AZƏRBAYCAN RESPUBLİKASININ
NƏQLİYYAT, RABİTƏ VƏ YÜKSƏK TEXNOLOGİYALAR NAZİRLİYİ
DÖVLƏT MÜLKİ AVİASİYA AGENTLİYİ

ƏMR

№ 47

Bakı şəhəri "15" sentyabr 2019 il

Sənədlərin yeni nəşrlərinin qüvvəyə minməsi haqqında

Beynəlxalq Mülki Aviasiya Təşkilatının 8-ci Əlavəsinin tələblərinə əsasən və 19 oktyabr 2018-ci il tarixli 32 nömrəli Əmrin icrası ilə əlaqədar olaraq aşağıda qeyd olunan sənədlərin yeni nəşrləri hazırlanmışdır:

1) "AAR-AIR-003- *Airworthiness and environment certification of aircraft and* acceptability of related products"
2) "AAR-AIR-006-Flight Recorders Part I - (Airplanes)"
3) "AAR-AIR-007-Flight Recorders Part II - (Helicopters)"
4) AAR-AIR-008-Part M, 145, 66, 147 & 21 для ВС производства стран СНГ"
5) "Airworthiness Handbook" sənədinin ikinci nəşri;

Sözügedən sənədlərin tətbiqini təmin etmək məqsədilə "Azərbaycan Respublikasının Nəqliyyat, Rabitə və Yüksək Texnologiyalar Nazirliyi yanında Dövlət Mülki Aviasiya Agentliyi haqqında Əsasnamə"nin 5.6.6-cı bəndini rəhbər tutaraq, **əmr edirəm:**

1. Yuxarıda göstərilən sənədlərin yeni nəşrləri 15 sentyabr 2019-cu il tarixindən qüvvəyə minsin.
2. Sənədlərdə göstərilən tələblərə uyğun olaraq bütün zəruri prosedurların tətbiqi təmin edilsin.
3. Sənədlərin Dövlət Mülki Aviasiya Agentliyi (DMAA) və "Mülki Aviasiyada Uçuşların Təhlükəsizliyi üzrə Dövlət Müfəttişliyi"nin aidiyyəti mütəxəssisləri tərəfindən öyrənilməsi və icrası təşkil edilsin.
4. Müvafiq sənədlərin yenilənmiş versiyaları DMAA-nın rəsmi internet saytında yerləşdirilsin.
5. Əmrin icrasına nəzarət direktorun müavini Hacıağa Əliyevə həvalə edilsin.

Direktor **Arif Məmmədov**

APPROVED
by SCAA Director Order
№ 47 dd. 15 September 2019

AZERBAIJAN AVIATION RULES – airworthiness and environmental certification of aircraft and acceptability of related products, parts and appliances, as well as aircraft components and materials (AAR-21)

State Civil Aviation Agency of the Republic of Azerbaijan

Document № AAR-AIR-003

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0. ADMINISTRATION AND CONTROL OF THE AAR

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0.3 DISTRIBUTION CONTROL

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0.4 AMENDMENTS AND REVISIONS

Edition / Revision №	Date of issue/revision	Inserted by	Para/Page	Effective date
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Edition: - Release of a document having incorporated all previous revisions until the current version. New edition of a document will not show revised text in blue color. Current edition of a document shown on each page in footer.

Revision: - A change made to a part of document, where it is reflected with blue text or accompanied with a vertical line on right side of a document. Basic information on revisions (number and date) given in the List of effective Pages and indicated in header of affected page and in context itself.

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0.5 ABBREVIATION

AOC	Air Operator Certificate
CAA	Civil Aviation Authority
CDL	Configuration Deviation List
EASA	European Aviation Safety Agency
EEC	European Economic Community
ETOPS	Extended-range Twin-engine Operational Performance Standards
JAA	Joint Aviation Authorities
JAR	Joint Aviation Regulation
MEL	Minimum Equipment List
MNPS	Minimum Navigation Performance Specification
MMEL	Master Minimum Equipment List or Master Minimum Equipment List Supplement
OPS	Operations
RIE	Rectification Interval Extension
RNAV	Area navigation
RNP	Required Navigational Performance
RVSM	Reduced Vertical Separation Minima or Minimum
SCAA	State Civil Aviation Agency of the Republic of Azerbaijan

0.6 TERMS SHALL, SHOULD, MAY

The following terms shall have the meaning outlined below:

“Shall” - An action verb in the imperative sense means that the application of a rule or procedure or provision is mandatory.

“Should” - Means that the application of a procedure or provision is recommended.

“May” - Means that the application of a procedure or provision is optional.

0.7 ADMINISTRATION AND CONTROL

This document is published as a book on A4-sized sheets. The PDF files will be locked and signed to prevent changes.

This document is regularly revised and amended. All personnel must be familiarized with all revisions done.

This document will be Amended and Revised in accordance with requirements of “Documentation and Control” procedure.

PROMULGATION

03 May 2012

THE DIRECTOR OF THE STATE CIVIL AVIATION AGENCY OF THE REPUBLIC OF AZERBAIJAN

Pursuant of General Provisions of Decree No. 15 of the President of the Republic of Azerbaijan establishing the State Civil Aviation Agency and the Law “On Aviation” (herein after referred as “enabling Law”) on the governance of civil aviation in the Republic of Azerbaijan,

Whereas:

1) The State Civil Aviation Agency (herein after referred as “Authority”) is the competent authority having exclusive jurisdiction over civil aviation and civil airports in the Republic of Azerbaijan, and being empowered to prescribe and promulgate rules, regulations and orders for the discharge of its functions.

2) It is necessary to adopt common technical requirements and administrative procedures to ensure the

3) airworthiness and environmental compatibility of aeronautical products, parts and Appliances is in accordance with Annex 8 to the Convention of International Civil Aviation on December 7, 1944 ; such requirements and procedures should specify the conditions to issue, maintain, amend, suspend or revoke the appropriate certificates

4) The need to ensure the application of airworthiness standard and technical requirements for acceptability of aeronautical parts and appliances requires that procedures be followed by the Authority; and to assess

5) compliance with these requirements the Authority should adopt airworthiness codes or certification and

6) establish guidance material to facilitate the necessary to assess compliance with regulatory implementation regulatory implementation regulatory implementation regulatory implementation regulatory implementation.

7) In adopting measures for the implementation of procedural requirements in the field of airworthiness, the

8) Authority must take care that they reflect the state of the art and the best practices, take into account worldwide aircraft experience, scientific and technical progress and allow for immediate reaction to established causes of accidents and serious incidents.

9) It is necessary to establish technical requirements and administrative procedures to ensure acceptability of imported aircraft, aircraft components and materials, in conformity to the guidelines and procedures of Volume I and II of ICAO Document, Doc 9760 AN/967, as amended.

10) Compliance with COMMISSION REGULATION (EC) No 1702/2003 of 24 September 2003 and Working Arrangement between the EASA and SCAA from 07 July 2009

HAS PROMULGATED THIS REGULATION

Article 1 – Scope and Definitions

1. This Regulation lays down, in accordance with the enabling Law, common technical requirements and administrative procedures contained in the Annex to this Regulation governing the airworthiness and environmental certification of products, parts and appliances specifying:

   (a) the acceptability of type-certificates, supplemental type-certificates and changes to those certificates;

   (b) the issue of certificates of airworthiness, permits to fly, certificates of airworthiness for export and authorised release certificates;

   (c) the acceptability of repair approvals;

   (d) the determination of compliance with environmental protection requirements;

   (e) the issue of noise certificates;

   (f) the acceptability of aircraft component and materials;

   (g) The mandatory requirements of airworthiness directives.

2. For the purpose of this Regulation, the following definitions shall apply:

   (a) 'JAA' means the 'Joint Aviation Authorities'.

