

TAIWAN SPECIAL IMPORT REQUIREMENTS

(Revised – June 10, 2020)

SECTION 1 - INTRODUCTION

1. The Aviation Safety Agreement (ASA) between the American Institute in Taiwan (AIT) and the Taipei Economic and Cultural Representative Office (TECRO) in the United States outlines the specific procedures for the validation and airworthiness acceptance of products and articles, which must occur prior to import.

This document defines the additional special requirements that must occur prior to import of validated products and articles into the territory represented by TECRO.

2. In this document, Aviation Product means aircraft, aircraft engine and propeller; whereas Aeronautical Product comprises, in addition to Aviation Product, any part or material that is, or is intended by its manufacturer to be, a part of or used in an aircraft, unless excluded by the Regulations.

Regarding eligible Aviation and Aeronautical Products, please refer to the US/Taiwan Implementing Procedures for Airworthiness, Section II (IPA Scope) found at http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/other_agre/

3. For acceptance of an Aeronautical Product in the territory represented by TECRO, the foreign exporter is responsible for showing compliance with both the applicable regulations promulgated by the Ministry of Transportation and Communications (MOTC), and the applicable airworthiness/environmental requirements defined by TECRO's designated representative, CAA), as outlined in the ASA Implementation Procedures for Airworthiness.

The applicable ASA Executive Agreement and Implementation Procedures can be reached via the following FAA website:

ASA Executive Agreement (EA)

http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/other_agre/

ASA Implementation Procedures for Airworthiness (IPA)

http://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/other_agre/

4. In addition to the requirements prescribed above, Aviation Product to be eligible for import into Taiwan must have Type Validation Certificate issued by CAA first.
5. CAA's type validation of Aviation Products and subsequent acceptance of aircraft is made at the expense of applicant. The fee requirements for type validation include: Certification Application Fee, Type Validation Certificate Issuance Fee and On-site Evaluation Fees (including Inspection Manpower Fee and Work Expense, provided on-

site evaluation is deemed required). For detailed information, refer to the appended Table of “Regulations Governing the Certification for Aviation Products, Appliances and Parts (06-07A)”. This Table stipulates the fee requirements in relevant regard and starts from P-29 of one integrated Attachment file which can be found at the following website:

<https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=17494>

6. For type validation of Aviation Product, CAA will conduct a preliminary evaluation of the data submitted by the applicant and inform the applicant if other documents are required. For concerns requiring clarification and resolution, CAA may send specialists to conduct an on-site evaluation to ascertain if the product complies with the applicable CAA standards and requirements.
7. For TSO article imported for civil aviation use, the TSO manufacturer shall apply to CAA for design validation in accordance with the requirements listed in Section 3; unless that the TSO article has been validated by CAA as part of the type design of the installed product in advance.
8. To be eligible for operation under registration in the territory represented by TECRO, aircraft must meet the requirements of appropriate operational and special regulations. Additional information may be obtained from:

Director, Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
340, Dun Hua North Rd.
Taipei, Taiwan R.O.C. 105

SECTION 2- TYPE VALIDATION REQUIREMENTS FOR AVIATION PRODUCT

1. Please refer to Section III of IPA

SECTION 3-DESIGN VALIDATION REQUIREMENTS FOR TSO ARTICLES

1. Please refer to Section III of IPA

SECTION 4 - REQUIREMENTS FOR AIRWORTHINESS ACCEPTANCE OF AIRCRAFT

1. For airworthiness acceptance, an imported aircraft must comply with the requirement of applicable airworthiness standards and relevant ICAO Annexes. Besides, it must fulfill the requirement for operation as stipulated in “Aircraft Flight Operation Regulations” (AOR hereinafter). For this, the applicant should provide CAA one checklist of installed articles, appliances, emergency equipment and the other equipment that is required by applicable AOR sections and Attachments (refer to the websites below), to ensure the compliance status of the imported aircraft with AOR, except

exempt request is granted by CAA. The checklist should contain, at least but not limited to, the applicable AOR sections, equipment names and manufacturers, part numbers and quantities installed.

- The AOR can be reached through the website:
<https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=14101> in which Chapter 2 is applicable to civil air transport operations, Chapter 3 to general aviation operations and Chapter 4 to all the other operations.
 - The Attachments (Attachment 1~Attachment 33) cited thereof can be reached through the following website:
<https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=14104>
 - The equipment and appliance requirements are mainly stipulated in, but not limited to, Section 5, 6 of Chapter 2, Section 4, 5 of Chapter 3 and Section 3, 7 of Chapter 4 of AOR.
2. The detailed document requirements for each individual new aircraft are provided in the Job functions 33, as enclosed in the volume III of Airworthiness Inspector's Handbook, Book One (<https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=7731>). Job function 33 also defines the additional document requirement for aircraft first of the type/model and used aircraft, respectively.
 3. A passenger aircraft imported for operation by the civil air transport enterprise shall not be older than six years. This age restriction may be extended to ten years provided the Taiwan operator receiving this aircraft has over three years operational experience in this same type of aircraft.
 4. An aircraft imported for general aviation operations shall not be older than ten years. This age restriction may be extended to fifteen years provided the Taiwan operator receiving this aircraft has over three years operational experience in this same type of aircraft. (General aviation enterprise: An enterprise engaging in the aviation business other than Civil air transport enterprise for compensation, including aerial tourism, survey, photographing, fire-fighting, searching, paramedic, hauling and lifting, spraying and dusting, drone-hauling service, business charter, as well as other authorized aviation service.)
 5. An aircraft imported for use in private activities shall not be older than ten years. (Private aircraft activity: means a not-for-profit aviation with a privately owned aircraft.)
 6. For helicopters that are imported for carrier operation by the civil air transport enterprises, a passenger helicopter must be driven by twin-turbine engines, whereas an imported cargo helicopter must be turbine-engine-driven.
 7. Imported cargo aircraft older than fourteen years must submit previous structural maintenance records, the structural integrity program and the supplemental inspection program when applying for the issuance of a Certificate of Airworthiness. Application for altering the usage of a cargo aircraft is prohibited once the related Certificate of Airworthiness is issued.

8. After the aircraft has been properly registered, the nationality marks and registration number of the territory represented by TECRO shall be displayed on a conspicuous part of the aircraft in the form stipulated in Chapter V of “Regulations of Aircraft Registration” (see website: <https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=8319>)
9. Literal Markings and placards intended to provide warnings, guidance or other information to passengers, and located externally to furnish imperative procedures, guidance or information in case of emergency, shall be present in bilingual (Traditional Chinese and English) form.
10. All aircraft imported in unassembled condition shall have sufficient instructions that describe assembly procedures, methods of rigging/alignment, ground testing, flight-testing, inspection methods, and other pertinent data for assembly in the territory represented by TECRO, otherwise the importing CAA’s Export Certificate of Airworthiness will not be accepted.
11. Before delivery of the first of type aircraft to the territory represented by TECRO, TECRO’s designated representative may send, at most, two operational, and two airworthiness inspectors (one for airframe and one for electronic/avionics systems) who are in charge of annual inspection, to be trained at the expense of the applicant. The applicant will be informed of the number of trainees when a clear picture of fleet size and category of operation is available.
12. The applicant will provide the CAA with the necessary statement and information that ensures the airworthiness of the product. The statement will be free of charge and will include all the pertinent information, service bulletins, manuals and the revisions relevant to aircraft, engines and propellers respectively.