

NORWAY - SPECIAL REQUIREMENTS

(December 1, 2002)

1. INTRODUCTION.

In accordance with the bilateral agreement between the United States of America and Norway, airworthiness certification of aeronautical products is reciprocally accepted. The following Special Requirements are applicable to such products exported from the United States of America to Norway.

Luftfartstilsynet, the Norwegian Civil Aviation Authority, is referred to as CAA-N. The Federal Aviation Administration is referred to as the FAA.

2. GENERAL.

2.1 An aircraft type/model/version must be type accepted by CAA-N before issuance of a Norwegian Certificate of Airworthiness for an individual aircraft and its permanent registration in Norway. The import evaluation leading to type acceptance of a U.S. manufactured aircraft is mainly a familiarization process, which may lead to additional type specific design, maintenance, operational or training requirements.

Regarding the procedure for type acceptance of an aircraft, see Appendix I.

2.2 Engines and propellers installed on an aircraft are type accepted by CAA-N as part of the aircraft if they are listed in the FAA approved type certificate data sheet. Consequently, no additional type acceptance process is necessary. For type acceptance of engines and propellers not previously accepted as part of an aircraft and not installed on an aircraft, see 3.2 below.

2.3 A Norwegian Certificate of Environmental Quality, Noise and Emission as applicable may not be issued unless the aircraft is in compliance with the Norwegian BSL B 2-2 "Environmental Regulations."

These regulations are based on the latest amendments of ICAO Annex 16. In addition, Norway has adopted the European Civil Aviation Conference (ECAC) recommendations with regard to non-addition and non-operation of Chapter 2 airplanes.

3. CLASS I PRODUCTS (Ref: 14 CFR Part 21 - subpart L).

3.1 AIRCRAFT.

3.1.1 For an aircraft type/model/version not previously type accepted by CAA-N, see Appendix I.

3.1.2 For each individual aircraft of a type/model/version type accepted by CAA-N, the following documents must be presented to CAA-N:

a) Airworthiness document:

An FAA Form 8130-4, Export Certificate of Airworthiness (C of A), issued in accordance with Title 14, Code of Federal Regulations (14 CFR), part 21, subpart L. The year of manufacture

and serial number must be stated on the Export C of A or on another FAA approved supporting document. An alternative airworthiness document, and procedures, may be acceptable to the CAA-N on a case-by-case basis.

b) Supplemental Type Certificates for approved major modifications, if any, relevant to the exported aircraft and not previously accepted by CAA-N, accompanied by an application for validation of the modifications.

c) For aircraft that have been modified since the issuance of CAA-N type acceptance certificate, all applicable data concerning environmental quality, noise and emissions must be presented.

d) Historical record, log books, or equivalent as required by 14 CFR § 91.417(a)(2).

e) FAA Approved Flight Manual, Operating Manual/Owners Manual.

f) List of applicable and incorporated Airworthiness Directives.

g) List of incorporated Service Bulletins, if available, as part of the aircraft records retained in accordance with 14 CFR § 91.417 (b)(1).

h) Modification record.

i) Repair record.

j) Record of life limited parts.

k) Equipment list.

l) Weight and balance report.

m) Flight Test Report for new aircraft and for used aircraft on a case by case basis.

3.1.3 An aircraft is normally accepted for import only if the running times of the engine(s) since new, rebuild or overhaul is less than the manufacturer's recommended times between overhauls. An aircraft with an engine or propeller having exceeded this running time may only be accepted for import on a case-by-case basis.

The latest repair or overhaul of an engine or propeller must have been performed according to the FAA Regulations.

3.2 ENGINE OR PROPELLER (not installed on an aircraft).

For an engine or a propeller not previously type accepted in Norway, individually or as part of an aircraft, the documentation required will be established by CAA-N on a case by case basis following an application for type acceptance in accordance with Appendix I.

3.2.1 The following documents are required for the export of new and used engines or propellers already type accepted:

- a) FAA Form 8130-4, Export Certificate of Airworthiness, issued in accordance with 14 CFR part 21, subpart L.
- b) Modification record.
- c) Equipment list.
- c) Historical record, logbooks or equivalent as required by 14 CFR § 91.417(a)(2).
- e) Lists of applicable and incorporated Airworthiness Directives.
- f) Lists of incorporated Service Bulletins, if available, as part of the aircraft records retained in accordance with 14 CFR § 91.417(b)(1).
- g) Record of life limited parts.

NOTE: An engine or a propeller is accepted for import only if the running time since new, rebuild or overhaul is less than the manufacturer's recommended times between overhauls. An engine or propeller having exceeded this running time may only be accepted for import on a case-by-case basis.