   (b) 'JAR' means 'Joint Aviation Requirements'.

   (c) 'AAR- 21' means the procedural and technical requirements and administrative procedures contained in the Annex to this Regulation.

   (d) 'AAR- M' means the applicable continuing airworthiness requirements in Annex 1 to State Civil Aviation Agency of the Republic of Azerbaijan Regulation from 02 May 2012.

   (e) The terms and meanings described in Chapter 1 Definitions of the Airworthiness Manual Volume II, Part B and Doc. 9760 AN/967 of ICAO.

(f) "Product" means an aircraft, an aircraft engine, or propeller and includes components and parts of aircraft; of aircraft engine; and of propellers; also parts, materials, and appliances approved under the Technical Standard Order of the Competent Authority of the State of Design.

(g) "EASA" means the European Aviation Safety Agency established by the European Council;

(h) "FAR" means the US Federal Aviation Regulation.

(i) Organization responsible for the type design. The organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State.

(j) State of Manufacture. The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

(k) Type Certificate. A document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State.

Note: *In some Contracting States a document equivalent to a type certificate may be issued for an engine or propeller type.*

(l) Type design. The set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination.

Article 2 – Aircraft certification and acceptability of related products, parts and appliances

1. Aircraft which are registered or intended to be registered in the Republic of Azerbaijan shall be issued with the certificates in accordance with AAR- 21.

2. Products, parts and appliances installed or to be installed on aircraft under paragraph 1 shall be accepted in accordance with AAR- 21.

3. With regard to a product that has a type-certificate issued by the Competent Authority of the State of Design, the following provisions shall apply:

(a) Such a product shall be deemed to have a type certificate accepted in accordance with this Regulation when:

(i) Its type certification basis as defined in the type certificate data sheet of the State of Design meets the applicable technical requirements of Subpart B to the Annex to this Part;

(ii) The environmental protection requirements are those laid down in Annex 16 to Chicago Convention, as applicable to the product;
(iii) The applicable airworthiness directives are those of the State of Design.

(b) The design of an individual aircraft, which is on the register of the Republic of Azerbaijan, shall be deemed to have been approved in accordance with this Regulation when:

(i) Its basic type design is part of a type-certificate referred to in paragraph (a);
(ii) All changes to this basic type design, which are not under the responsibility of the type certificate holder, have been approved by the Competent Authority of the State of Design; and
(iii) The airworthiness directives issued by the Competent Authority of the State of Design are complied with, including any variations to the airworthiness directives of the Competent Authority of the State of Design made mandatory by the Authority.

4. With regard to supplemental type-certificates and major type design changes embodied before the entry into force of this Regulation to products under paragraph 1 and 2, such supplemental type-certificates and major changes shall be deemed accepted in accordance with this Regulation.

5. With regard to major repair design carried out before the entry into force of this Regulation to a product under paragraph 1 and 2, such major repair design shall be deemed accepted in accordance with this Regulation.

6. With regard to minor changes to type design and minor repair design carried out before the entry into force of this Regulation to a product under paragraph 1 and 2, such minor changes to type design and minor repair design shall be deemed approved and accepted respectively in accordance with this Regulation.

7. With regard to parts and appliances for which an approval or authorisation process has been or is being carried out by the Competent Authority of the State of Design before the entry into force of this Regulation; such approval or authorisation shall be deemed accepted in accordance with this Regulation.

8. A certificate of airworthiness issued by the Authority attesting conformity with a type certificate acceptable under paragraph 3 shall be deemed accepted to comply with this Regulation.

Where reference is made to AAR-21 to apply and/or to comply with the provisions of AAR- M and AAR-M is not in force, the relevant implementing rules previous to this Regulation shall apply instead.

Article 3 – Waiver or exemption

1. Waiver or exemption may be issued by the Authority to any technical requirements contained in the Annex to this Regulation under this Article, providing that, such waiver or exemption shall only be applicable to that particular technical requirement. When such waiver or exemption is granted it shall be deemed to have been issued under the enabling Law.

2. For the purpose of this Article, no waiver or exemption shall be granted to any provisions pertaining to offences, violations or acts committed against any mandatory provisions of the enabling Law and from those that prescribed enforcement and penalties.

3. No waiver or exemption shall be granted to any provisions or requirements of this Regulation that may invalidate any international treaties or bilateral agreements entered into by the Republic of Azerbaijan.

Article 4 – Amendment and revision

1. Revision may be made by the Authority to the technical requirements and administrative procedures contained in the Annex to this Regulation resulting from any future international standards that the Authority may adopt.

2. When such revision is made, the Authority shall ensure that the aeronautical industry shall be made aware of such revision in accordance with the rule making method or process that the Authority may establish.

3. By derogation from paragraph 1 and 2, the Director may however, amend, revise, supersede, revoke or cancel this Regulation in part or in whole, in the interest of national security.

Article 5 – Entry into force

1. This Regulation shall enter into force on 01 October 2012.

2. By way of derogation from paragraph 1, airworthiness certificates, certificates of airworthiness for export and noise certificates issued before the entry into force of this Regulation, shall remain valid in accordance with applicable implementing rules previous to this Regulation, until rescinded, cancelled and superseded on the entry into force of this Regulation.

3. By way of derogation from paragraph 1, any person or organisation eligible as an applicant, or holder of, any certificate that may be issued under this Regulation may elect

to comply with applicable technical requirements for the issue of such certificates, at any time before this Regulation comes into force.

This Regulation shall be binding in its entirety and directly applicable in the Republic of Azerbaijan.

Done in Baku, on 03 May 2012

DIRECTOR: ***ARIF MAMMADOV***

21.1 GENERAL

For the purpose of this Part,

(a) The requirements for the issue of airworthiness certificates, acceptability of related aeronautical products, parts and appliances, and environmental compliance on aircraft registered in the Republic of Azerbaijan are contained in this Annex.

(b) The administrative procedures in Section B shall be followed by the Authority in respect of the provisions of this Regulation.

SECTION A – TECHNICAL REQUIREMENTS

SUBPART A — GENERAL PROVISIONS

21.A.1 Scope

This Section establishes general provisions governing the rights and obligations of the applicant for, and holder of, any certificate issued or to be issued in accordance with this Section.

21.A.2 Undertaking by another person than the applicant for, or holder of, a certificate

The actions and obligations required to be undertaken by the holder of, or applicant for, a certificate for a product, part or appliance under this Section may be undertaken on its behalf by any other natural or legal person, provided the holder of, or applicant for, that certificate can show that it has made an agreement with the other person such as to ensure that the holder's obligations are and will be properly discharged.

21.A.3 Occurrence reporting

(a) Any person or organisation responsible under AAR M.A.201, shall report to the authority, the Competent Authority of the State of Design, the organization responsible for the type design or supplemental type design and, if applicable, the State of Operator, any identified condition of an aircraft or component that hazards seriously the flight safety that may include the following:

1. Fires caused by a system failure, malfunction or defect.
2. An engine exhaust system failure, malfunction or defect which cause damage to the engine, adjacent aircraft structure, equipment or components.
3. The accumulation or circulation of toxic or noxious gases in the crew compartment or passenger cabin.
4. A failure, malfunction or defect of a propeller control system
5. A propeller or rotorcraft hub or blade structural failure.

6. Flammable fluid leakage in areas where an ignition source normally exist.

7. A brake system failure caused by structural or material failure during operation.

8. A significant aircraft primary structural defect or failure caused by any autogenous condition (fatigue, understrength, corrosion, etc.).

9. Any abnormal vibration or buffeting caused a structural or system malfunction, failure or defect.

10. An engine failure.

11. Any structural or flight control system malfunction, failure or defect which cause an interference with normal control of the aircraft for which derogates the flying qualities.

12. A complete loss of more than one electrical power generating system or hydraulic power system in a given operation of the aircraft.

