworthiness Guide (AG) -7, Major Alterations & Major Repairs

GACA Airworthiness Guide (AG) -02, Airworthiness Certificates

GACAR Circular R-7-2009 – Procedures for Petitioning for Regulatory Exemptions

GACAR Circular R-25-2012 – Importation, Certification and Operational Requirements for Light Sport Aircraft

FAA guidance documentation:

FAA Advisory Circular 21-2 ( ), Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles, or Parts

FAA Advisory Circular 21-23( ), Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products Imported to the United States

FAA Advisory Circular 20-62 ( ), Eligibility, Quality, and Identification of Aeronautical Replacement Parts

FAA Oder 8100.14( ), Interim Procedures for working with the European Community on Airworthiness Certification and Continued Airworthiness

FAA Order 8900.1( ), Flight Standards Information Management System (FSIMS)

Related forms:

GACA form 8110-12-1, Application for Type Certificate or Supplemental Type Certificate Validation

## 1.7 Distribution

Internal and external. This document is appropriate for all owners and operators of aircraft registered in the KSA, GACA approved air operators and maintenance facilities, all GACA appointed Designated Engineering/Airworthiness Representatives, and foreign CAAs (including their delegated individuals or organizations).

## 1.8 Airworthiness Guide Approval Statement

Approved by:

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

Captain Mohammed Ali Jamjoom  
Vice President  
Safety & Economic Regulation  
General Authority of Civil Aviation



## Chapter 2. POLICY STATEMENTS

### 2.1 General

(a) The following policy statements list the GACA airworthiness policies associated with the importation requirements for aeronautical products destined for the Kingdom of Saudi Arabia. These policy statements supplement the GACA/FAR requirements (in particular GACA/FAR Parts 21) and related guidance material. In case of conflict between this AG-3 and any of the related guidance material documents, this AG-3 is to prevail.

### 2.2 Type Acceptance & Type Validation of Foreign Type Certificates

(a) GACA-S&ER accepts all aircraft (airplanes and rotorcraft) type certificated by the FAA in the Primary, Normal, Utility, Aerobatic, Commuter and Transport categories on the basis of their FAA type certificate. This type acceptance includes the associated engines and propellers, as applicable. No GACA type certificates are issued to signify this GACA type acceptance.

(b) GACA-S&ER type validates aircraft (airplanes and rotorcraft) certificated by the FAA in the Restricted category on a case-by-case basis only. No GACA type certificates are issued to signify this GACA type validation. GACA will signify this type validation by adding the aircraft to the list of type validated aircraft contained in Table 1 of Appendix 1 of this AG-3.

(c) GACA-S&ER will type validate aircraft originally certificated by a CAA other than the FAA only if the FAA has not type validated that product in accordance with 14 CFR 21.29.

(d) GACA-S&ER type validates aircraft certificated by a CAA other than the FAA and EASA on a case-by-case basis only.

(e) When GACA type validates an aircraft, the engines and propellers (as applicable) are included as part of the type validation.

(f) Notwithstanding contrary provisions contained in 14 CFR 21.29, and subject to the limitation stated below in (g), GACA-S&ER type accepts all design changes certificated by the FAA on the basis of their FAA design change approval. No GACA supplemental type certificates are issued to signify this GACA supplemental type acceptance.

(g) GACA-S&ER will type validate design changes certificated by EASA on a case-by-case basis only in accordance with the procedures published in the Working Arrangement between the European Aviation Safety Agency and the General Authority of Civil Aviation of the KSA regarding approvals of changes in type design and of repair designs. GACA will issue supplemental type certificates to signify this GACA type validation.



### 2.3 GACA Certification Requirements of Imported Parts

(a) Notwithstanding contrary provisions in 14 CFR, repaired, newly overhauled/overhauled, inspected or tested Acceptance of Aircraft Engines and Propellers products to be installed on HZ-registered aircraft must be sourced from a GACA certificated repair station and they must be accompanied by a GACA form 8130-3.

