

## REPUBLIC OF ITALY - SPECIAL REQUIREMENTS

(March 13, 1991)

1. INTRODUCTION. An RAI type design approval (Certificato di Omologazione del Tipo) for an aircraft is a prerequisite for issuance of an Italian certificate of airworthiness, or to permit a related product (e.g., aircraft, engine, appliances) to be installed on an aircraft having an Italian certificate of airworthiness. The RAI does not generally grant type design approvals for products manufactured outside Italy which are not intended for Italian utilization, except for articles to be installed on Italian manufactured products. Therefore, U.S. applicants for type design approval should provide RAI with evidence of intended Italian utilization at the time of application.

Approval of changes to the design (e.g., model changes) sought by the type certificate holder will be issued as amendments to the RAI type design approval.

Changes or production design improvements other than those to be dealt with under preceding paragraph, such as changes introduced by service bulletins, will be considered approved by the RAI upon approval by the FAA under its normal procedures provided information on the changes is supplied to the RAI by the Manufacturer and FAA.

The RAI may issue supplemental type certificates (Certificati di Omologazione del Tipo Supplementari) to grant approval for changes to a type design on aeronautical products for which a standard type certificate has been previously granted. The RAI will consider approving a change in type design (STC's) on a product made by an applicant in the U.S., provided the product has been type certificated by both the FAA and the RAI for standard category certification.

The RAI aircraft type design approval procedures are stated in the RAI Istruzione per il Servizio no. 011, copy of which may be requested to the RAI. These procedures follow basically the same criteria outlined in the FAA AC 21-23 dated July 7, 1987.

Aircraft type design approval usually is intended to cover both engine and propeller approval.

For aircraft engines and propellers, which are exported separately to Italy and which are not spare parts of certificated aircraft for which RAI is requested to approve the installation on Italian registered aircraft, the RAI will issue a Certificato di Omologazione del tipo. For appliances for which a performance standard has been published in the applicable Regolamento Tecnico RAI, approval may be granted by correspondence between the FAA and the RAI. Other forms of design approval may be issued when mutually agreed on by the FAA and the RAI. RAI will issue a Certificato di Omologazione del Tipo di parte (COTP) for such appliances.

The appropriate form of design approval may be issued to the applicant by the RAI after receipt of a statement from the applicant through the FAA, with confirmation by the FAA, that the design and performance of the appliance or article comply with the applicable TSO or other accepted standards; and receipt of all the required data pertaining to the proper installation, performance, operation, and maintenance of the appliance.

## 2. AIRWORTHINESS CERTIFICATION OF IMPORTED PRODUCTS.

2.0 GENERAL. Aircraft and related products manufactured outside Italy being imported to Italy must, for RAI airworthiness acceptance, be accompanied by an Export Certificate of Airworthiness or certifying statement issued by the Civil Airworthiness (CAA) of the State of manufacture or by the Exporting CAA in the case of a "third country," as addressed in Section 2.1. For products imported from U.S., the procedures established in Part 21, Subpart L of the FAR are generally acceptable by the RAI, provided the following further requirements are complied with.

2.1 Complete aircraft manufactured in the U.S. The RAI will accept the certification of the FAA on the airworthiness of an aircraft in making its finding that the aircraft is eligible for an airworthiness certificate. The certification by the FAA will attest that the aircraft:

- a. conforms to a type design approved by the RAI which meets the RAI's airworthiness and environmental standards as specified in the RAI's type certificate data sheet;
- b. is in a condition for safe operation, including compliance with applicable FAA mandatory airworthiness modifications and special inspections; and
- c. contains equipment which assures compliance with the RAI's operational requirements as notified by the RAI.

2.2 Deviations from the RAI type design. Any deviations from the RAI type design will be noted by the FAA on the certifying statement. Any such deviations will be resolved by the applicant/installer before an aircraft is eligible for an Italian airworthiness certificate, or a related product is eligible for installation on an aircraft having an Italian airworthiness certificate.

2.3 Products other than complete aircraft manufactured in the U.S. The RAI shall accept the evaluations of a product made by the FAA in making its finding that the product is eligible for installation on aircraft having an airworthiness certificate issued by the RAI, if the FAA makes a certification that the product conforms to a type design approval issued by the RAI to the manufacturer for installation on that type of aircraft and is in a condition for safe operation, including compliance with any applicable mandatory airworthiness modifications, special inspection, and special requirements of the RAI.

2.4 Aircraft, aircraft engines, or propellers manufactured in a third State. In making its finding of eligibility for an airworthiness certificate or approval for an aircraft, aircraft engine, or propeller manufactured in a third State, the RAI shall accept the certification of the FAA as to the airworthiness of that aircraft, aircraft engine, or propeller, providing the FAA makes a certification to the RAI similar to that required in Section 2.1 or 2.3, as appropriate, and further providing that:

- a) both the FAA and the RAI have approved the basic type design of the aircraft, aircraft engine, or propeller, as appropriate; and
- b) in the case of an aircraft, the aircraft normally would have been registered and certificated in the U.S., or had been in the U.S. for the purpose of completion, e.g., interior installation.