3.2.2 For used engine or propeller being returned to Norwegian owner/operator after completion of maintenance activities:

- a) FAA Form 8130-3, Airworthiness Approval Tag issued as a maintenance release document (not as an export document) under an appropriate FAA authorization (e.g., a FAA Repair Station Certificate with the appropriate rating); or
- b) For an engine or propeller intended for Commercial Air Transport, the FAA Form 8130-3 must be issued by a FAA part 145 Repair Station that also holds a JAR 145 acceptance.

4.1 CLASS II PRODUCTS.

The following documents are required for each exported new or used Class II product:

- a) FAA Form 8130-3, Airworthiness Approval Tag, issued in accordance with 14 CFR part 21, subpart L.
- b) List of applicable and incorporated Airworthiness Directives.
- c) List of incorporated Service Bulletins.
- d) Modification record, if applicable.
- e) Repair record.
- f) Record of life limited parts, if applicable.

4.2 CLASS II PRODUCTS (returned to owner/operator).

The following documents are required for Class II products returned to a Norwegian owner/operator after the completion of maintenance activities in the United States:

a) A maintenance release document (e.g., FAA Form 8130-3, Airworthiness Approval Tag, or other maintenance document) issued in accordance with the appropriate FAA authorization (e.g., FAA Repair station Certificate with appropriate rating); or

b) For Class II products intended for Commercial Air Transport, the FAA maintenance release document (e.g., FAA Form 8130-3) must be issued by a FAA part 145 Repair Station that also holds a JAR 145 acceptance.

c) In addition to (a) and (b) above, the following records are required, as applicable:

(i) List of incorporated Airworthiness Directives.

(ii) List of incorporated Service Bulletins.

(iii) Modification record.

(iv) Repair record.

(v) Record of life limited parts.

5. CLASS III PRODUCTS.

5.1 The following documents are required for exported new Class III products:

a) FAA Form 8130-3 issued under one of the following FAA production approvals:

(i) A Production Certificate issued in accordance with 14 CFR part 21, subpart G;

(ii) An Approved Production Inspection System (APIS) issued in accordance with 14 CFR part 21, subpart F;

(iii) An FAA Parts Manufacturer Approval (PMA) issued in accordance with 14 CFR part 21, subpart K;

(iv) A Technical Standard Order (TSO) authorization issued in accordance with 14 CFR part 21, subpart O;

OR

b) A Certificate of Conformance stating that the parts were manufactured in accordance with an established U.S. industry or U.S. government specifications, or to a FAA part TSO (e.g., TSO C148, C149, or C150).

5.2 Used Class III products:

For used Class III products being returned to a Norwegian owner/operator after completion of maintenance activities in the United States:

(a) FAA Form 8130-3, Airworthiness Approval Tag, issued as a maintenance release document (not an export document) under an appropriate FAA authorization (e.g., a FAA Repair Station Certificate with the appropriate rating); or

(b) For Class III products intended for Commercial Air Transport, the FAA Form 8130-3 must be issued by a FAA part 145 Repair Station that also holds a JAR 145 acceptance.

APPENDIX I: AIRCRAFT TYPE ACCEPTANCE

I.1 An application for type acceptance must be presented to CAA-N. For a new aircraft, the U.S. applicant should be the manufacturer or the holder of the type certificate.

I.2 The application and the documents listed in paragraphs a-h below should be sent through the U.S applicant's local FAA Aircraft Certification Office to:

Civil Aviation Authority - Norway
Luftfartstilsynet
Airworthiness Section
P.O. Box 8050 Dep.
NO-0031 Oslo NORWAY
Tel/Fax: +47 32 31 78 93 / 23 31 79 95

- a) Type Certificate Data Sheets, if not already published.
- b) Approved Flight Manual with supplements (including Master Minimum Equipment List (MMEL) and Configuration Deviation List (CDL) if applicable).
- c) Operating Manual, Owner's Manual, etc., if not combined with the Approved Flight Manual.
- d) All technical data to ensure design and continuous airworthiness, including but not limited to Maintenance Review Board (MRB) including Certification Maintenance Requirements (CMR), Maintenance Planning Document (MPD), Illustrated Parts Catalogue (IPC) and Structural Integrity Program (SIP).
- e) A record of applicable Airworthiness Directives and a record of applicable Service Bulletins, if available, as part of the aircraft records retained in accordance with 14 CFR § 91.417(b)(1).
- f) Data showing that the aircraft type is in compliance with BSL B 2-2 "Environmental Regulations." See paragraph 2.3 above.
- g) Manufacturer's agreement to provide CAA-N, without charge, one copy of all technical and operational manuals and other important service information that will be provided to the aircraft owner/operator.
- h) Any other certification documentation deemed necessary to provide sufficient familiarization with the product, as requested by CAA-N through the FAA.

I.3 In addition to the documents required by paragraphs a-h above, a familiarization course or training on the type of aircraft for which a type acceptance certificate is requested, shall be made available to CAA inspector(s).