KINGDOM OF BELGIUM - SPECIAL REQUIREMENTS

(Revised-September 20, 1996)

1. INTRODUCTION. This document prescribes requirements supplementing the Agreement on the reciprocal acceptance of Export Certificates of Airworthiness. It is based on the Bilateral Agreement between the Governments of the United States and Belgium of May 14, 1973.

2. GENERAL.

2.1. Aircraft, Aircraft Engine or Propeller.

Compliance with 14 CFR part 21, (Subpart L).

2.2. Aircraft Parts, Aircraft Engine Parts, Propeller Parts, Components, or Appliances.

Airworthiness Approval Tag (FAA Form 8130-3).

2.3 Since January 1, 1992, the following Technical Regulations and Administrative Procedures are applicable in the European Communities: CEE n° 3922/91 regulations from the Council.

3. DOCUMENTS AND DATA REQUIRED. When an aircraft is exported to Belgium, the documents listed below must be provided to the Belgian Civil Aeronautics Administration:

3.1. For each individual new aircraft:

1. The FAA Export Certificate of Airworthiness issued no longer than 60 days before the date the aircraft is entered into Belgium;

2. The weight and balance report containing a complete inventory of all equipment and instruments;

3. A list of radio communication and navigation equipment installed, including make and model, capacity and frequencies.

4. The FAA approved flight manual. A pilot's operating handbook or similar manual will be provided in addition to or when no approved flight manual is required by the FAA.

5. The list of modifications that have been incorporated during production for the airframe, the engine(s), the propeller(s), and the major equipment and components (such as APU) and the list of AD notes complied with during manufacturing.

6. A copy of the manufacturer production flight test report applying to the aircraft being operated.

3.2. For each individual used aircraft. In addition to the documents listed in paragraph 3.1, the following technical data are required:

1. The certified logbooks, or equivalent historical records, for the aircraft, the engine(s), the propeller(s), the major equipment and components (such as APU), containing information on operational times and cycles (since new and since last overhaul), maintenance, overhaul, repairs and modifications, status of parts with limited lifetime.

2. A detailed listing of all modifications, including the operator's modifications Service Bulletins or equivalent documents, and Airworthiness Directives complied with.

3. The past maintenance schedule and programs.

4. The components operating and storage limits.

3.3. For aircraft first of the type exported to Belgium. In addition to the documents listed in paragraphs 3.1. and 3.2., the following technical data are required:

1. One copy of the Type Certificate and Type Certificate Data Sheets for the aircraft, the engine(s), and the propeller(s).

2. Two copies of the FAA approved flight manual. The pilot's operating handbook will be provided in addition to or when no flight manual is required by the FAA.

3. One complete set of current technical manuals for the aircraft operation, service, maintenance, overhaul and repair manuals, catalog of spare parts.

4. Same technical manuals as in [[paragraph]] 3 above for the engines(s) and the propeller(s), if they are of a model exported to Belgium for the first time.

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

6. One set of the following current technical documents: Master Minimum Equipment List; Maintenance Review Board document; Maintenance Planning document.

7. A statement by the manufacturer, or its authorized representative, to the effect that all pertinent information, modification, services bulletins, and revisions of such bulletins and manuals will be automatically distributed to the Aeronautics Administration of Belgium, to guarantee the airworthiness of the aircraft, the engine(s), the propeller(s), and the major components.

8. A copy of the type flight test report. Flight characteristics of the aircraft shall be described in this report in a manner convenient for calculating the performance of the aircraft over a reasonable range of weights, altitudes, and atmospheric conditions. Performance figures contained in, or furnished with the type flight test report shall have been corrected to standard atmospheric conditions, and a statement to this effect shall be made a part of the report. Established operational limitations, speeds, and approved loads shall be indicated.

9. Three-view drawings of the major assemblies, installations, and primary structure.

10. A type record of stress analysis summary showing, for all members of the primary structure, their design loads, dimensions, materials, strength, and margins of safety, or a copy of the static strength test reports when type approval was granted on the basis of such tests.

11. The list of reports and notes prepared for U.S. type certification of the aircraft.

4. SPECIAL TECHNICAL REQUIREMENTS.

4.1. Noise limits. An aircraft will be eligible for a Certificate of Airworthiness only if it complies with the noise standards of ICAO Annex 16. Subsonic jet airplanes have to comply with the noise limits laid down in Chapter 3 of Annex 16.

4.2. Radio equipment. Radio equipment must be FAA approved and comply with TSO/FAA TC specifications. When a radio equipment model is exported to Belgium for the first time, one copy of the following documentation will be furnished:

- The manufacturer's statement of conformance submitted to FAA.
- The letter of acceptance issued by FAA.
- The technical manuals and bulletins (Service Bulletins, etc.).

Special technical requirements regarding the radio equipment are:

- VHF radio-communication equipment must be compatible for use with 25 MHz spacing in the frequency band 118.00 MHz - 136.975 MHz.
- VHF radio-navigation equipment must be compatible for use with 50 kHz spacing between VOR and LOC channels and 150 kHz between associated Glide Slope channels.
- Communication and navigation antennas are to be distinct.
- VOR/LOC and Glide Slope antennas are to be distinct.

4.3. Flight instruments.

- Air speed indicators must show airspeed in KNOTS only.
- Altimeters must be of the sensitive type, showing altitude in FEET, with adjustable setting in MILLIBAR scale.
- Aircraft intended for use in IFR operation must be equipped with 2 sensitive altimeters.
- Variometers must be equipped with needle stops at maximum UP and DOWN indications.
- Aircraft intended for use in IFR operation and equipped with reciprocating non injecting engine(s) must be equipped with carburator heat temperature indicator(s).

4.4. Flight data recorder and cockpit voice recorder. Turbine powered transport category airplanes of a maximum mass of more than 5,700 kg must be equipped with an approved digital flight data recorder and an approved cockpit voice recorder. The technical manual will be furnished.

4.5 Equipment.

- The front seats of normal and utility airplanes must be equipped with either a shoulder harness or a belt and diagonal shoulder strap.
- Passengers seats must be fire blocked in accordance with [[14 CFR part 25.853(b)]] for aircraft intended [[for]] use in commercial operation.
- 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.

- Life jackets must be FAA approved and comply with TSO C13C.
- An automatic activated ELT must be installed for aircraft intended for use in commercial operation.

NOTE: In the case of an aircraft intended for use in IFR operation, a complete equipment list, mentioned the avionics equipment with number, make, model PN, SN, and frequency range will be furnished by the exporter or by the government of the country of origin for approval before delivery of the aircraft.

5. NOTES.

5.1. The aircraft must be equipped in accordance with the requirements of the Belgian regulations for its intended use.

5.2. Complementary information may be obtained at:

Administration de l'Aeronautique
Direction Technique
rue de la Fusee, 90
B - 1130 BRUSSELS (BELGIUM)

FASIMILE: 32/2/7240201