13. A failure or malfunction more than one attitude, airspeed or altitude instrument during a given operation of the aircraft.

(b) Reports shall be made in a manner established by the Authority and contain all pertinent information about the condition known to the person or organisation.

(c) Where the person or organisation maintaining the aircraft is contracted by an owner or an operator to carry out maintenance, the person or organisation maintaining the aircraft shall also report to the owner, the operator or continuing airworthiness management organisation any such condition affecting the owner's or the operator's aircraft or component.

(d) Reports shall be made as soon as practicable, but in any case within 72 hours of the person or organisation identifying the condition to which the report relates.

21.A.3B Airworthiness directives

(a) An airworthiness directive means a document issued or adopted by the Competent Authority of the State of Design which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.

(b) The Authority does not issue an airworthiness directive. An airworthiness directive is deemed mandatory under this Part if -

1. It is issued by the Competent Authority of the State of Design; and

2. It affects an aircraft being applied for an issue of an airworthiness certificate or which had been issued with airworthiness certificate under this Regulation; or if it affects an engine, propeller, part or appliance installed on this aircraft.

(c) Any person or organisation responsible under AAR M.A.201 shall comply with the requirements of an airworthiness directive deemed mandatory under this Part, and shall keep and maintain record of such compliance containing at least the following information:

1. The reference number of the airworthiness directive;
2. The description of the unsafe condition identified in the airworthiness directive;
3. The affected aircraft;
4. The compliance action(s) accomplished in the affected aircraft; and
5. The time and date the required action(s) was accomplished in the affected aircraft.

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SUBPART B – ACCEPTABILITY OF AIRCRAFT TYPE-CERTIFICATES

21A.11 Scope

This Subpart establishes the requirements in accepting aircraft type-certificates, requisite for aircraft registration and issue of an airworthiness certificate.

21A.13 Eligibility

(a) An aircraft type certificate issued by the Competent Authority of the State of Design constitutes a statement that the design of aircraft type to which the certificate refers and of the variants specified on the data sheet has been approved to the airworthiness standard of the State of Design.

(b) The Authority does not issue its own aircraft type certificate and type certificated data sheet. The issue of a certificate of airworthiness to an aircraft in accordance with Subpart H constitutes the acceptance of the aircraft type certificate. A type certificate is acceptable if it is comply with the requirements under this Subpart.

(c) When an aircraft type certificate is accepted, all aircraft of similar type would qualify for the issue of an airworthiness certificate, providing that, the condition of the aircraft meets the requirements of this Part.

21A.15 Application

(a) Except as provided in 21.A.13(c), a copy of the aircraft type certificate and the associated type certificate data sheet shall be submitted to the Authority, for acceptance.

(b) An aircraft type certificate acceptable under this Part shall have been issued by the Competent Authority of the State of Design containing the following information:

1. The type certificate number;
2. The designation of the type;
3. The type certificate holder;
4. A statement that confirmed the certification basis of the type of aircraft concerned to an airworthiness standard required in 21.A.16A.
5. A reference to the associated type certificate data sheet.

(c) The type certificate data sheet associated with the type certificate shall give the basis of certification and designation of each approved aircraft variant, and shall define the Special Conditions, if any, established by the Competent Authority of the State of Design to the latest issue.

(d) Any aircraft being applied for aircraft registration shall conform to the type certificate data sheet or equivalent document associated with the type certificate acceptable under this Part.

21A.16A Airworthiness codes

(a) A type certificate is acceptable to the Authority if it is issued by the Competent Authority of the State of Design and comply with the applicable standards of Part III or Part IV Part V or Part VI or Part VII of Annex 8 to Chicago Convention has been demonstrated;

or if –

(b) It is issued in accordance with the Joint Aviation Requirements JAR-21 or Annex Part-21 to the Regulation (EC) No. 1702/2003 of the Commission of European Communities and compliance with the following airworthiness codes, as applicable, has been demonstrated:

- JAR-22 Sailplanes and Powered Sailplanes;
- JAR-23 Normal, Utility, Aerobatic, and Commuter category Aeroplanes;
- JAR-25 Large Aeroplanes;
- JAR-26 Additional Airworthiness Requirements for Operations;
- JAR-27 Small Rotorcraft;
- JAR-29 Large Rotorcraft;
- JAR-34 Aircraft Engine Emission;
- JAR-36 Aircraft Noise;
- JAR-APU Auxiliary Power Unit;
- JAR-AWO All Weather Operation;
- JAR-E Engines;
- JAR-P Propellers;
- JAR-VLA Very Light Aeroplanes;
- JAR-VLR Very Light Rotorcraft, or

(c) It is issued in accordance with the US Federal Aviation Regulations Part 21 and compliance with the following airworthiness codes, as applicable, has been demonstrated:

- Part 23 – Airworthiness Standards: Normal, Utility, Aerobatic, and Commuter Category Airplanes;
- Part 25 – Airworthiness Standards: Transport Category Airplanes;
- Part 27 – Airworthiness Standards: Normal Category Rotorcraft;
- Part 29 – Airworthiness Standards: Transport Category Rotorcraft;
- Part 31 – Airworthiness Standards: Manned Free Balloons;
- Part 33 – Airworthiness Standards: Aircraft Engines;
- Part 34 – Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes;
- Part 35 – Airworthiness Standards: Propellers;
- Part 36 – Noise Standards: Aircraft Type and Airworthiness Certification.

21A.16B Special conditions

(a) Special conditions are detailed technical specifications prescribed by the Competent Authority of the State of Design for a product, if the related airworthiness code does not contain adequate or appropriate safety standards for the product, because:

1. The product has novel or unusual design features relative to the design practices on which the applicable airworthiness code is based; or
2. The intended use of the product is unconventional; or
3. Experience from other similar products in service or products having similar design features, has shown that unsafe conditions may develop.

(b) The special conditions contain such safety standards as the Competent Authority of the State of Design finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness code.

(c) Any special condition prescribed by the Competent Authority of the State of Design shall have been complied at the time of the issue of the type certificate.

21A.17 Type-certification basis

The type-certification basis of an acceptable type-certificate shall consist of:

1. The applicable airworthiness code described in 21.A.16A that is effective on the date of issue of the type-certificate or later effective amendments elected by the holder and approved by the Competent Authority of the State of Design;
2. Any special conditions prescribed in 21.A.16B(a).

21A.18 Designation of applicable environmental protection requirements and certification specifications

(a) The applicable noise requirements of an acceptable aircraft type-certificate shall be those that are prescribed according to the provisions of Chapter 1 of Annex 16, Volume I, Part II to the Chicago Convention and::

1. for subsonic jet aeroplanes, in Volume I, Part II, Chapters 2, 3 and 4, and 14 as applicable;
2. for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6 and 10 and 14, as applicable;
3. for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable; and
4. for supersonic aeroplanes, in Volume I, Part II, Chapter 12, as applicable.

(b) The applicable emission requirements for the issue of a type-certificate for an aircraft and engine are prescribed in Annex 16 to the Chicago Convention:

1. for prevention of intentional fuel venting, in Volume II, Part II, Chapter 2;
2. for emissions of turbo-jet and turbofan engines intended for propulsion only at subsonic speeds, in Volume II, Part III, Chapter 2, 4; and
3. for emissions of turbo-jet and turbofan engines intended for propulsion only at supersonic speeds, in Volume II, Part III, Chapter 3
4. for CO2 emissions based on fuel consumption with subsonic jet aeroplanes over 5700 kg and propeller driven aeroplanes over 8618 kg , in VOLUME III, Part II .

(c) An acceptable aircraft type-certificate shall have been issued in accordance with airworthiness codes or certification specifications that provided acceptable means to demonstrate compliance with the noise and emission requirements laid down in paragraphs (a) and (b) respectively.

