|  |  |  |  |
| --- | --- | --- | --- |
| F:\PACA.jpg | **APPLICATION FOR THE ISSUE OF EXPORT CERTIFICATE OF AIRWORTHINESS** | Form  | AWR 045 |
| Edition | Original |
| Revision | 1 |
| Date  | 26/04/2018 |

Aircraft Registration Marks:   A4O ‐

Note: when an item is not applicable, the letters “N/A” should be entered

|  |
| --- |
| Owner:  |
| Operator:  |
| Contact information:  |

|  |  |  |
| --- | --- | --- |
| Make: | Model:  | Status:  ☐  Used   Newly overhauled (if applicable) |
| TCDS No. and revision status  | MSN:  | Line No | Effectivity : |
| Year of manufacture:  | Max take‐off weight:  | ARC?  ☐  Yes   ☐  No  | C of A?  ☐  Yes  ☐  No  |
| Category:  |  Flight Crew:  | Observers: | C/A seats | Pax Seating Capacity |

**ENGINE:**

|  |  |  |
| --- | --- | --- |
| Make: | Model: | TCDS No. and revision status:  |

**PROPELLER:**

|  |  |  |
| --- | --- | --- |
| Make: | Model: | TCDS No. and revision status:  |

**APU:**

|  |  |  |
| --- | --- | --- |
| Make: | Model: | TCDS No. and revision status:  |

|  |  |
| --- | --- |
| Location of aircraft:  | Country of destination (importing country): |

I the  Owner /  Operator of the aircraft above, hereby apply to the Authority for an Export  Certificate of Airworthiness.

 Date:   Name in block letters  Signature of Accountable person

Aircraft Registration Marks:   A4O ‐

Note: when an item is not applicable, the letters “N/A” should be entered

**GENERAL:**

|  |  |
| --- | --- |
| Total aircraft hours:  | Total aircraft cycles: |
| Initially manufactured for:  |
| Maintenance Programme:  |
| A/C in compliance with AMP? If  no, list non‐compliance in Part 3   ☐  Yes    ☐  No  | AMOC  for  AD’s.  If  yes  list  them in Part 3    ☐  Yes    ☐  No  | Flight manual number/Revision  status/Date of Revision:  |

**PRIOR OPERATOR/CAMO HISTORY:**

|  |  |  |  |
| --- | --- | --- | --- |
| Dates (from – to)  | Operator  | CAMO  | Approval No.  |
|  |  |  |  |
|  |  |  |  |

**LANDING GEAR STATUS AS OF DATE………………………………………………**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Pos | Part Number | Serial No. | TBO/CBO | CSO | Date Last O/H |
| NLG |  |  |  |  |  |
| Left WLG |  |  |  |  |  |
| Right WLG |  |  |  |  |  |
| Left BLG |  |  |  |  |  |
| Right BLG |  |  |  |  |  |
| CTR LG |  |  |  |  |  |

**ENGINE STATUS AS OF DATE………………………………………………MFG & MODEL :……………………………………..…**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Pos | Serial No. | TTSN | TSO  | TBO  | Rmng Hrs | Date of Last Shop Visit  |
| 1 |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |

Aircraft Registration Marks:   A4O ‐

**APU STATUS AS OF DATE ………………………………………………MFG & MODEL :……………………………………..…**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Pos | Serial No. | TTSN | TSO  | TBO  | Rmng Hrs | Date of Last Shop Visit  |
| 1 |  |  |  |  |  |  |

**GEARBOXES STATUS AS OF DATE ………………………………………………MFG & MODEL :……………………………**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Pos | Serial No. | TTSN | TSO  | TBO  | Rmng Hrs | Date of Last Shop Visit  |
| 1 |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |

**MAIN ROTOR BLADES STATUS AS  OFDATE ………………………………………MFG & MODEL :…………………**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Serial No. | TTSN | TSO  | TBO  | Rmng Hrs | Date of Last Shop Visit  |
| 1 |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |

**AIRFRAME STATUS AS OF DATE:………………………………….MFG & MODEL :……………………………………..**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Description of Check  | Time/Cycle | Date Last  Accomplished | Performed by | Next due per AMP  A/C Total time/cycle |
|  |  |  |  |  |
|  |  |  |  |  |

**Status of compliance with special requirements of importing country**

|  |
| --- |
| ☐ No   ☒  Yes   If special requirements of importing country have been complied with, list those  requirements and method of compliance.  |
| Special requirements of importing country | Method of compliance |
|  |  |
|  |  |
|  |  |

|  |
| --- |
| This comfirms that the aircraft records have been assessed for airworthiness and applicable Type  Certificate  requirements by  the  applicant.  All  applicable  airworthiness  directives  and  other  regulatory requirements have been complied with, except as stated. I hereby recommend and  request that the above aircraft will be issued an Export Certificate of Airworthiness.  |
| Maintenance Manager : Signature:Date: |
| Quality Manager:  Signature:Date: |
| **FOR DGCAR USE ONLY** Flight Safety Directorate Decision if satisfactory prepare the Certificate of Export to be signed by DGCAR.Airworthiness Inspector Name: …………………………………………………………………………………………………………………………Date :Signature and Stamp : Satisfactory for Airworthiness Yes ☐  No ☐  |

**GUIDANCE ON APPLICATION FOR THE ISSUE OF  EXPORT CERTIFICATE OF AIRWORTHINESS**

1. **General**

This information letter is intended to give guidance to the applicant for the preparation of aircraft  documentation when applying for an Export Certificate of Airworthiness.

