

ESTADOS UNIDOS MEXICANOS (MEXICO) -- SPECIAL REQUIREMENTS

(Revised – October 5, 2007)

1. GENERAL.

1.1 Any aircraft to be eligible for issue of a certificate of airworthiness and registration issued by the Civil Aviation Authority of the Mexican Republic, Dirección General de Aeronáutica Civil, (DGAC), must qualify for certification in the United States of America in standard or restricted category, and an Export Certificate of Airworthiness, FAA Form 8130-4, must be issued in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 21, Subpart L of the United States Federal Aviation Regulations.

1.2 Class II and Class III products should be accompanied by documentation which confirms that the item is in accordance with the relevant section of 14 CFR part 21 of the United States Federal Aviation Regulations. An Airworthiness Approval Tag, FAA Form 8130-3, is acceptable.

2. DOCUMENTS AND DATA REQUIRED.

2.1 The applicant must provide the following Certificates/Records/Documents/Manuals. DGAC may request one copy of each.

2.2 All documentation, such as certificates, records, specifications and manuals, must be submitted in Spanish or English language.

2.3 CERTIFICATES AND RECORDS FOR EACH INDIVIDUAL AIRCRAFT.

For new aircraft, the following documents must be provided to the DGAC:

- (a)** Export Certificate of Airworthiness, FAA Form 8130-4.
- (b)** Noise certificate.
- (c)** Supplemental Type Certificate incorporated on the aircraft, as applicable.
- (d)** Airplane Flight Manual, including pilot's checklist and Airplane Flight Manual supplement.
- (e)** Flight Crew Operating Manual as applicable.
- (f)** A list of modifications that have been incorporated during production for the airframe, engine(s), propeller(s), and the major equipment and components (such as APU), including customer requested modifications.
- (g)** Aircraft, engine, propeller, and APU log book with total time.

(h) Compliance status of all one time Airworthiness Directives (AD), including engine(s), propeller(s) and appliances as applicable, date or time of compliance, as applicable.

(i) Compliance status of all recurrent AD's, including engine(s), propeller(s) and appliances as applicable, stating the time or date of compliance and next due time or date when compliance with the AD is required.

(j) List of all non-applicable AD's, including engine(s), propeller(s) and appliances as applicable, with brief reason for non-applicability.

(k) List of all service bulletins incorporated on the aircraft, engine, and propeller as applicable, stating the times, hours, cycles and dates of compliance and next due.

(l) List of all controlled components and assemblies installed on the aircraft, engine(s) and propeller (as applicable), by part number, serial number and position regardless of whether they are monitored on Hard Time (HT), On Condition (OC), or Condition Monitored (CM) basis.

(m) Deviation from Design Standard (if any) and acceptance by the Purchaser/Operator.

(n) A list of the following equipment installed on the aircraft:

(i) Avionics (communication, navigation).

(ii) Flight instruments.

(iii) Emergency.

(iv) Survival.

(o) Weight and Balance reports.

(p) Flight Test Report (if applicable).

(q) List of all deferred defects/maintenance (if any), at the time of issue of the Export Certificate of Airworthiness which will require maintenance actions subject to acceptance by the purchaser/Operator.

2.4 DOCUMENTS AND MANUALS FOR EACH INDIVIDUAL NEW AIRCRAFT.

The following documents and data are required for new aircraft:

(a) A complete set of maintenance, overhaul manuals, and any other item prepared by the manufacturer to perform maintenance or overhaul to aircraft and components, as applicable, with amendment service for:

- (i)** Aircraft.
- (ii)** Engine(s).
- (iii)** Propeller(s) as appropriate.
- (iv)** Auxiliary Power Unit (APU).
- (v)** Any avionics equipment installed.
- (vi)** Non-destructive testing when applicable.
- (vii)** Special structural inspection program when applicable.

(b) MEL for the aircraft including Dispatch Procedures; if a Master Minimum Equipment list has been issued by the FAA.