21A.19 Changes requiring a new type-certificate

Any change in design, power, thrust, or mass which is extensive as determined by the Competent Authority of the State of Design that a substantially complete investigation of compliance with the applicable type certification is required shall not be deemed approved under this Part.

Such change requires an issue of a new type-certificate by the Competent Authority of the State of Design, before it can be accepted in accordance with this Subpart.

21A.31 Type design

(a) The type design of an acceptable type-certificate may consist of:

1. The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type certification basis and environmental protection requirements;
2. Information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;
3. An approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable airworthiness code; and
4. Any other data necessary to allow by comparison, the determination of the airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

(b) Each type design shall be adequately identified.

21A.41 Type-certificate

The acceptance of a type-certificate under this Part includes the type design, the operating limitations, the type-certificate data sheet for airworthiness and emissions, the applicable type-certification basis and environmental protection requirements that the Competent Authority of the State of Design has record of compliance, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The acceptance of an aircraft type-certificate, in addition, includes the type-certificate data sheet for noise. The acceptance of associated engine type-certificate data sheet includes the record of emission compliance.

21A.57 Manuals

The holder of a type certificate shall produce, maintain and update master copies of all manuals required by the applicable type certification basis and environmental protection requirements for the product, and provide copies, on request, to the Authority.

21A.61 Instructions for continued airworthiness

(a) Each known the Republic of Azerbaijan registered owner of one or more aircraft, engine or propeller must ensure that he obtains from the holder of the type-certificate, at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable type-certification basis upon its delivery or upon issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later. The availability of some manual or portion of the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles.

(b) In addition, all known operators of the product and any person required to comply with any of those instructions must ensure that they are in receipt of changes to the instructions for continued airworthiness.

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SUBPART C – RESERVED

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SUBPART D – CHANGES TO TYPE-CERTIFICATES

21A.90 Scope

This Subpart establishes the conditions in accepting of changes to type designs and type-certificates, which had been accepted in accordance with Subpart B.

21A.91 Classification of changes in type design

Changes in type design are classified as minor and major. A 'minor change' is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, or other characteristics affecting the airworthiness of the product. Without prejudice to 21A.19, all other changes are 'major changes'.

21A.92 Eligibility

(a) Any major change to a type design that complies with the requirements of Part 21.A.97 is deemed approved under this Subpart; all other major changes to a type design shall apply under Subpart E.

(b) A minor change to a type design that complies with the requirements of Part 21.A.95(a) is deemed approved under this Part

(c) A minor change to a type design not deemed approved under this Part shall comply with the requirements of Part 21.A.95(b) of this Subpart.

21A.93 Application

(a) An application for approval of a change to a type design shall be made to the Competent Authority of the State of Design.

(b) By way of derogation to paragraph (a), the Authority may accept application for a minor change of a type design.

(c) In all cases, the application shall include

1. A description of the change identifying

   − All parts of the type design and the approved manuals affected by the change; and

   − The certification specifications and environmental protection requirements with which the change has been designed to comply in accordance with the implementing rules of the Competent Authority of the State of Design.

2. Identification of any re-investigations necessary to show compliance of the changed product with the applicable certification specifications and environmental protection requirements.

21A.95 Minor changes

(a) Minor changes in a type design is deemed approved under this Part, it has been classified and approved either:

1. By the Competent Authority of the State of Design; or

2. By an appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design

(b) A minor change in a type design not deemed approved in accordance with paragraph (a) may be approved under a method acceptable to the Authority before submitting to the Authority any substantiating or descriptive data, providing that, it is classified as such in pursuance to 21.A.91; it is determined that the characteristics of the aircraft remain acceptable; and it does not affect the aircraft –

1. Flight characteristics;
2. Performance;
3. Flight deck design;
4. Flight guidance;
5. Navigation system; and
6. System operation

21A.96 Approval procedure for minor changes to type design not deemed approved under this Part

(a) In the case where a minor change to type design is not deemed approved under this Part, the applicant, for the purpose of 21.A.95(b), shall--

1. Demonstrate that the changed product complies with the airworthiness code that is applicable to the changed product and that is in effect at the date of the approval of the change, and with the applicable environmental protection requirements laid down in 21.A.18;

2. Determine that the change can be installed in the product in conformity with the drawings and instructions;

3. Determine that the maintenance and operating instructions provide adequate information for the safe operation and continuous airworthiness of the product; and

4. Allow the Authority to conduct any inspection and any flight or ground test which, in the opinion of the Authority, is necessary to confirm compliance with applicable airworthiness codes and environmental protection requirements.

(b) The applicant shall prepare all necessary documentation to include, as appropriate--

1. A master documentation list detailing the individual drawings and specifications which define the design change;

2. Drawings and instructions necessary for the installation of the design change of the product;

3. A compliance programme listing each standard that must be satisfied and the method use in determining compliance (e.g. test, analysis, inspection) and bearing the signature of a qualified person confirming the finding of compliance;

4. Engineering reports which contain the analyses, calculation and test results used determine that the changed product complies with the applicable type- certification basis;

5. A record of the change in mass and moment arm when the design change is installed in the aeronautical product;

6. A record of the change in electrical load when the design change is installed in the aircraft;

7. A supplement to the approved flight manual; and

8. A supplement to maintenance instructions, instructions for continuous airworthiness and repair instructions.

(c) A minor change to type design under a method acceptable to the Authority shall only be approved if-

1. The applicant satisfies the Authority that the aeronautical product, with the design change installed, complies with:

   - The applicable type-certification basis; and

   - The requirement of the Authority for the provision of engineering data and documentation required in paragraph (a) and (b); and

2. In the opinion of the Authority, the design has no unsafe futures.

(d) The method acceptable to the Authority under 21.A.96 (c) shall provide a means for determining that -

1. The components and materials used in the finished product or part are as specified in the applicable design data and are properly identified; and

2. The process, manufacturing technique and methods of assembly affecting the quality and safety of the finished product or part are accomplished in accordance with specification established by the Competent Authority of the State of Design.

(e) The holder of a minor type design change approval under a method accepted by the Authority under this Subpart shall raise a Statement of Conformity, SCAA Form 1 (see Appendix) for a product or part manufactured or assembled in accordance with 21.A.96(d). It shall include a statement that the product or part conforms to the approved design data and is in a condition for safe operation.

21A.97 Major changes

a) The Authority does not issue approval for a major changes to type design or to type certificate which has been accepted under Subpart B.

b) A major change is deemed approved under this Part, if it is approved either by -

1. The Competent Authority of the State of Design to the holder of a type certificate which had been accepted in accordance with requirements of Subpart B or a person under an authorisation issued for and on behalf of the Competent Authority of the State of Design; or

2. An appropriately approved organisation that is also the type-certificate or supplemental type-certificate holder, under a procedure agreed with the Competent Authority of the State of Design.

c) A major change in a type design deemed approved under this Subpart is limited to that or those specific configuration(s) in the type design upon which the change is made.

21A.107 Instructions for continued airworthiness

Each known the Republic of Azerbaijan registered owner of one or more aircraft, engine or propeller must ensure that he obtains from the holder of a minor change approval to the type design, at least one set of the associated variations, if any, to the instructions for continued airworthiness of the product on which the minor change is to be installed, prepared in accordance with the applicable type-certification basis, upon its delivery or issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later.

In addition, all known operators of the product incorporating the minor change and person required to comply with any of those instructions must ensure that they are in receipt of changes to those variations of the instructions for continued airworthiness.

SUBPART E – SUPPLEMENTAL TYPE-CERTIFICATES

21A.111 Scope

This Subpart establishes the procedural requirements in accepting supplemental type-certificates issued for all major changes to type-certificated products when the change is not so extensive as to require a new type certificate.

