

**ISLAMIC REPUBLIC OF PAKISTAN - SPECIAL REQUIREMENTS**

(Revised - September 15, 1996)

**REQUIREMENT FOR IMPORTATION OF AIRCRAFT AND ASSOCIATED STORES****1. GENERAL.**

**1.1** These requirements apply to the importation of new and used aircraft into Pakistan. Aircraft already operating in this country on foreign registration which are to be transferred to the Pakistan Civil Aircraft Register are to be treated as imported in Pakistan.

**1.2** The importer must provide to the Airworthiness Division full specification of the aircraft including detailed description with makers and part numbers of the Avionic equipment and other major components fitted and of the instrument panel lay-out of the aircraft. It is suggested that the prospective importer provides this information BEFORE ordering or purchasing the aircraft since modifications to the aircraft and/or its installed equipment may be required prior to issue of a Pakistan Certificate of Airworthiness.

**1.3** Application for the grant of Certificate of Registration should be made well in advance to the DG CAA, Karachi on form CAA-054 together with the receipt showing that the prescribed fee has been deposited in the account of the CAA in the Habib Bank Limited, 19-Liaquat Barracks, Karachi for credit to CAA Collection Account No. 1.

**1.4** If the aircraft is already on the register of another country, the importer is required to arrange with the Airworthiness Authorities on whose register the aircraft is currently borne to advise the DG CAA by telex, cable or by letter of the deletion of the aircraft from their register. No registration in Pakistan is possible until such confirmation is received addressed to the DG CAA, Karachi, Pakistan.

**2. DOCUMENTATION.**

**2.1** The following documents are required before a Certificate of Registration is issued:

**2.1.1** No Objection Certificate (NOC) from the Air Transport Branch of HQ CAA.

**2.1.2** Copy of Import Permit from Government of Pakistan.

**2.1.3** Customs clearance documents.

**2.1.4** De-registration certificate from the country of previous registration.

**2.2** Application for the grant of Certificate of Airworthiness must be made on form CAA-053 to the CAA together with a receipt of the appropriate fee. If there is no current foreign Certificate of Airworthiness in respect of the aircraft, an adequate explanation must be given along with the application.

**2.3** The following documents must be provided to the Airworthiness Division before Certificate of Airworthiness can be issued:

**2.3.1** The existing Certificate of Airworthiness and/or the Certificate of Airworthiness for export.

**2.3.2** Two copies of the Flight Manual issued for that type of aircraft.

**2.3.3** Two sets of Maintenance, Overhaul, Repair and Operation Manuals in respect of the aircraft, engines, propellers and installed Avionic equipment, along with a written confirmation from the manufacturers thereof that amendments, revisions, on new issue will be supplied to the CAA as soon as they are issued.

**2.3.4** A complete set of Service Bulletins, Service Instructions, Service Letters, modification bulletins and any other technical data of a similar nature in respect of the aircraft, engines, propellers and/or installed equipment and a supply written confirmation from the relevant manufacturers that amendments, revisions and new issues will be supplied to CAA as soon as they are issued.

**2.3.5** Weight and Balance report and equipment list for the particular aircraft.

**2.3.6** The Manufacturer's flight test report for that particular aircraft.

**2.3.7** The airframe, engine and propeller log books, if such are in existence, for scrutiny.

**2.3.8** A statement of the modification status and Airworthiness Directives embodiment pertaining to the airframe, engines, propellers and installed Avionic equipment.

**2.3.9** Copy of the Master Minimum Equipment List (MMEL) as issued by country of manufacture of aircraft.

**2.3.10** Such other technical records as may be required by the Airworthiness Division.

**2.4** The documents and informations required by Airworthiness Division are to be provided at no charge of any nature to the CAA. In case aircraft of the same type are already on the register of Pakistan, the Airworthiness Division may at its discretion waive the requirement for any of the above documents as it may deem fit.

**2.5** Prior to the issuance of a Pakistan Certificate of Airworthiness, the importer may be required to submit the aircraft opened up for inspection, as directed, for survey by the CAA Airworthiness Surveyors and to carry out any work called for. To avoid possible prolonged grounding of aircraft, it is necessary that this inspection be carried out at the manufacturer's or operator's facility where the aircraft is purchased, unless otherwise directed by the Airworthiness Division. For this purpose, the importer will bear all the costs in connection with travel and stay of the CAA Surveyors abroad. Additionally, the training of two surveyors, at the cost of operator, may be required in case of new aircraft import.

### **3. AIRCRAFT PARTS.**

#### **(a) Class I Products.**

**(i)** FAA Export Certificate of Airworthiness  
(FAA Form 8130-4).

**(ii)** Compliance with 14 CFR part 21, (Subpart L).

#### **(b) Class II and Class III Products.**

**(i)** FAA Airworthiness Approval Tag (FAA Form 8130-3).

**(ii)** Compliance with 14 CFR part 21, (Subpart L).

4. However FAA Form 8130-4 for the above products issued under [[14 CFR part 183]] by [[a]] Designated Manufacture Inspection Representative (DMIR) will only be acceptable if a copy of FAA's authorization for the respective DMIR is provided along with the export documents.