1. **Records and documentation Presentation**

Aircraft records when presented shall be complete,accurate and structured in a way that makes  investigation process possible. A responsible person shall be available on behalf of the applicant  to present aircraft records and status.    It is recommended that a summary of the current records and related information are compiled  into a book / folder or other concise document in order to simplify the record review process.

1. **Recommended Format of Records and Documentation**

**Section one – Aircraft Certificates**

This section should contain all aircraft / operator certificate such as Certificate of Airworthiness  and Registration, ARC, Noise Certificate, Radio Station License, statements etc.

**Section two – Engines and APU**

This section should contain Release Certificates from last shop visit and status of all life‐limited  parts for all engines and APU.

**Section three – Gear Boxes**

This section should contain Release Certificates from last shop visit and status of all life‐limited  parts for Gear Boxes.

**Section four – Landing Gears**

This section should contain Release Certificates from last overhaul and status of life‐limited parts  for landing gears as applicable.

**Section five – Airworthiness Directives (AD’s)**

This  section  should  contain  certified  AD  compliance  list  for  the  aircraft,  its  engines  and  appliances.  The  list  should  contain  all  Ads  issued  by  the  TC  state  for  the  type  of  aircraft/engine/appliances, a brief description of the AD, if it’s applicable or not, if repetitive,  open or terminated, when performed, reference to accomplishment documentation and when  due if open or repetitive. It is recommended that this section contain copies of all applicable Ads  and pertinent accomplishment documentation.

**Section six – Maintenance programme status**

This section should contain status of aircraft to the approved maintenance programme including  structural inspections and CPCP tasks. This section should also contain status of life‐limited  components and other hard‐time components.

**Section seven – Modifications**

This section should contain all modifications to the aircraft with reference to the applicable  approved data and to the accomplishment documentation.

**Section eight – Repairs**

This section should contain list of all structural repairs on the aircraft with reference to the  applicable approved data and to the accomplishment documentation.

1. **Copies of aircraft records**

The operators shall provide copies of the following documents to the Authority:

1.  Certificate of Registration

2.  Certificate of Airworthiness

3.  Radio Station License

4.  Noise Certificate

5.  Last Export Certificate of Airworthiness issued by state of manufacture

6.  Insurance Certificate

7.  Current AD compliance list

8.  List of AMOCs

9.  Status of aircraft to the Approved Maintenance Programme

10.  CPCP Status

11.  Life Limited Component Status

12.  Last CRS and status of life limited components for Landing Gears

13.  Last CRS and disk sheets for Engines and APU

14.  List of Major Mods

15.  List of Structural mods

16.  Current Weight and Balance Report

17.  List of work being performed at location (if applicable)

18.  Approved LOPA (for passenger aircraft)

19.  Emergency Equipment Layout

20.  Current Dent and Buckle report with mapping of dents and damages

21.  Accident / Incident statement

22.  CRS for work being performed at location

**Copies can either be printed or stored on CD‐Rom.**

The Export Certificate of Airworthiness shall be issued in the format given below.

**PUBLIC AUTHORITY FOR CIVIL AVIATION– SULTANATE OF OMAN**

**EXPORT CERTIFICATE OF AIRWORTHINESS**

**REGISTRATION MARK/MM/YYYY**

|  |
| --- |
| This certifies that the aircraft identified below and particularly described in Specification(s) of the European Aviation Safety Agency (EASA), Type Certificate No EASA.IMA.120has been examined and as of the date of this Certificate, is considered airworthy in accordance with applicable Civil Aviation Regulation in Sultanate of Oman and with the special requirements notified by the importing country as listed. **Note:** This certificate does not attest compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft. |
| Year of Construction | Manufacturer and Manufacturer’s Designation of Aircraft  | Aircraft Serial Number |
|  |  |  |
| Engine Model :  |
| Propeller Model :  |
| Country to which Exported :  |
| Category : |
|  | New |  | Newly Overhauled |  | Used Aircraft |
| Exceptions :  |
| Date : DD, Month YYYY **Acting Director General of Civil Aviation Regulation** |

*No entries or endorsement may be made on this certificate except by an authorized person. If this certificate is lost, the PACA should be informed at once. Any person finding this certificate should forward it immediately to the Director General of Civil Aviation Regulation, PO Box 111, Muscat International Airport, Sultanate of Oman.*