21A.112A Eligibility

Supplemental type-certificates issued to any natural or legal person (‘organisation’) that has demonstrated its capability in accordance with 21A.112B to the Competent Authority of the State of Design shall be eligible for acceptance under the conditions laid down in this Subpart.

21A.112B Demonstration of capability

(a) The holder of an acceptable supplemental type-certificate shall have demonstrated its capability by holding a design organisation approval or equivalent, issued by the Competent Authority of the State of Design.

(b) By way of derogation from paragraph (a), the authority may accept a supplemental type-certificate issued on the basis of which the holder had demonstrate its capability to the Competent Authority of the State of Design that has agreed the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with the following airworthiness regulation, as applicable:

1. The Joint Aviation Requirements JAR-21 or Annex Part-21 to the Regulation (EC) No. 1702/2003 of the Commission of European Communities; or
2. The US Federal Aviation Regulation Part 21; or
3. Equivalent regulation.

21A.113 Application for a supplemental type-certificate

(a) The authority does not issue supplemental type-certificates. An application for supplemental typecertificate shall be made in a form and manner established by the Competent Authority of the State of Design.

(b) A supplemental type-certificate acceptable under this Subpart shall have included the descriptions and identification required by 21A.93(c) at the time of its application with the Competent Authority of the State of Design and a justification that the information on which those identifications are based is adequate either from the applicant's own resources, or through an arrangement with the type-certificate holder.

21A.115 Acceptability of a supplemental type-certificate

A supplemental type-certificate is acceptable under this Subpart, if it is complies with the requirements of 21.A.112B

21A.117 Changes to that part of a product covered by a supplemental type-certificate

(a) Minor changes to that part of a product covered by a supplemental type-certificate which had been classified and approved by the Competent Authority of the State of Design, is deemed approved under this Part.

(b) Each major change to that part of a product covered by a supplemental type-certificate which had been classified and approved by the Competent Authority of the State of Design as a separate supplemental type-certificate shall be dealt with in accordance with this Subpart.

(c) By way of derogation from paragraph (b), a major change to that part product covered by a supplemental type-certificate which had been approved by the Competent Authority of the State of Design as a change to the existing supplemental type-certificate, is deemed approved under this Subpart.

21A.118 Supplemental type-certificate embodiment

The embodiment of a major change to a product covered by a supplemental type-certificate being a supplemental type-certificate acceptable under this Subpart, shall be made by a maintenance organization appropriately approved by or acceptable to the Authority, or by a production organisation appropriately approved by the Competent Authority of the State of Design.

The organisation performing the installation of an acceptable supplemental type-certificate shall ensure that it obtains all the necessary installation instructions from the holder of the supplemental type-certificate.

Installation of a major change to a product for the purposes of 21.A.112B(b) and 21.A.113(a) may be permitted, providing that, the installation is agreed by the person or organisation responsible for the continuing airworthiness of the product and consented in writing by the Authority.

21A.120 Instructions for continued airworthiness

(a) Each known the Republic of Azerbaijan registered owner of one or more aircraft, engine or propeller must ensure that he obtains from the holder of a supplemental type-certificate, at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions, prepared in accordance with the applicable type-certification basis, upon its delivery or issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later.

(b) In addition, all known operators of the product and any person required to comply with any of those instructions should ensure that they are in receipt of changes to the instructions for continued airworthiness.

SUBPART F – RESERVED

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SUBPART H – CERTIFICATES OF AIRWORTHINESS

21A.171 Scope

This Subpart establishes the procedure for issuing airworthiness certificates.

21A.172 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered, or its representative, shall be eligible as an applicant for an airworthiness certificate for that aircraft under this Subpart.

21A.173 Classification

Airworthiness certificates shall be classified as follows:

Certificates of airworthiness shall be issued to aircraft which conform to a type-certificate that has been issued in accordance with this Part.

21A.174 Application

(a) Pursuant to point 21.A.172, an application for an airworthiness certificate shall be made in a form and manner established by the Authority.

(b) Each application for a certificate of airworthiness shall include:

1. with regard to **new aircraft**:

   − For an aircraft which is the “First of Type” (i.e. Prototype or Variant), the required documentation specified in both Tables A and B below must be provided to the Authority.

   − For a “Series” aircraft, being an aircraft of which has previously been issued a Certificate of Airworthiness by the Authority, the required documentation specified in Table B must be provided.

Note: *A copy of items marked * shall be retained by the Authority. Items marked ** shall be viewed only at the time of Certificate of Airworthiness issue but must be retained by the aircraft owner/operator*

Table A

	Documentation/Publications	
(i)	Type Certificate (State of Design). Statement of applicable design certification standard required if not referenced in Type Certificate Data Sheet. The TC shall be acceptable in accordance with Subpart B of this Part.	*
(ii)	Maintenance Manual and Illustrated Parts Catalogue (IPC)	*
(iii)	Overhaul Manual	*
(iv)	Structure Repair Manual	*
(v)	Non-Destructive Testing (NDT) Manual	*
(vi)	Wiring Diagrams Manual	*
(vii)	Maintenance Review Board Report	*
(viii)	Maintenance Planning Document	*
(ix)	Service Life & Time Limits Manual, unless data is contained in another publication	*
(x)	Aircraft Flight Manuals/Pilots Operating Manual/Owner Manual	*
(xi)	Electrical Load Analyses Report	*
(xii)	Noise Type Certificate including noise data, unless published in Flight Manual	*
(xiii)	Master Minimum Equipment List (MMEL), where applicable	*

Table B

	Documentation/Publications	
(i)	Export Certificate of Airworthiness issued in accordance with the rules of the Competent Authority of the State of Design	*
(ii)	Copy of Type Certificate Data Sheet (TCDS) associated with Type Certificate which has been previously accepted or which is subject for acceptance in accordance with Subpart B of this Part	*
(iii)	List of any findings included as part of the Certification	*
(iv)	Copy of each Supplemental Type Certificate (STC) embodied on the aircraft/engines /and or propellers. Applicant must establish acceptability of each STC in accordance with Subpart E of this Part	*
(v)	Statement of Compliance with Airworthiness Directives (ADs) issued by the State of Design or those effective under "grandfather" provisions. Alternative means of Compliance approved by the State of Design must be declared	*
(vi)	Configuration Maintenance Requirements (CMR). CMR status and compliance, as applicable to aircraft type	*
(vii)	Aircraft/Engine/Propeller/APU Log Books	**
(viii)	Aircraft Flight Manuals/Pilots Operating Manual/Owner Manual ***Note:*** *view only where the Authority is already in possession of applicable Flight Manual*	**
(ix)	Weight and Balance manual. View only where the Authority is already in possession of a Weight and Balance Manual, which is generic to the aircraft type	*
(x)	Weighing Report. Individual aircraft weighing record	**
(xi)	Flight Test Report. For new aircraft, a copy of manufacturer's Flight Test completion declaration	*
(xii)	Statement of Build Standard (i) Master Change List (ii) Production Revision Record (iii) Service Bulletin Standard *Note: Only changes to (i) & (ii) need to be declared for series aircraft*	*