(b) Notwithstanding 14 CFR 21.502 which states that a material, part, or appliance, manufactured in a foreign country with which the United States has an agreement for the acceptance of those materials, parts, or appliances for export and import, is considered to meet the GACA requirements for approval when the country of manufacture issues a certificate of airworthiness for export certifying that the individual material, part, or appliance meets the FAA requirements, the GACA has expanded the intent of this requirement to include foreign countries that have an agreement with GACA or are otherwise accepted by GACA for the acceptance of parts.



## Chapter 3. IMPORTING AIRCRAFT

### 3.1 General

Full details on the procedures to be followed for the airworthiness certification (i.e. obtaining an Airworthiness Certificate) of imported aircraft can be found in Airworthiness Guide AG-2.

Among several other requirements that are specified in AG-2, for the GACA to issue an Airworthiness Certificate for an imported aircraft it is necessary that;

1. The aircraft has a type certificate that has been type accepted or type validated by the GACA.
2. That all incorporated design changes (alterations and repairs) have been performed in accordance with data that is approved/accepted by GACA.
3. That the aircraft and its design changes conform to the GACA approved/accepted type design.
4. All applicable airworthiness directives have been complied with.
5. Comply with Kingdom of Saudi Arabia –Special Requirements specified in FAA Advisory Circular 21-2 ( ), Complying with the Requirements of Importing Countries or Jurisdictions When Exporting U.S. Products, Articles, or Parts

The GACA-S&ER requirements for imported aircraft differ from the requirements of the FAA in that the GACA-S&ER does not issue type certificates for imported aircraft as required by 14 CFR 21.29. Instead, the GACA-S&ER type accepts or type validates certain foreign aircraft as described in this chapter.

Details on GACA acceptance of data for alterations and repairs can be found in AG-7.

Details on how to establish which are the applicable airworthiness directives for an aircraft registered in the KSA can be found in AG-6.

### 3.2 Aircraft with an FAA type certificate

The GACA has chosen to accept all FAA type certificates regardless of whether the product was manufactured in the U.S. or another country. As an example, the U.S. type certificate for the Canadian built Bombardier CL-604 aircraft (FAA TCDS No. A21EA) has been adopted by the GACA as the only GACA accepted type certificate. The FAA type certificate (not the Canadian type certificate) defines the GACA approved type design. By accepting the FAA type certificates, the GACA also adopts the applicable FAA approved Aircraft Flight Manuals and Airworthiness Limitations as GACA approved documents.



The only exception to the GACA-S&ER accepting FAA type certificates are those aircraft certificated in the Restricted Category. See below for additional details.

Note:

Although the GACA has made a policy decision to accept all FAA type certificates as the GACA approved type design, FAA type certificate holders are required to provide the documents listed in Section 3.8 of this AG-3 to GACA-S&ER as a prerequisite to their products being registered and airworthiness certificated for use in the K.S.A.

### 3.2.1 Aircraft with an FAA type certificate in the restricted category

Aircraft certificated by the FAA in the “Restricted” category are accepted by the GACA-S&ER on a case-by-case basis only. Holders of these FAA type certificates should apply in writing to the GACA stating that they wish to have GACA type acceptance of their designs. The GACA will type accept these aircraft after careful consideration of the intended purpose for which these aircraft are intended and the level of safety specified in their basis of certification. The GACA will document their type acceptance by adding the aircraft to the list of type validated aircraft contained in Table 1 of Appendix 1 of this AG-3.

### 3.3 Aircraft without an FAA type certificate

For aircraft which do not have an FAA type certificate, the GACA may validate a foreign type certificate issued by the CAA of the state-of-design on a case-by-case basis. In these cases, the GACA will record the validation of the foreign type certificate in Table 2 of Appendix 1 of this document.

Applications for type certificate validation by the GACA-S&ER shall be made using GACA-S&ER form 8110-12-1.

Applicants for type validation shall provide the documents listed in Section 3.8 of this AG-3 to GACA-S&ER.

Whether GACA accepts the application for validation will depend on factors established by GACA management. The level of review of the foreign design approval at the time of GACA-S&ER validation will be at the discretion of the GACA and will be established based on the competence of the certificating authority of the state-of-design, the type of aircraft, the type of intended operation (e.g. air transport vs. recreation), and other relevant factors.

