

REPUBLIC OF FRANCE - SPECIAL REQUIREMENTS

(June 7, 1978)

1. INTRODUCTION.

a. Effective October 12, 1968, to be eligible for a French standard airworthiness certificate, an aircraft imported into France must be of a type which has been issued a French type certificate for import, except as provided in paragraph 2.a.(2) of these special requirements. In addition, US. manufactured aircraft must meet the export rules in Federal Aviation Regulations (FAR) Part 21, Subpart L. The requirements for issuance of French type certificates are contained in "Conditions de Navigabilite des Aeronefs Civile Arrete of September 1967," (for convenience, referred to hereinafter as the "CNAC") and in French Circular No. 5403 DTA/M, S.G.A.C. dated November 13, 1968. Other French documents and circulars also apply, as referred to in the text that follows. Copies of French documents and circulars can be obtained from the French Embassy or the Ministere des Transports Aeriens, Secretariat General a l'Aviation Civile, 93 Boulevard de Montparnasse, Paris 6e, France. Since a French type certificate for import is a prerequisite to issuance of a French airworthiness certificate, these special requirements include an outline of the general requirements for obtaining such type certificates.

b. Class II and III products will be exported in accordance with the provisions prescribed in Part 21, Subpart L of the United States Federal Aviation Regulations. In particular, each class II and III product will be exported with an Airworthiness Approval Tag. Aeronautical authorities of the importing country (S.G.A.C.) shall promptly advise the aeronautical authorities of the exporting country of any additional requirements which the importing country finds necessary to insure that the products meet a level of safety equivalent to that which be effective for a similar product produced on the importing state. This will be confirmed by the importing agent on his orders.

2. REQUIREMENTS FOR ISSUANCE OF FRENCH AIRWORTHINESS CERTIFICATES AND PERMITS.

a. Standard Airworthiness Certificates.

(1) Except as provided in paragraph 2.a.(2), a U.S. Export Certificate of Airworthiness, FAA Form 8130-4, may be exchanged against a French airworthiness certificate only if the following requirements have been met.

(a) The aircraft type must have a French type certificate for import.

(b) The requirements of Article 11B of the CNAC must be complied with.

(2) If a French standard airworthiness certificate was issued prior to October 12, 1968, for at least one aircraft of a particular type, then aircraft of that type may continue to be issued French standard airworthiness certificates on the basis of equivalency with the U.S. Export Certificate of Airworthiness, even though the particular model involved may not have been issued a French type certificate for import. French airworthiness certificates are issued under these conditions subject to compliance with other requirements of the CNAC (reference CNAC Article 5, paragraph 2).

NOTE: An aircraft having major changes which required approval under Federal Aviation Regulations (FAR) Part 21, Section 21.97 and/or FAR Part 21, Subpart E, is not eligible to obtain a French airworthiness certificate under the provisions of paragraph 2.a.(2) even though an aircraft of the same model may have been issued a French airworthiness certificate prior to October 12, 1968. In order to obtain a French standard airworthiness certificate, the applicant must comply with the procedures outlined under paragraph 2.a.(1). A French type certificate for import or an extension of a type certificate for import will be issued each time that the FAA issues a new type certificate or an STC for a model based on a model previously imported.

b. Special Airworthiness Certificates. A French special airworthiness certificate may be issued to an aircraft of a model for which application has been made for a French type certificate for import, in order to facilitate its use under the conditions spelled out in Article 5, paragraph 2B of the CNAC, provided that the Secretariat General of Aviation Civil (S.G.A.C.) is familiar with the model. In addition, the procedure required for issuance of special airworthiness certificates will be applied in the case of aircraft in the restricted category.

c. Permit. A permit may be issued by the S.G.A.C. to an aircraft which has provisional French registration markings only to permit the ferrying and tests necessary for aircraft type certification. Normally, the S.G.A.C. will not authorize any private utilization and the permit may, basically, be renewed only for a total period of time not to exceed one year (reference CNAC Article 13 and 19, and Article 5, paragraph 3).

3. REQUIREMENTS FOR ISSUANCE OF FRENCH TYPE CERTIFICATES FOR IMPORT FOR U.S. MANUFACTURED AIRCRAFT.

a. Applicant.

(1) The applicant for a French type certificate for import must be the person responsible for maintaining the level of airworthiness for the aircraft. Generally such person would be the manufacturer who originally obtained, and who holds the U.S. type certificate. If the U.S. type certificate has been transferred by the original holder, the new holder (applicant) must be capable of, and responsible for maintaining the level of airworthiness.

(2) In exceptional cases, it is possible to accept an application for a French type certificate for import from a person who is not the U.S. type certificate holder, provided that the applicant furnishes proof that he has been duly authorized to take over complete responsibility for the type certificate under the licensing provisions of Federal Aviation Regulations Part 21, Section 21.47.

b. Documents. The required documents are specified in Article 11 of the CNAC and under paragraph 5 of these special requirements.

c. Special Conditions. A U.S. applicant for a French type certificate for import must show compliance with the applicable FAR's, plus any special conditions imposed by the S.G.A.C. Three types of special conditions are outlined in paragraphs 3.c.(1), (2), and (3). The primary purpose of the special conditions is to guarantee an airworthiness level equivalent to that of aircraft built and certified in France.

