

COMMONWEALTH OF INDEPENDENT STATES - SPECIAL REQUIREMENTS

(Revised September 2, 1998)

1. GENERAL

1.1 This document prescribes basic requirements of the Aviation Register (AR) of the Interstate Aviation Committee, to aviation products imported from the U.S.A. into the following countries-signatories of the Minsk Agreement on civil aviation and use of aerospace (Republic of Azerbaydzhan, Republic of Armenia, Republic of Belarus, Republic of Georgia, Republic of Kazakhstan, Republic of Kirghizstan, Republic of Moldova, Republic of Tadzhikistan, Turkmenistan, Republic of Uzbekistan, Ukraine) hereinafter referred to as "the Minsk Agreement." Interpretation of these requirements and the right for their possible expansion lies within the authority of the AR.

1.2 Aircraft and other Class I products (see Subpart L of FAR Part 21) claimed for an AR type certificate should:

- comply with requirements of [[Title 14 of the U.S. Code of Federal Regulations (14 CFR)]] part 21, subpart L;
- follow the procedures and meet the requirements of paragraph 2 of this document.

1.3 Class II and III products claimed for export to the Minsk Agreement member-states should:

- comply with the applicable provision of FAR Part 21, Subpart L;
- follow the procedures and the requirements of paragraph 3 of this document.

1.4 Procedures for receiving approval to export to the Minsk Agreement member-states of Class II and III products of U.S. manufacture with no FAA approval are prescribed by a special FAA-AR agreement.

2. ISSUANCE OF AN AR TYPE CERTIFICATE.

2.1 The following procedure for receiving AR type certificate is prescribed for Class I products:

2.1.1 an applicant for receiving an AR type certificate shall be a manufacturer of the product or a holder of a U.S. type certificate.

2.1.2 An application letter for an AR type certificate or supplemental type certificate shall be submitted via relevant FAA office and addressed to: 7, Krzhizhanovsky, bld 1, Moscow, 117875, Russia.

2.1.3 The AR notifies the applicant and FAA of receiving the application and defines:

- the certification basis;
- data required in addition to the documents specified in paragraph 2.3, and coordination with the applicant.
- time and place of work of AR experts in corresponding FAA office or manufacturer's facility.
- time and place of conducting certification checks and flight tests.

2.2 Certification basis.

2.2.1 The basis for AR type certification of an aircraft, engine, propeller, as a rule, are applicable Airworthiness Standards (Aviation Regulations) effective in the Minsk Agreement member-states.

2.2.2 For products out of production, the rules applied may be such airworthiness requirements which the AR deem necessary in each individual case.

2.2.3 In some instances to provide the safety level required, the AR may impose additional requirements based on comparison analysis of the standards (Regulations) and aircraft service experience in the Minsk Agreement member-states.

2.3 Documentation required for receiving a type certificate.

2.3.1 For receiving an AR type certificate the following documents are to be submitted:

- a FAA type certificate;
- a type certificate data sheet;
- the FAA-approved Airplane Flight Manual;
- an aircraft description (e.g. detailed specifications);
- a list of documents that had been submitted for FAA certification;
- documents required for aircraft safe operation procedures.

2.3.2 All documents shall be accepted in the Russian or English languages, either as originals or their certified copies.

3. ISSUANCE OF AN AR APPROVAL FOR CLASS II AND CLASS III PRODUCTS.

3.1 Aircraft (engine) equipment that significantly affect airworthiness and safety of passengers and flight crew (e.g. flight-navigation and emergency rescue equipment) to be imported into the Minsk Agreement member-states separately and considered as Class II products, should be AR approved. This requirement does not cover spare parts of airplanes certificated.

An example list of such equipment may be sent by the AR upon request.

3.2 The AR approval covers the equipment specified in 3.1 when it is supplied:

3.2.1 for installation on aircraft undergoing AR certificated;

3.2.2 for installation on aircraft having been AR type certificated;

3.2.3 to be sold in the Minsk Agreement member-states for subsequent use in CIS civil aviation.

3.3 The AR approval of equipment imported for the purposes, specified in 3.2.1 and 3.2.2, may be granted provided that it was approved by the FAA by issuance of a TSO approval as required in [[14 CFR,]] part 21 subpart O or by any other procedure FAA-approved.

3.4 For receiving an AR approval of equipment imported for purposes specified in 3.2.3, relevant application shall be submitted to the AR.

3.4.1 Application for an AR approval should be made by a letter via an appropriate FAA office. The application for an AR approval of Class II equipment should be made by its manufacturer.

3.4.2 The AR shall acknowledge receipt of application and inform the applicant of any additional requirements, if these are deemed necessary to ensure an acceptable level of safety. If this may be required the AR shall advise the applicant of the desirable time and place for visiting manufacturing facilities.

3.4.3 The applicant shall provide the following documentation:

- a statement of compliance, submitted by manufacturer to the FAA;
- an FAA letter of design approval or an FAA letter of approval;
- information (description, drawings, etc.) which may be considered adequate for the AR to make a decision as to whether to impose any additional requirements;
- flight and maintenance manuals and documentation required for safe operation and continued airworthiness of equipment.

3.5 Class II equipment, except as specified in 3.1, and Class III equipment may not require AR approval if it is provided with export airworthiness tags in accordance with paragraphs 21.331 and 21.333 of FAR Part 21.

4. SUPPLEMENTS TO A TYPE CERTIFICATE.

4.1 Any major modification of product having been AR type certificated should be AR approved in accordance with the procedures specified in paragraph 2 of this document. "Major modifications" are defined in FAR Part 21, paragraph 21.93 (a) and (b).

5. ADDITIONAL REQUIREMENTS FOR TYPE CERTIFICATION.

5.1 An aircraft may be AR type certificated provided it's noise measurements at ground levels are in compliance with requirements of ICAO Annex 16 (FAR 36).

5.2 Before granting an AR type certificate, the AR may impose additional requirements due to possible differences between the certification basis of an aircraft as specified in Paragraph 2.2.1 and airworthiness to which it has been FAA type certificated. These additional requirements may be imposed because of:

- design features which were not specifically covered by requirements in the certification basis;
- use of metric system of measurements in the Minsk Agreement member-states;
- specifics of the CIS vertical separation system;
- differences in air traffic organization and air routes equipment requirements.

5.3 A list of additional requirements shall be included in AR's notification receipt of application.