	Documentation/Publications	
(xiii)	List of Manufacturing Concessions/Deviations	*
(xiv)	Declaration of compliance with Additional National Design Requirements, if any notified by the Authority to the Competent Authority of the State of Design	*
(xv)	Cabin Configuration Control. Copy of configuration drawing (LOPA), including locations of safety equipment installed	*
(xvi)	Revision to Electrical Load Analysis. Copy any changes to document required by table A	*
(xvii)	Radio Equipment List, including approval status	*
(xviii)	TX Mod “S” Code programme. (Declaration of Mode “S” code)	*
(xix)	ELT Code programme. (Declaration of ELT code (406 Mhz))	*
(xx)	SELCAL Code. Declaration of SELCAL code)	*
(xxi)	FDR/CVR Compliance Statement (i) FDR Data Frame Layout Document (ii) CVR Recording Performance	**
(xxii)	List Derogations, Waivers and Exemptions from the Type Certificate which must be authorized in writing by the Authority	*
(xxiii)	Registration of Aircraft. Aircraft registration process must be completed. Confirmation required of the aircraft de-registration from the Competent Authority of the last State of Registry	**
(xxiv)	Compass Check Certificate. Deviation Cards installed	**
(xxv)	List of Placards and Markings	**
(xxvi)	List of equipment incorporated, including items of equipment not necessarily installed by the manufacturer	*
(xxvii)	List of significant components and items	*
(xxviii)	Compliance document against the requirements of Subpart K and L of SCAA OPS 1/3, if the aircraft is for purpose of public transport	*
(xxix)	An airworthiness review certificate required under AAR-M	*

2. With regard to **used aircraft**, in addition to the documentation specified in Tables A and B, the required documentation specified in Table C below must also be provided to the Authority

Table C

	Documentation/Publications	
(i)	Aircraft/Engine/Propeller Records. Records containing total time in service, and status of life limited parts. Time since last overhaul and current inspection status.	**
(ii)	Component Overhaul/Life Limit Status. Details of lives remaining and modification status.	**
(iii)	Previous maintenance Records. Work Packs and Log Books	**
(iv)	Previous Maintenance Programme. Previous inspection/check periods, hours, cycles, calendar time.	**
(v)	Modification Status Report. Major modification previously embodied by Owner(s)/Operator(s), including approval status	**
(vi)	Repair Records. Major repairs previously embodied by Owner(s)/Operator(s), including approval status	**

(c) Unless otherwise agreed, the export certificate of airworthiness shall have been issued no more than 60 days before presentation of the aircraft to the Authority. In all cases, the applicant or its representative shall provide access and arrange for the Authority to inspect the aircraft and examine its relevant compliance documents and records at the location where such inspection and examination can be conducted. The cost for such inspection and examination shall be borne by the applicant or its representative.

21A.175 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in English language to the Authority, unless otherwise expressly prescribed.

21A.177 Amendment or modification

An airworthiness certificate may be amended or modified only by the Authority.

21A.179 Transferability and return of airworthiness certificates

(a) Where ownership of an aircraft has changed:

1. If it remains on the national civil aircraft register, the certificate of airworthiness shall be transferred together with the aircraft;

2. If the aircraft will be registered in another State of Registry, the certificate of airworthiness shall be returned to the Authority.

(b) Where ownership of an aircraft has changed, and the aircraft has a permit to fly not being a ferry flight authorisation, such certificate of airworthiness shall be transferred together with the aircraft provided the aircraft remains on the national civil aircraft register.

21A.180 Inspections

The holder of the airworthiness certificate shall provide the Authority access to the aircraft for which that airworthiness certificate has been issued, for inspection.

21A.181 Duration and continued validity

(a) An airworthiness certificate shall be issued for an unlimited duration. It shall remain valid subject to:

1. compliance with the applicable type-design and continuing airworthiness requirements; and

2. the aircraft remaining on the national civil aircraft register; and

3. the type-certificate under which it is issued not being previously invalidated by the Competent Authority of the State of Design

4. the certificate not being surrendered or revoked under 21B.330.

(b) Upon surrender or revocation, the certificate shall be returned to the Authority.

21A.182 Aircraft identification

Each applicant for an airworthiness certificate under this Subpart shall demonstrate that its aircraft is identified in accordance with Subpart Q.

21A.183 Carriage of airworthiness certificates on board aircraft

(a) The airworthiness certificate shall be carried on board the aircraft to which it is issued when flying in international air navigation.

(b) On flights beginning and ending in the Republic of Azerbaijan without passing in any other State the airworthiness certificate may be kept safely and secured elsewhere.

SUBPART I – NOISE CERTIFICATES

21A.201 Scope

This Subpart establishes the procedure for issuing noise certificates.

21A.203 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered, or its representative, shall be eligible as an applicant for a noise certificate for that aircraft under this Subpart.

21A.204 Application

(a) An application for a noise certificate shall be made in a form and manner established by the Authority.

(b) Each application shall include:

1. With regard to new aircraft:

(i) An acceptable aircraft type-certificate under this Part, where such type-certificate and associated type certificate data sheet has reference to applicable noise standard of which the aircraft is type certificated; or A statement signed by the exporting authority that the aircraft conforms to an approved design, and

(ii) The noise information determined in accordance with applicable noise requirements. This information shall be included in the flight manual, when flight manual is required by the applicable airworthiness code for the particular aircraft.

2. With regard to used aircraft

(i) The noise information determined in accordance with applicable noise requirements. This information shall be included in the flight manual, when flight manual is required by the applicable airworthiness code for the particular aircraft, and

(ii) Historical records to establish the production, modification and maintenance standard of the aircraft.

(c) Unless otherwise agreed, the statements referred to in subparagraphs (b)(1) shall be issued no more than 60 days before presentation of the aircraft to the Authority.

21A.207 Amendment or modification

A noise certificate may be amended or modified only by the Authority.

21A.209 Transferability and return of noise certificate

Where ownership of an aircraft has changed:

(a) If the aircraft remains on the national civil aircraft register, the noise certificate shall be transferred together with the aircraft;

(b) If the aircraft is removed from the national civil aircraft register, the noise certificate shall be returned to the Authority.

21A.210 Inspections

The holder of the noise certificate shall provide the Authority access to the aircraft for which that noise certificate has been issued, for inspection.

21A.211 Duration and continued validity

(a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:

1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and
2. the aircraft remaining on the national civil aircraft register; and
3. the validated type-certificate to which it is issued is not invalidated by the issuing Competent Authority of the State of Design.
4. the certificate not being surrendered or revoked under 21B.430.

(b) Upon surrender or revocation, the certificate shall be returned to the Authority.

21A.212 Carriage of noise certificates on board aircraft

(a) The noise certificate shall be carried on board the aircraft to which it is issued when flying in international air navigation.

(b) On flights beginning and ending in the Republic of Azerbaijan without passing in any other State the noise certificate may be kept safely and secured elsewhere.

SUBPART J – RESERVED

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SUBPART K – ACCEPTABILITY OF AIRCRAFT COMPONENTS AND MATERIALS

21A.301 Scope

This Subpart establishes the special requirements for accepting aircraft components and materials to be installed in aircraft issued with an airworthiness certificate under this Part.

21A.307 Release of parts and appliances for installation

(a) No aircraft component or material, except a standard part, shall be eligible for installation to an aircraft issued with an airworthiness certificate under this Part unless it is:

1. Accompanied by an authorised release certificate certifying airworthiness; and

2. In compliance with the requirements under this Part.

(b) A certificate of release to service may only be issued in respect of an aircraft component when all required maintenance has been properly carried out in accordance to the procedures of AAR-145.65. One aspect of maintenance is the fitment of replacement components/material and the need to be satisfied that such components/material meet required standards in respect of manufacture or maintenance, as appropriate.

(c) Any aircraft component manufactured or maintained therefore shall be accompanied by Authorise Release Documents acceptable to the Authority.

21A.308 Airworthiness and eligibility status

(a) SCAA Form One or JAA/EASA Form One or the equivalent USA FAA Form 8130-3 or -4, Canadian TCA Form 24-0078 identifies the airworthiness and eligibility status of an aircraft component. Block 13 “Remarks” on the SCAA Form One or JAA/EASA Form One in some cases contain vital airworthiness related information which may need appropriate and necessary action.

(b) The receiving AAR-M Subpart F or AAR-145 organisation shall ensure that the component it receives or installs meets the approved data/standard, such as the required design and modification standard. This may be determined by reference to the manufacturer’s parts catalogue or other approved data (i.e. Service Bulletin). Care should be exercised in ensuring compliance with applicable Airworthiness Directives and the status of any life limited parts fitted to the aircraft component.