Foreign type certificate validation will be recorded by letter to the type certificate holder with a copy sent to the exporting CAA.



### 3.4 Light Sport Aircraft (LSA)

#### 3.4.1 Definition:

Light-sport aircraft means: an aircraft, other than a helicopter or powered-lift that, since its original certification, has continued to meet the following:

- (1) A maximum takeoff weight of not more than--
- (2) 1,320 pounds (600 kilograms) for aircraft not intended for operation on water; or
- (3) (ii) 1,430 pounds (650 kilograms) for an aircraft intended for operation on water.
- (4) A maximum airspeed in level flight with maximum continuous power (VH) of not more than 120 knots CAS under standard atmospheric conditions at sea level.
- (5) A maximum never-exceed speed (VNE) of not more than 120 knots CAS for a glider.
- (6) A maximum stalling speed or minimum steady flight speed without the use of lift-enhancing devices (VS1) of not more than 45 knots CAS at the aircraft's maximum certificated takeoff weight and most critical center of gravity.
- (7) A maximum seating capacity of no more than two persons, including the pilot.
- (8) A single, reciprocating engine, if powered.
- (9) A fixed or ground-adjustable propeller if a powered aircraft other than a powered glider.
- (10) A fixed or feathering propeller system if a powered glider.
- (11) A fixed-pitch, semi-rigid, teetering, two-blade rotor system, if a gyroplane.
- (12) A non-pressurized cabin, if equipped with a cabin.
- (13) Fixed landing gear, except for an aircraft intended for operation on water or a glider.
- (14) Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water.
- (15) Fixed or retractable landing gear for a glider.

#### 3.4.2 Importation of LSA:

The LSA are not eligible for a type certificate but they may be imported into the KSA if the following conditions are satisfied:

- a) The LSA is manufactured to an acceptable consensus standard (such as ASTM F2245-10) (for a complete list of acceptable standard refer to FAA NOA).
- b) The LSA and is one of the following five classes of the LSA category: airplanes, gliders, powered parachutes, weight-shift-control aircraft (commonly called trikes), and lighter-than-air aircraft (balloons and airships).
- c) The LSA is eligible for a special airworthiness certificate as detailed in AG-2.
- d) It is not classified as a gyroplane.



### 3.5 Very Light Aircraft:

a. A VLA is considered a special class of aircraft under GACA/FAR 21.17(b). A VLA is defined as an airplane with a single engine (spark or compression-ignition), not more than two seats, a maximum certified takeoff weight of not more than 750 kilograms (approximately 1654 pounds), and a stall speed of not more than 45 knots calibrated airspeed in the landing configuration. The operation of these airplanes is limited to normal category maneuvers and to Visual Flight Rules (VFR), day only, under GACA/FAR part 91.

b. All VLA are eligible to receive a standard certificate of airworthiness in the VLA category and may be imported into the KSA if it satisfies the type certificate requirements.

### 3.6 Primary Category Aircraft:

The primary category aircraft:

- (a) Is unpowered; is an airplane powered by a single, naturally aspirated engine with a 61 knot or less VS0 stall speed as defined in § 23.49; or is a rotorcraft with a 6 pound per square foot main rotor disc loading limitation, under sea level standard day conditions;
- (b) Weighs not more than 2,700 pounds; or, for seaplanes, not more than 3,375 pounds;
- (c) Has a maximum seating capacity of not more than four persons, including the pilot; and
- (d) Has an unpressurized cabin.

An aircraft in the primary category must be designed to a type certificate and may be issued a special airworthiness certificate. It may be imported into the KSA if it has been issued a type certificate from the state of design.

### 3.7 UltraLight Vehicle (ULA) vehicle:

Ultralight is a vehicle that:

- (a) Is used or intended to be used for manned operation in the air by a single occupant;
- (b) Is used or intended to be used for recreation or sport purposes only;
- (c) Does not have any U.S. or foreign airworthiness certificate; and
- (d) If unpowered, weighs less than 155 pounds; or
- (e) If powered:
  - (1) Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
  - (2) Has a fuel capacity not exceeding 5 U.S. gallons;
  - (3) Is not capable of more than 55 knots calibrated airspeed at full power in level flight;and





(4) Has a power off stall speed which does not exceed 24 knots calibrated airspeed

The ULV are not eligible for a type certificate or a certificate of airworthiness. They may be imported into the KSA through and under the rules governing the aviation clubs The gyroplane is also treated the same way as the ULV.

