

**COMMONWEALTH OF AUSTRALIA - SPECIAL
REQUIREMENTS (Updated – August 22, 2024)**

SECTION 1--INTRODUCTION.

- (1) A Bilateral Airworthiness Agreement (BAA) between Australia and the United States (U.S.) came into effect by the Exchange of Notes in December 1974 and June 1975. This BAA was replaced by a Bilateral Aviation Safety Agreement with Implementation Procedures for Airworthiness in June 2005, which was subsequently revised in May 2010. The current Agreement relates to the reciprocal acceptance of aeronautical products between the partner Authorities.
- (2) Australian legislation covering acceptance and certification of aircraft is found in Part 21 of Civil Aviation Safety Regulations (CASR) 1998. Copies of Civil Aviation Safety Regulations 1998 may be obtained from the internet at: www.casa.gov.au.
- (3) Compliance with all applicable FAA Airworthiness Directives (AD's) must be demonstrated prior to issuance of a U.S. Export Certificate of Airworthiness or FAA Form 8130-3 or equivalent for export to Australia. Any such certificate must be accompanied by a document identifying those FAA AD's with which compliance has been demonstrated. A logbook is one document acceptable for this purpose. In the case of an AD which contains a repetitive compliance requirement, the document must identify the occasion when compliance is next required.
- (4) Aircraft in Australia must comply with the Air Navigation (Aircraft Noise) Regulations. Most Australian aircraft are required to possess a Noise Certificate before they are permitted to operate. Subsonic jet aircraft added to the Australian register after January 1, 1991, will not be permitted to operate unless they meet ICAO Annex 16 – Environmental Protection.

All inquiries regarding aircraft noise requirements should be directed to Air Services Australia at email: noise.assessment@airservicesaustralia.com

SECTION 2--SPECIAL REQUIREMENTS.

The following identifies those special administrative requirements which must be satisfied at the time of export if a particular aircraft, product, or article is to be eligible for Australian airworthiness acceptance.

A. All Aircraft.

(1) When an aircraft is being exported from the U.S. to Australia, it will normally require either a recent U.S. Export Certificate of Airworthiness for export to Australia, or a U.S. Standard Airworthiness Certificate at the time of application for an Australian certificate of airworthiness.

(2) If a recent U.S. Export Certificate of Airworthiness for export to Australia or a U.S. Standard Airworthiness Certificate is not available, it is possible to obtain an Australian Certificate of Airworthiness by satisfying the Australian Civil Aviation Safety Authority that the aircraft conforms to the type design, any modifications or repairs have been carried out in accordance with a supplemental type certificate or an approved modification/repair design and the aircraft is in a condition for safe operation.

(3) A U.S. Export Certificate of Airworthiness may be issued when the aircraft conforms to the type design and complies with FAA requirements. Features that do not conform to the type design or do not comply with FAA requirements must be listed on the U.S. Export Certificate of Airworthiness and a written acceptance from the Civil Aviation Safety Authority is required before the issuance of the U.S. Export Certificate of Airworthiness where features exist that do not conform to the type design or do not comply with FAA requirements.

(4) FAA approved Supplemental Type Certificates (STC's) are automatically acceptable in Australia. Installed STC's must be listed on the U.S. Export Certificate of Airworthiness, and any required Flight Manual Supplement must be available.

B. Aircraft, First of a Particular Type or Model.

An Australian Certificate of Airworthiness for the first aircraft of a type or model will not be issued until an Australian Type Acceptance Certificate has been issued for the type and model. Inquiries about, and applications for, Type Acceptance Certificates should be directed to the Civil Aviation Safety Authority at email airworthiness@casa.gov.au. An Australian Type Acceptance Certificate will be issued after essential certificates, manuals and service documents have been received by the Civil Aviation Safety Authority.

C. Aircraft Engines, Auxiliary Power Units, and Propellers.

- (1) An aircraft engine, auxiliary power unit, or propeller exported from the United States to Australia will normally require an FAA Form 8130-3 or equivalent for export to Australia.
- (2) Aircraft engines, auxiliary power units, and propellers that are to be exported to Australia need not incorporate modifications or manufacturer's service documents made mandatory by Australian AD's. However, it may be difficult to determine in Australia whether the product complies with Australian AD's and therefore information about the modification status of the product should be provided. A statement written by the person or organization issuing the FAA Form 8130-3 or equivalent document will be accepted as evidence of the modification status. This statement may be written in the logbook or in a separate document.
- (3) Aircraft engines, auxiliary power units, and propellers which are exported to Australia as spares, rather than as parts of a particular aircraft, must meet the requirements of Title 14 of the U.S. Code of Federal Regulations (14 CFR) part 21, subpart L, and have a valid logbook as applicable.
- (4) FAA Form 8130-3 or equivalent will be accepted as evidence that an aircraft engine, auxiliary power unit, or propeller conforms to the type design, is in condition for safe operation, and complies with all aspects of U.S. Title 14 CFR § 21.331.

D. Articles (Article – defined as a material, part, component, process, or appliance).

- (1) Articles must be processed in accordance with the applicable provisions of U.S. Title 14 CFR, part 21 if they are to be eligible for installation on type certificated aircraft registered in Australia.
- (2) Articles that are to be exported to Australia need not incorporate modifications or manufacturer's service documents made mandatory by Australian AD's. However, it may be difficult to determine in Australia whether the article complies with Australian AD's and therefore information about the modification status of the articles should be provided. A statement written by the person issuing the FAA Form 8130-3 or equivalent document will be accepted as evidence of the modification status of the articles.
- (3) Articles that are exported to Australia as spares, rather than as parts of a particular aircraft, must meet the requirements of U.S. Title 14 CFR, part 21, subpart L.

(4) FAA Form 8130-3 or equivalent will be accepted as evidence that the article conforms to the type design, is in condition for safe operation, and complies with all aspects of U.S. Title 14 CFR § 21.331.

E. Documentation.

Documents acceptable to the Civil Aviation Safety Authority are as follows:

(1) In the case of aircraft, FAA Form 8130-4 (U.S. Export Certificate of Airworthiness); and

(2) In the case of aircraft engines, auxiliary power units, propellers, and articles, FAA Form 8130-3 (Authorized Release Certificate / Airworthiness Approval Tag) or equivalent.