(1) Administrative Special Conditions.

(a) Language. The documents which the S.G.A.C. requires to be furnished may be in English except for the following, which must be provided in French:

- 1 the type certificate (TC), data sheet;
- 2 the flight manual; and
- 3 the proposed maintenance guide.

NOTE: The S.G.A.C. will verify the translations of these documents and must approve the TC data sheet and the flight manual.

(b) Document Format. The TC data sheet, flight manual, and proposed maintenance guide must be prepared in accordance with the formats specified in the following:

1 TC Data Sheet. The S.G.A.C. will accept a simple translation into French of the TC data sheets approved by the FAA.

2 Flight Manual. The flight manual in French, which must be carried in each aircraft imported into France, must be either a simple translation of the FAA approved flight manual when one exists, or if a flight manual does not exist, a similar document must be established for the purpose of import into France and must contain the following sections:

- a Limitations.
- b Normal Operations.
- c Emergency Operations.
- d Performance (Limited to only the approved performance conforming to the requirements of the applicable airworthiness FAR part).

3 Proposed Maintenance Guide. It is recommended that the proposed maintenance guide correspond to the instructions of the GENERAL DEFINITION OF "ROUTINE MAINTENANCE" INSPECTION of the Bureau Veritas, copies of which are available from the French Embassy.

(c) Units of Measurement. Aircraft instruments must be graduated in terms of legal or accepted French units; however, where other units are used in accordance with strongly established aeronautical practice, and if failure to comply with this practice would reduce aircraft safety, then such units may be accepted and must be used in the manuals. If illegal or unaccepted units are used, the manuals must contain conversion tables. The following chart outlines legal and acceptable units of measurement.

Measure	Legal Units		Units Allowed in Aeronautics	
	Name	Symbol	Name	Symbol
Length	Meter*	m	Nautical Mile	NM
Area	Square Meter*	m ²	-	
Volume	Cubic Meter*	m ³	-	
	Liter*	l	-	
Angles	Degree*	o	-	
Mass	Kilo*	kg	-	
Time	second,	s	-	
	minute	mn	-	
	hour	h	-	
Frequency	Hertz* (1 cycle per second)	Hz	-	
Speed	Meter per second	m/s	Feet per minute	ft/mn
	Kilometer per hour	km/h	Knots	Kts
	Meter per second square	m/s ²	-	
Temperature	Kelvin degree	K	-	
	Centigrade	C	-	
Work	Joule*	J	-	
Power	Watt*	W	-	
Pressure	(bar)		-	
Pressure	Millibar	mb	-	

* With decimal multiples and submultiples.

Note: Electrical units: Ampere, Volt, Ohm -- International System

(2) General Technical Special Conditions. These special conditions would be required as a result of differences between the French regulations and the United States Federal Aviation Regulations.

(3) Specific Technical Special Conditions. These conditions would pertain to any possible unusual characteristics in the design, construction, or operation of the aircraft under consideration.

4. HOW TO OBTAIN A FRENCH TYPE CERTIFICATE FOR IMPORT. In the following procedures, any of the required documents and data which would normally be approved by the FAA for issuance of U.S. Type Certificates must also be FAA approved for issuance of French Type Certificates for Import.

a. General.

(1) The French require that the application be submitted to the pertinent government agency. Insofar as the FAA is concerned, this means that the application must be submitted to the FAA Aircraft Certification Office of the Directorate in which the applicant is located, Attention: Manager, Aircraft Certification [[Office]]. The FAA will transmit the application to the S.G.A.C. (An example of a standard application form is reproduced under paragraph 6 of these special requirements.) A statement including the following information and signed by the Manager of the Aircraft Certification [[Office]] should be provided the S.G.A.C. with the application:

(a) The FAR upon which the issuance of the U.S. Type Certificate is based;

(b) If applicable, a copy of the complete text of each special condition imposed by the FAA in connection with issuance of the type certificate; and

(c) If applicable, a copy of the complete text of each exemption which may have been granted.

(2) The manufacturer should provide the S.G.A.C. with all of the officially requested documents (reference paragraph 5).

(3) Following compliance with preceding paragraphs 4.a.(1) and 4.a.(2), the S.G.A.C. will transmit to the FAA Washington Office [[(AIR-100)]] the special conditions as provided for under paragraph 3.c., with a copy to the appropriate FAA Aircraft Certification Office and a copy to the applicant.