21A.309 Aircraft components and material

(a) In the context of this Subpart, aircraft components and material are all parts, equipment or material intended for installation into an aircraft, its engines or propellers, where such parts or equipment have a part number allocated by the aircraft/engine/propeller/equipment type certificate holder, unless said type certificate holder has designated such parts as standard parts, or material.

(b) To designate a part as a standard part the type certificate holder may issue a standard parts manual accepted by the Competent Authority of the State of Design (Original TC NAA) or may make reference in the Parts Catalogue to a national/international specification (such as a standard diode/capacitor etc.) not being an aviation only specification for the particular part. A SCAA Form One or JAA/EASA Form One or USA / Canadian documents are not normally issued and therefore none should be expected.

21A.310 New component

(a) A component manufactured by a source located outside of the Republic of Azerbaijan shall be accompanied by a Release Document Authorised by the Competent Authority of the particular country certifying that the component was manufactured in conformity to the relevant requirements.

(b) The appropriate Competent Authoritiy's approval shall be the type certificate (TC) or the production certificate (PC) or a manufacturer certificate for that particular purpose.

(c) A component manufactured by a source located in JAA/EASA member country. The Release Document must be a JAA Form One issued prior to 28 September 2004, or EASA Form One.

(d) For new engines/propellers/APUs from the USA, the Release Document must be the FAA Form 8130-4 and for other components, FAA Form 8130-3. It should be noted that when a FAA Form 8130-3 is issued for new components it is signed in block 15 of Form by FAA Designee.

(e) A component manufactured by source located in Canada, the Release Document must be TCA Form 24-0078.

(f) The authority receives the right to investigate any manufacturing source and refuse a Released Document issued in accordance with this paragraph when not satisfied by standards.

(g) Parts from FAA/PMA manufacturing sources under FAR 21 Subpart K must always be accompanied by an FAA Airworthiness Approval Tag, FAA Form 8130-3.

(h) A component manufactured by a Subcontractor manufacturing source who is authorized to release a component for direct delivery to AAR-M Subpart F or AAR-145 organisation customer based on an agreement with the holder of type certificate or the production certificate must be accompanied by a Release Document from the holder of the production certificate.

21A.311 Used components

(a) Used components from AAR-M Subpart F or AAR-145 Maintenance Organisation shall be accompanied by SCAA Form 1 completed in accordance with the applicable rules.

(b) Used components from an acceptable JAR/EASA-145 Maintenance Organisation shall be accompanied by EASA Form 1. Only JAR/EASA-145 Maintenance Organisations listed in the “EASA Part-145 Listed Organisations” shall be considered as an acceptable maintenance source.

(c) Used components from an acceptable FAA approved FAR-145 Repair Station shall be accompanied by FAA Form 8130-3. Only FAA approved FAR-145 Repair Station listed in the “EASA Part-145 Listed Organisations” shall be considered as an acceptable maintenance source. A FAA Form 8130-3 when issued for used maintained components shall be signed in block 20 by the FAR-145 Repair Station quoting the Repair Station Certificate Number in block 21. For newly overhauled items block 20 and NOT block 15 as the Form infers shall be signed.

(d) Used components from an acceptable Transport Canada Approved AM 573 Maintenance Organisation shall be accompanied by Transport Canada Form 24-0078. Only Transport Canada Approved AM 573 Maintenance Organisations listed n the “EASA Part-145 Listed Organisations” shall be considered as an acceptable maintenance source.

(e) Used component from an Operator shall be accompanied by a paragraph 21.A.309(a) Authorised Release Document issued by the Operator’s maintenance organisation being a paragraph (a), (b), (c) or (d) organisation as appropriate, which shall include any relevant maintenance history whilst the component=was with the Operator. Where the maintenance organisation is unable to provide a paragraph 21.A. 309(a) Authorised Release Document, then the original documentation received by the Operator shall be delivered to the receiving organisation together with a maintenance history statement signed by the Operator’s Quality Manager or deputy. The receiving AAR-M Subpart F or AAR-145 organisation may need to proceed in accordance with paragraph (h) if there is doubt about the origin or traceability of the component.

(f) Used component from Parts Dealer or Distributor. Aircraft Component Distributors provide an essential service in the supply of aircraft components and whilst the AAR-M Subpart F or AAR-145 Maintenance Organisation remains responsible for acceptance of the aircraft components, the Distributor can provide good support to the AAR-M Subpart F or AAR-145 Maintenance Organisation by compliance with subparagraph 1 and providing reasonable access to enable sub-paragraph 2 below to be satisfied.

1. Aircraft component Distributors are not approved by the Authority and when acting in the Distributor role, cannot be forced to possess the necessary technical expertise to establish the status of aircraft components. It follows that Distributors should use paragraph a/b/c/d Maintenance Organisations if they wish receiving AAR-145 Maintenance Organisations to accept such used components with a minimum of investigation.

2. Where a Distributor does not want to pass the component's documents to a potential buyer being another Distributor, it is acceptable for the original Distributor's documentation to be endorsed "Authorised Release Documentation of the aircraft component is on file, Ref. No. …?... and shall be made available to the AAR-M Subpart F or AAR-145 Maintenance Organisation on request from such AAR-M Subpart F or AAR-145 Organisation." Upon request of the end user being a AAR-M Subpart F or AAR-145 Maintenance Organisation or Operator, the Distributor has to transmit the original documentation.

(g) A release/conformity form which is almost identical to Authorised Release Certificate/airworthiness approval Tag but omitting the reference to the Competent Authority and Authorisation shall not be accepted as alternative to either SCAA Form 1, JAA/EASA Form 1, FAA Form 8130-3 or Transport Canada Form 24-0078.

(h) Extreme caution must be exercised before acceptance of components which have been maintained by non-approved/non-acceptable maintenance sources. To satisfy the requirements of AAR 21.A.309(b), AAR-M Subpart F or AAR-145 Maintenance Organisation shall establish satisfactory conditions by:

1. Dismantling the components for sufficient inspection;
2. Replacing all life limit parts when no satisfactory evidence of life used is available and/or the parts are in unsatisfactory condition;
3. Reassembling and testing as necessary the component; and
4. Completing all AAR-M.A.802 or AAR-145.50 certification requirements.

(i) Components recovered which are involved in incidents/accidents shall only be returned to service when processed in accordance with a specific work order including necessary tests and inspections approved by the Authority. Such a work order may require input from the holder of the type certificate or original manufacturer as appropriate.

21A.313 Material

Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemical dyes, sealants, etc. raw material is any material that requires further work to make it into a component part of aircraft such as metals, plastics, wood, fabric, etc.

Material both raw and consumable shall only be accepted when satisfied that it is to the required specification. The material or its packaging shall be marked with the specification and where appropriate the batch number. All material shall be accompanied by documentation clearly relating to the particular material and containing a conformity (to specification) statement including both the manufacturing and supplier source. If the material is subject to special conditions such as storage condition or life etc. this shall be included on the documentation and/or material packaging. Paragraph 21.A.309(a) Authorised Release Documents are not

normally issued for such material and therefore none should be expected. The material specification is normally identified in the TC holder's data.

21A.315 Unapproved parts

Parts not meeting the requirements of this Subpart are considered unapproved, including those parts improperly returned to service under the following criteria:

(a) Parts supplied directly to the user by a Subcontractor not entitled to do so;

(b) Parts maintained or approved for return to service by a person or organisation not approved to do so;

(c) Parts not maintained in accordance with the requirements of the applicable approved data/standard; and

(d) Parts having reached their life limit, including applicable shelf-life limit.