### **3.8 Provision of Documents**

Foreign type certificate holders seeking acceptance of their products in the KSA must provide one copy of the following documents to the GACA-S&ER (including revisions services and necessary viewing software, if applicable);

1. Aircraft Flight Manual and/or Pilot's Operating Handbook (as applicable)
2. Aircraft Maintenance and Overhaul Manuals (including Airworthiness Limitations)
3. Engine/Component/Accessory Maintenance and Overhaul Manuals
4. Aircraft Maintenance Program
5. Structural Repair Manual
6. Parts Catalog
7. Weight & Balance Manual
8. Standard Practices Documents
9. Propeller Maintenance and Overhaul Manuals
10. List of Structurally Significant Items
11. Complete Set of Airworthiness Directives (Aircraft, Engine and Propeller)
12. Complete Set of Service Bulletins (Aircraft, Engine and Propeller)
13. Master Minimum Equipment List
14. Electrical Load Analysis
15. Manufacturer's Corrosion Control Program

For validation of products that do not have an FAA Type Certificates additional technical documents will be required and will be defined on a case by case basis.

All of these documents must be provided to GACA in the English language.



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## Chapter 4. IMPORTING PARTS

### 4.1 General

GACA/FAR requirements stated in 14 CFR 21.502 specify that a material, part, or appliance, manufactured in a foreign country with which the United States has an agreement for the acceptance of those materials, parts, or appliances for export and import, is considered to meet the GACA requirements for approval when the country of manufacture issues a certificate of airworthiness for export certifying that the individual material, part, or appliance meets the FAA requirements, unless the GACA finds, based on the technical data submitted, that the material, part, or appliance is otherwise not consistent with the intent of the GACA/FAR requirements.

The GACA has expanded the intent of this requirement to include parts from foreign countries that have an agreement with GACA or are otherwise accepted by GACA for the acceptance of parts for aircraft that have been type validated by GACA in accordance with Chapter 3 of this AG.

### 4.2 Acceptance Aircraft Engines & Propellers

New aircraft engines or propellers are approved for installation on a HZ-registered aircraft when a current export certificate of airworthiness (or for engines and propellers, an Airworthiness Release Certificate) has been issued by the exporting CAA of the state of manufacture which certifies that the engine or propeller:

- (1) Conforms to its GACA approved type design (FAA type certificate or GACA validated foreign type certificate) and is found to be in a condition for safe operation; and
- (2) Has been subjected to a final operational check by the manufacturer.

Aircraft engines or propellers to be installed on HZ- registered aircraft must be identified in a manner specified in GACA/FAR 45.11 with the information specified in GACA/FAR 45.13.

### 4.3 Acceptance of Articles

New materials and parts must have traceability from an FAA approved production approval holder or from a manufacturer in a country other than the U.S. for which the U.S. or KSA has an agreement for the acceptance of these materials and parts.

Appendix 4 of FAA Advisory Circular 21-23 (as amended), titled SUMMARY OF PRODUCTS ELIGIBLE FOR U.S. IMPORT UNDER BILATERAL AGREEMENTS) has a full listing of the nature of these agreements. Further information can be obtained from the FAA website ([www.faa.gov](http://www.faa.gov)).



Until such time as the US and the EU conclude their comprehensive bilateral airworthiness agreement detailed information on the acceptance by the FAA of EASA certificated parts can be found in FAAO 8100.14( ).

New parts must be accompanied with an FAA Airworthiness Approval Tag (FAA form 8130-3), or for parts manufactured in a country other than the U.S. for which the U.S. or KSA has an agreement for the acceptance of these materials and parts, the imported materials, parts, or appliances:

- (1) Must be covered under the scope of the agreement with that country;
- (2) Must be accompanied by a completed airworthiness document (for example, JAA or EASA Form 1) from the BAA/BASA country's CAA;
- (3) Must have an airworthiness document that certifies that the materials, parts, or appliances are eligible for installation on the bilateral country's product exported to the United States or KSA.