### 3. SPECIAL REQUIREMENTS.

3.0 Provision of aircraft manuals, reports, and other documentation. Acceptance of the first of a type or model of aircraft into Italy is conditional upon the aircraft type design approval holder providing to RAI at no charge two copies of the Aircraft Flight Manual (or Pilot Operating Handbook), Maintenance Manual, Structural Repair Manual, Illustrated Parts Catalogue, Service Bulletins, and any other document necessary for safe operation and continuing airworthiness of the type of aircraft, together with all subsequent amendments to these documents. In addition, one copy of the following documentation is required and kept up-to-date as necessary:

- FAA Type Certificate and Data Sheet;
- Detailed Aircraft Specification;
- List of all documents submitted to FAA for Type Certification (the RAI reserves the right to request any individual document of this List);

- Manufacturer Compliance Checklist;
- Type Inspection Authorization, including all amendments;
- Type Inspection Report, Part II (Flight);
- Production Flight Test Report;
- Weight and Balance Manual;
- FAA approved Master Minimum Equipment List;
- Optional Equipment List;
- List of Radio Communication and Navigation Equipment;
- Antenna performance patterns, when available;
- Seating Configuration Approval Document;
- Engine and Propeller Maintenance and Overhaul;
- Component Overhaul;
- Maintenance Review Board Report, where applicable;
- Time/Life limitations; and
- Maintenance Planning Guide.

3.1 Cabin markings. For transport category and commuter category aircraft:

Markings and placards intended for passenger information, cabin and external emergency instructions and instructions for operation of passenger and cargo doors, must be presented in bilingual form Italian and English.

NOTE: The required Italian text will be notified to the exporter, or alternatively may be completed in Italy prior to standard airworthiness certification.

3.2 Aircraft engines and propellers. For engines and propellers, documents corresponding to those listed under Item 3 as applicable.

3.3 Documentation required for import products.

(a) All aircraft.

(1) Modification Standard. This must include:

- (i) customer options incorporated;
- (ii) equipment incorporated, including items of equipment not necessarily installed by the manufacturer;
- (iii) service bulletin compliance; and

- (iv) Alert Service Bulletin compliance.
  - (2) Export Certificate of Airworthiness. See Section 21.
  - (3) Airworthiness Directives. A declaration of compliance with all AD's issued by FAA must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
  - (4) Supplemental Type Certificate (STC) incorporated. The STC's will be subject to RAI evaluation if not previously investigated.
  - (5) A list of defect to be rectified by the Italian operator at the time of issue of the Export Certificate of Airworthiness, if any.
  - (6) Engine/Airframe/Propeller/Auxiliary Power Unit logbooks.
  - (7) Seating configuration approval document, where appropriate.
  - (8) Time/Life limitations.
  - (9) Weight schedule and weighing report.
  - (10) Flight Manual or Pilot Operating Handbook.
  - (11) Record of rigging checks.
  - (12) Detailed list of radio equipment constituting the radio station.
  - (13) List of part numbers including serial numbers of significant components parts.
- (b) Used Aircraft. In addition to the information referred to in the paragraph A above, the following is also required for used aircraft:
- (1) The maintenance program to which these aircraft have previously been maintained including:
    - (i) previous check cycle; and
    - (ii) future check cycle.
  - (2) Component overhaul life summary, including details of life remaining and modification standards.
  - (3) Compliance with structural inspection program, including details of any structural sampling program in which these aircraft have been included, together with details of their position in this program.
  - (4) Flight test report according to production flight test schedule.
  - (5) Maintenance records. The products must be accompanied by maintenance records equivalent to those specified below that reflect the status of required inspections, life limits, etc.

(a) Records of the maintenance (including FAA Form 337 or equivalent), preventive maintenance, and alteration, and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include:

performed;

- (1) a description (or reference to data acceptable to the RAI) of the work performed;
- (2) the date of completion of the work performed; and
- (3) the signature and certificate number of the person approving the aircraft for return to service.

(b) Records containing the following information:

- (1) the total time in service of the airframe, each engine and each propeller;
- (2) the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance;

- (3) the time since last overhaul of all items installed on aircraft which are required to be overhauled on a specific time basis; and

- (4) the identification of the current inspection status of the aircraft, including the times since the last inspections required by the inspection program under which the aircraft and its appliances are maintained.

(c) Aircraft parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, Subpart L.

(d) Engines/Propellers.

- (1) Export Certificate of Airworthiness (FAA Form 8130-4).
- (2) Compliance with FAR 21, Subpart L.
- (3) Statement of Service Bulletins complied with.
- (4) Operational check.
- (5) Maintenance records.
- (6) Life limited parts record.

(e) Engine/Propellers Parts.

- (1) Airworthiness Approval Tag (FAA Form 8130-3).
- (2) Compliance with FAR 21, Subpart L.

- (f) Appliances.
  - (1) Airworthiness Approval Tag (FAA Form 8130-3).
  - (2) Compliance with FAR 21, Subpart L.
  
- (g) Components.
  - (1) Airworthiness Approval Tag (FAA Form 8130-3).
  - (2) Compliance with FAR 21, Subpart L.
  - (3) Statement of Service Bulletin complied with.