2.5 USED AIRCRAFT.

2.5.1 In addition to the documents/records referred to in paragraphs 2.3 and 2.4, the following are also required for used aircraft from the purchaser.

(a) A complete history of the aircraft, engine, components, and equipment including:

(i) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations.

(ii) The maintenance program to which the aircraft has previously been maintained and a copy of the approval document issued by the FAA.

(b) The flight time, since new, of any components of the aircraft engines, or equipment which are subject to mandatory life limitations.

(c) The flight time, since new or overhaul, as appropriate of any components of the aircraft engines, or equipment which are subject to an approved overhaul period.

(d) Details of all changes of major structural components such as wings, tailplanes, helicopter rotor, or transmission components and histories of the replaced components.

(e) Details of major structural repairs including the nature of damage in each case (if any).

(f) List of modification performed since the original aircraft delivery, which deviate from the certified configuration and still exist on the aircraft (if any).

(g) Status of compliance with all supplementary programs for aging aircraft, as applicable.

(h) Records of equipment subject to calibration, such as compass, ATC transponder, Pitot Static System, etc.

2.5.2 The information requested in paragraph 2.5.1 may be submitted in paper format and signed, as applicable, dated and attested to by authorized agency(ies) or person(s). If the records are maintained and submitted on computer or Automatic Data Process (ADP), then the current ADP or computerized print-outs shall be signed, dated and attested to by an authorized agency(ies) or person(s) on behalf of the company as to its accuracy.

2.6 AIRCRAFT FIRST OF THE TYPE EXPORTED TO MEXICO.

2.6.1 In order to guarantee the airworthiness of the aircraft, engine(s), propeller(s) and major components, for aircraft first of the type exported to Mexico, one copy each of the following manuals and documents must be furnished from the FAA or manufacturer to the DGAC. In the case of items mentioned in paragraph 2.4 (a), DGAC requires one copy of the aircraft maintenance manual, including the maintenance schedule. The importer shall provide written confirmation from the manufacturers that amendments, revisions and new issues of manuals and Service Bulletins will be supplied automatically to the DGAC free of cost as soon as they are issued.

2.6.2 In addition to the documents listed in paragraphs 2.3, 2.4, and 2.5, the following technical data are required.

(a) Type Certificate Data Sheets for the aircraft, engine(s), and propeller(s), as applicable.

(b) Certification Compliance Record Book.

(c) Maintenance Review Board Report, as applicable.

(d) Aircraft Maintenance Planning Document or Recommended Maintenance Schedule/Program.

(e) Master Minimum Equipment List, if it has been issued by the FAA.

(f) A full set of Service Bulletins, Letters and Modification Leaflets issued by the manufacturer(s) in respect to the airframe, engine(s), propeller(s), APU, and installed equipment.

(g) Three-view drawings of the major assemblies, installations and primary structure.

(h) A list of the necessary special tools and equipment (including a tolerance chart) essential to the inspection and servicing of the aircraft, engine(s), propeller(s), and associated equipment.

(i) A complete set of manuals as mentioned in paragraph 2.4 (a), for the engine(s) and propeller(s), if they are of a model exported to Mexico for the first time.

3. SPECIAL REQUIREMENTS.

3.1 Any aircraft, new or used, have to comply with the following requirements:

(a) The aircraft must have an identification plate in accordance with 14 CFR part 21, section 21.182, which shall meet the requirements of 14 CFR part 45, subpart B.

(b) The markings and placards required for passenger instructions, emergencies, cargo and baggage compartment, in the aircraft exterior and any other indications guidance to be used by the ground support personnel, must be bilingual (Spanish and English).

(c) Maintenance requirements and logbooks. The appropriate logbooks for airframe, engines (s), propeller (s) and Auxiliary Power Unit, as appropriate, must be maintained, as specified in 14 CFR section 91.417, for all aircraft to be registered in Mexico and all required inspections, service life limits, etc., must be recorded.

(d) The aircraft must comply with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits established in Chapter 3 of Annex 16.

(e) The radio equipment must be FAA approved and comply with TSO and TC specifications.