Note:

The various types of export certification documents used by the CAAs include official CAA certificates or authorized release tags, and forms that may be signed by private persons, when so authorized by the CAA. The GACA will accept the various types of certifications, provided they represent a certification from the appropriate CAA attesting that the product being exported conforms to the U.S. type design and is in a condition for safe operation, and they are appropriately endorsed by the CAA or an authorized designee. In those instances in which the certifying language differs from that stated in this paragraph, the GACA may request a letter from the CAA stating that the language used meets the intent of GACA/FAR 21.500 or 21.502, as appropriate. The CAA's airworthiness certification documentation is essential for the GACA to determine that the product is acceptable for installation on HZ - registered aircraft.

#### **4.4 Special note concerning new TSO and ETSO Articles**

Neither a TSOA, a letter of TSO design approval, nor an Airworthiness Release issued by the CAA of the country of manufacture, conveys installation approval for a TSO'd articles.

If not already accomplished, installation approval for a TSO or ETSO article must be obtained, in a manner acceptable to the GACA at the time of installation (see AG-7 for more details).

Articles approved by a TSOA, a letter of TSO design approval or an ETSOA must be marked in accordance with marking requirements specified Part 21 and in the particular TSO/ETSO.



Approval for return to service must be performed by a person authorized in part 43.

#### **4.5 Rebuilt Parts**

Rebuilt parts must be sourced from FAA production approval holders or the approved foreign manufacturer and shall have an Airworthiness Approval Tag (FAA form 8130-3), or Authorized Release Certificate - EASA form 1 or TCCA form 1 (formerly 24-0078) as noted above for new parts.

#### **4.6 Repaired, Newly Overhauled/Overhauled, Inspected or Tested Parts**

Acceptance of Aircraft, Engines and Propellers - Repaired, newly overhauled/overhauled, inspected or tested Class I products to be installed on HZ-registered aircraft must be sourced from a GACA certificated repair station and must be accompanied by a GACA form 8130-3.

Acceptance of Articles - Repaired, newly overhauled/overhauled, inspected or tested parts to be installed on HZ-registered aircraft must be accompanied with an FAA Airworthiness Approval Tag (FAA form 8130-3), or for parts manufactured in a country other than the U.S. for which the U.S. or KSA has an agreement for the acceptance of these materials and parts, the imported materials, parts, or appliances:

- (4) Must be covered under the scope of the agreement with that country;
- (5) Must be accompanied by a completed airworthiness document (for example, EASA Form 1 with part acceptance) from the BAA/BASA country's CAA;
- (6) Must have an airworthiness document that certifies that the materials, parts, or appliances are eligible for installation on the bilateral country's product exported to the United States or KSA.

#### **4.7 Special Cases**

ONE-TIME APPROVAL for installation of a part that does not meet the above criteria may be authorized by the GACA-S&ER in extraordinary situations. Requests for one-time approval shall be made in writing to the GACA-S&ER.



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## Chapter 5. APPENDICES

### 5.1 Appendix 1 Index of GACA Accepted/ Validated Aircraft

Table 1, Type accepted aircraft with FAA type certificates in the Restricted Category

Table 2, Type validated aircraft



## 5.1 Appendix 1 Index of GACA Accepted/ Validated Aircraft

Table 1, Type accepted aircraft with FAA type certificates in the Restricted Category

Note:

The table below lists the aircraft that have an FAA type certificate in the Restricted Category that have been type accepted the GACA-S&ER.

<i>MAKE</i>	<i>MODEL</i>	<i>ACCEPTED FAA TYPE CERTIFICATE</i>	<i>DATE OF GACA ACCEPTANCE</i>

Table 2, Type validated aircraft

Note:

The table below lists the aircraft that have been type validated by the GACA-S&ER.

<i>MAKE</i>	<i>MODEL</i>	<i>VALIDATED CERTIFICATE</i>	<i>DATE OF GACA VALIDATION</i>
August S.p.A.	AB212	Italy SO/A-157	1986