

JAPAN - SPECIAL REQUIREMENTS

Revised – June 2, 2020

1. INTRODUCTION

The manner in which Japan accepts aeronautical products from the United States (U.S.) is governed by the Japan-U.S. Bilateral Aviation Safety Agreement (BASA) Implementation Procedures for Airworthiness (IPA), which became effective on March 30, 2020. This document summarizes the additional special requirements for importation into Japan of Japanese-certificated civil aeronautical products exported from the U.S.

1.1 Procedures for aircraft.

NOTE (1): A Type Certificate (TC) is not prerequisite for import into Japan, but once the aircraft holds a JCAB approved TC, the requirements and procedures for Japanese Airworthiness Certification for individual imported aircraft are simplified. Therefore, the JCAB strongly recommends obtaining a Japanese TC.

NOTE (2): A Supplemental Type Certificate (STC) is not prerequisite in Japan, but once the modification holds a JCAB approved STC, the requirements and procedures for Japanese Airworthiness Certification for individual imported aircraft that incorporate the JCAB approved STC are simplified. Therefore, the JCAB strongly recommends obtaining a Japanese STC for any FAA STCs incorporated on the aircraft.

In addition to the special conditions and the additional special requirements as outlined in the IPA, the JCAB will require that markings and placards installed in the passenger cabin shall be presented in Japanese in accordance with JCAB Circular 1-008.

The requirements for obtaining Japanese Airworthiness Certificate of individual imported aircraft are specified in the IPA. An Export Certificate of Airworthiness, FAA Form 8130-4, issued in accordance with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 21, Subpart L, with pertinent materials should be furnished with the aircraft to be exported to Japan. The pertinent materials are dependent on whether an aircraft is type certificated by Japan or not, and details are described in JCAB Circular 1-001.

1.2 Procedures for aircraft engines and propellers.

NOTE (1): Obtaining a Type Approval (TA) for aircraft engines and propellers is not required in Japan. If a manufacturer of aircraft engines or propellers does not apply for a TA, a manufacturer of aircraft shall apply for a TC of the aircraft including those engines and propellers to be equipped on the aircraft and submit substantiation documents necessary to evaluate those engines and propellers.

1.3 Procedures for aircraft engines and propellers not installed in an aircraft.

An FAA Form 8130-3 (Authorized Release Certificate / Airworthiness Approval

Tag) or equivalent, issued in accordance with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 21, Subpart L, with pertinent materials should be furnished with the aircraft engine or propeller to be exported to Japan. The pertinent materials are dependent on whether the aircraft engine or propeller is type approved by Japan or not, and details are described in JCAB Circular 1-001.

1.4 Procedures for articles (material, part, component, process, or appliance).

NOTE (1): The JCAB has a policy that a manufacturer of emergency equipment must obtain a TA from the JCAB for the emergency equipment to be eligible for installation on Japanese registered aircraft.

An FAA Form 8130-3 (Authorized Release Certificate / Airworthiness Approval Tag) or equivalent, issued in accordance with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 21, Subpart L, should be furnished with the article to be exported to Japan.

1.5 Documentation: Documents acceptable to the JCAB are as follows:

- a. In the case of aircraft, FAA Form 8130-4 (U.S. Export Certificate of Airworthiness); and
- b. In the case of aircraft engines, propellers, and articles, FAA Form 8130-3 (Authorized Release Certificate / Airworthiness Approval Tag) or equivalent.