(f) Equipment. The aircraft must comply with the following equipment requirement:

(i) The front seats of normal and utility category airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.

(ii) Passenger seats must meet the applicable section, and subsection(s) as may be appropriate, of 14 CFR for fire-blocking or flame resistancy requirements as defined in each specific aircraft category as follows:

a. For Normal, Utility, Acrobatic, or Commuter category airplanes, 14 CFR Part 23, Section 23.853;

b. For Transport category airplanes, 14 CFR Part 25, Section 25.853;

c. For Normal category rotorcraft, 14 CFR Part 27, Section 27.853; and,

d. For Transport category rotorcraft, 14 CFR Part 29, Section 29.853.

(iii) Each lavatory compartment must be equipped:

a. With a smoke detector system or equivalent system that provides a warning light or audio warning in the passengers cabin which would be readily detected by an attendant.

b. With a built in fire extinguisher for each disposal receptacle for towels, paper or waste located within the lavatory.

(iv) Life jackets must be FAA approved and comply with TSO-C13c.

(v) ELT must be installed.

(vi) The barometric setting markings of the altitude indication instruments, including standby altimeters and cabin altitude indicators, shall be presented in "mbar" or "hPa". All other instruments must display usual and traditionally accepted markings. However, the markings used on the instruments shall be consistent with those presented in the flight and maintenance manuals.

(g) DGAC may require an inspector to be sent to the site where the aircraft is located in order to issue a temporary airworthiness certificate, if applicable.

(h) DGAC requires a weight and balance report after any major inspection or after any structural modification.

4. RECENCY OF CERTIFICATE FOR COMPLETE AIRCRAFT (NEW OR USED).

4.1 Export Certificate of Airworthiness (FAA Form 8130-4) for complete aircraft (new/used) should have been issued with 60 (sixty) days prior to the date of arrival of the

aircraft in Mexico and also not more than 50 (fifty) flight hours since issuance of the Export Certificate of Airworthiness.

5. CERTIFICATION REQUIREMENTS FOR AIRCRAFT PARTS.

5.1 CLASS I PRODUCTS (ENGINE/PROPELLERS).

- (a)** Export Certificate of Airworthiness, FAA Form 8130-4.
- (b)** Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5.2 CLASS II PRODUCTS.

- (a)** Airworthiness Approval Tag, FAA Form 8130-3.
- (b)** Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

5.3 CLASS III PRODUCTS AND APPLIANCES.

- (a)** Airworthiness Approval Tag, FAA Form 8130-3 (if the part has a serial number); or
- (b)** A Technical Standard Order (TSO) authorization granted under 14 CFR part 21, Sub-part O; or
- (c)** A document issued by the manufacturer of the component, which contains a certification the component was manufactured under;
 - (i)** A Production Certificate (PC) granted under 14 CFR part 21, Subpart G; or
 - (ii)** An FAA Parts Manufacturing Approval (PMA) granted under 14 CFR part 21, Subpart K; or
- (d)** FAA Certificate of Conformity if the item was manufactured under TSO/PC/PMA; and
- (e)** Statement of Airworthiness Directives and Service Bulletins complied with (if applicable).

6. CORRESPONDENCE FOR APPLICATIONS.

6.1 All correspondence regarding Certification and Registration of civil aircraft should be addressed to:

DIRECCION GENERAL DE AERONAUTICA CIVIL (DGAC)
PROVIDENCIA 807, 6° PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 523-66-42
FAX: (525) 687-76-60
Email: jbarges@sct.gob.mx

FOR CERTIFICATION:

DIRECCION DE AVIACION
PROVIDENCIA 807, 3er.PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 687-79-41
FAX: (525) 523-62-75
Email: psand@sct.gob.mx

FOR REGISTRATION;

DEPARTAMENTO DE REGISRTROY CONTROL AERONAUTICO
PROVIDENCIA 807, 1er.PISO, COL. DEL VALLE
MEXICO, D.F. C.P. 03100

TEL: (525) 523-45-38
FAX: (525) 523-34-19