(4) The aircraft would be considered eligible for a French Type Certificate for Import when the FAA certifies to the S.G.A.C. that the aircraft type meets the French special conditions and the Federal Aviation Regulations upon which issuance of the U.S. Type Certificate is based. This certification does not preclude special requests which the S.G.A.C. might subsequently submit in order to make certain in-flight checks and/or certain technological inspections on its own.

b. Special Procedures for Delegation Option Manufacturers. Manufacturers holding a Delegation Option Authorization, issued under FAR Part 21, Subpart J, must comply with the general provisions of paragraph 4.a., except as follows:

(1) Applications for a French Type Certificate for Import may be submitted directly [[to]] the S.G.A.C., with a copy to the FAA Aircraft Certification Office. The manufacturer should state in his application that he holds an FAA Delegation Option Authorization, giving the date of issue, FAA region which issued the authorization, and the number assigned. The French Type Certificate for Import, when issued, will be addressed directly to the manufacturer, with a copy for the Aircraft Certification Office.

(2) The S.G.A.C. will accept statements, certifications, and issuances that are within the scope of FAR Part 21, Subpart J, provided that:

(a) Pertinent documents are signed by personnel approved by the FAA (reference FAR Part 21, Section 21.235(b)); and,

(b) The manufacturer furnishes a list of authorized signatures to the S.G.A.C. and maintains the list in a current condition.

5. The following documents are normally required for obtaining French type and airworthiness certificates.

a. Type Certificate for Import.

(1) A copy of the U.S. Type Certificate for the aircraft type.

(2) A copy of the Type Certificate Data Sheet.

(3) Summary of flight test reports for aircraft type certification. The characteristic data furnished must substantiate operation within a reasonable range of weights, altitudes, and atmospheric conditions.

- (4) Summary of static test reports relative to the principal structural elements, specifically giving the loads, the dimensions, the stresses, and the safety margins, or a summary of complete static tests performed prior to issuance of the U.S. type certificate.
- (5) Summary of vibration test reports.
- (6) Complete index of reports and notes prepared for U.S. type certification of the aircraft, including systems.
- (7) A statement by an authorized representative of the manufacturer (applicant) that the Bureau Veritas, 31, rue Henri Rochefort, Paris 17^{eme}, France, acting for the S.G.A.C., will systematically be furnished with all pertinent information, notification of modifications, service bulletins, etc., and notification of any change in such documents, to guarantee the maintenance of an acceptable airworthiness level for the aircraft.
- (8) A separate parts catalog for the aircraft, the engine(s), the propeller(s), and the principal accessories and other equipment items.
- (9) A list of special installations and equipment necessary for the inspection and maintenance of the aircraft, its engine(s), propeller(s) and principal accessories and other equipment items, together with:
 - (a) a list of permissible tolerance limits;
 - (b) a statement of the nature and periodicity of maintenance inspections; and
 - (c) complete information on lubricating, fuel, and hydraulic circuits.
- (10) Two copies of information necessary for the assembly of the aircraft, if the aircraft is of a type which will be exported unassembled and without having had a production flight test.
- (11) The following manuals for the aircraft, the engine(s), the propeller(s), and accessories:
 - (a) Flight manual (two copies).
 - (b) Maintenance manual (two copies).

b. The documents listed in paragraph 3.c.(1)(a)2 and 3, as well as the following documents, will be required for each individual NEW aircraft imported into France.

- (1) One copy of a list of radio and electrical equipment items, with their characteristics and their operating instructions. These equipment items must conform to the applicable categories for which there are French certification requirements.
- (2) One copy of the production flight test report for the aircraft involved, including a copy of the flight test checklist utilized when testing the aircraft.
- (3) A U.S. Export Certificate of Airworthiness, FAA Form 8130-4, for the aircraft.
- (4) A weight and balance record containing a complete inventory of all equipment and instruments.

(5) A list of modifications that have been incorporated, at least those covered by service bulletins, except that, if the manufacturer's information distribution system has been found satisfactory by the S.G.A.C., submittal of such a list is not required.

c. For an individual, USED aircraft, the following documents must be furnished in addition to those specified under paragraph 5.b.:

(1) A summary of modifications, including:

(a) a summary of mandatory changes made,

(b) a list of modifications recommended by the manufacturer (service bulletins, etc.), and

(c) a list and description of modifications made by the previous owners.

(2) A summary and date of past maintenance inspections and the operating hours since the last inspection of each type.

6. Example of Standard Application Form for a French Type Certificate for Import.

1. a. Application for Type Certificate for Import: _____

b. Application for Extension of Type Certificate for Import: (Type Certificate No.): _____

2. Name of Applicant: _____

3. Status of applicant with respect to aircraft to be certificated:
Original Manufacturer: _____ Licensee: _____

4. Applicant's Complete Address: _____

5. Address of Production Plant: _____

6. Aircraft Description:
Make: _____
Model: _____

7. Descriptive Documents (enclose copies with application):

a. FAA Type Certificate No. _____

b. FAA Type Certificate Data Sheet dated _____

8. FAA Type Certification Basis (FAR): _____

9. Date: _____

10. Applicant's Title and Signature: _____