21A.317 Unapproved parts reporting

(a) Any person or organisation responsible for the continuing airworthiness of aircraft under AAR-M.A.201 shall report to the Type Certificate Holder, the Competent Authority of the State of Design and the Authority, any unapproved parts it received or detected.

(b) The report shall include the following information:

1. The part description and from where received;
2. The part and (if applicable) serial numbers;
3. Particular colours, markings, dimensions and futures common to the unapproved part which distinguish it from the genuine item; and
4. The nature of any accompanying documentation.

(c) At any time a part is deemed to be suspect, it and any accompanying documentation shall be quarantined immediately and held until the person or organisation responsible for processing the report is satisfied that the evidence is no longer required or until the authenticity of the part has been established.

(d) The person or organisation responsible for continuing airworthiness of aircraft under AAR-M.A.201 should ensure that it has unimpeded cross-flow of information with the Type Certificate Holder and/or Competent Authority of the State of Design in reporting and receiving information on unapproved parts to prevent their installation or distribution.

21A.319 Disposal of scrapped parts

(a) Aircraft parts and materials of the following types shall be scrapped and disposed of in controlled manner that does not allow them to be returned to service:

1. Parte with non-repairable defects, whether visible or not to the naked eye;
2. Parts that are not within the specifications set forth by the approved type design, and cannot be brought into conformity with applicable specifications;
3. Parts and materials for which further processing or rework cannot make them eligible for certification under an approved system;
4. Parts subjected to unacceptable changes of type design or rework that is irreversible;
5. Life-limited parts that have reached or exceeded their life limits, or have missing or incomplete records;
6. Parts that cannot be returned to an airworthy condition due to exposure to extreme forces or heat; and
7. Principal structural elements removed from a high-cycle aircraft for which conformity cannot be accomplished by complying with the mandatory requirements applicable to aging aircraft.

(b) Scrapped parts must be segregated from serviceable parts and when eventually disposed of must be mutilated or clearly and permanently marked. This may be accomplished in such a manner that the parts become unusable for their original intended use and unable to be reworked or camouflaged to provide the appearance of being serviceable.

(c) When scrapped parts are disposed of for legitimate non-flight uses, such as training and education aids, research and development, or for non-aviation application mutilation is often not appropriate. In such cases, the parts shall be permanently marked indicating that they are not serviceable; alternatively, the original part number or data plate information shall be removed or a record shall be kept of the disposition of the parts.

SUBPART L – CERTIFICATE OF AIRWORTHINESS FOR EXPORT

21A.320 Scope

This Subpart establishes procedural requirements for the issue of certificate of airworthiness for export and the rules governing the responsibilities of the holder.

21A.323 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered, or itsrepresentative, shall be eligible as an applicant for a certificate of airworthiness for export that aircraft under this Subpart.

21A.325 Certificate of airworthiness for export

(a) The certificate issued under this part is not a statutory document, either internationally under ICAO or nationally under the Authority's implementing rules, therefore, does not, by itself, give authority for the aircraft to be flown.

(b) The authority for the aircraft to be flown shall be obtained either from -

1. The Competent Authority responsible for airworthiness in the country in which the aircraft is to be registered that may issue a Certificate of Airworthiness; or

2. The Authority that may, in conjunction with the certificate of airworthiness for export, issue an airworthiness certificate under Subpart H such as would permit the delivery of the aircraft to its destination.

21A.327 Application

(a) An application for a certificate of airworthiness for export shall include:

(b) An airworthiness review certificate issued in accordance with AAR-M;

1. A weight and balance report with a loading schedule;

2. The flight manual used;

3. Historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations, if any;

4. Evidence of compliance with the applicable airworthiness directives. A suitable notation must be made when such directives are not complied with;

5. The data required by the special requirements of the importing country.

21A.335 Responsibilities of the holder

The holder of a certificate of airworthiness for export shall:

(a) Forward to the Competent Authority of the importing country all documents and information necessary for the proper operation of the aircraft being exported, e.g. flight manuals, maintenance manuals, service bulletins, and assembly instructions, and such other material as is stipulated in the special requirements of the importing country;

(b) Forward the manufacturer's assembly instructions to the Competent Authority of the importing country when an unassembled aircraft is being exported. These instructions must be in sufficient detail to permit whatever rigging, alignment, and ground testing is necessary to ensure that the aircraft will conform to the approved configuration when assembled;

(c) Remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight;

(d) Secure all proper foreign entry clearances from all countries involved when conducting delivery flights; and

(e) When title to an aircraft passes or has passed to foreign purchaser -

1. Request cancellation of the Republic of Azerbaijan registration and airworthiness certificate, giving the date of transfer of title, and the name and address of the foreign owner;

2. Return the certificate of registration and airworthiness certificate to the authority; and

3. Submit a statement certifying that the Republic of Azerbaijan nationality and registration marks have been removed from the aircraft

21A.337 Performance of inspections and overhaul

Unless otherwise provided for in this Part, the inspections and overhaul require for certificate of airworthiness for export must be performed by the following:

(a) An appropriately approved AAR-M Subpart F Maintenance Organisation, for aircraft not listed in AARM. A.201 (f) and (g);

(b) An appropriately approved AAR-145 Maintenance Organisation, for all aircraft other than prescribed in paragraph (a).

SUBPART M – REPAIRS

21A.431A Scope

(a) This Subpart establishes the procedural requirements for the acceptability of repair design approval of products under a type certificate or supplemental type certificate which have been accepted under this Part.

(b) This Subpart defines standard repairs that are not subject to an approval process under this Subpart.

(c) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.

(d) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.

21.A.431B Standard repairs

(a) Standard repairs are repairs:

1. in relation to:

   (i) aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less;

   (ii) rotorcraft of 3 175 kg MTOM or less;

   (iii) sailplanes and powered sailplanes, balloons and airships.

2. that follow design data included in certification specifications issued by the Competent Authority of the State of Design, containing acceptable methods, techniques and practices for carrying out and identifying standard repairs, including the associated instructions for continuing airworthiness; and

3. that are not in conflict with TC holders data.

(b) Points 21.A.432A to 21.A.449 are not applicable to standard repairs.

21A.432A Eligibility

The Authority does not issue approval of repair design. Approval of repair design shall be obtained from the Competent Authority of the State of Design as follows:

(a) For a major repair design by any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability according to point 21A.432B

(b) Any natural or legal person shall be eligible to apply for approval of a minor repair design.

21A.432B Demonstration of capability

(a) An applicant for a major repair design approval shall demonstrate its capability by holding a design organisation approval, issued by the Competent Authority of the State of Design.

(b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek agreement with the Competent Authority of the State of Design for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with applicable rules.

21A.435 Classification of repairs

(a) A repair may be 'major' or 'minor'. The classification shall be made in accordance with the criteria of 21A.91 for a change in the type design.

(b) A repair shall be classified ‘major’ or ‘minor’ under paragraph (a) when such classification is determined by either:

1. The Competent Authority of the State of Design; or
2. By an appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design.

21A.437 Repair design approval

(a) A major repair is deemed approved under this Part, if it is classified and approved either by-

4. The Competent Authority of the State of Design; or
5. By an appropriately approved organisation that is also the type-certificate or the supplemental type certificate holder, under a procedure agreed with the Competent Authority of the State of Design, or
6. A person under an authorisation issued by the Competent Authority of the State of Design.

(b) A minor repair is deemed approved under this Part, if it is classified and approved either by-

1. The Competent Authority of the State of Design; or
2. By an appropriately approved organisation that is also the type-certificate or the supplemental type certificate holder, under a procedure agreed with the Competent Authority of the State of Design, or

3. An appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design.

21A.439 Production of repair parts

Parts and appliances to be used for the repair shall be manufactured in accordance with production data based upon all the necessary design data as provided by the repair design approval holder:

(a) By an organisation appropriately approved by the Competent Authority of the State of Design; or

(b) By a maintenance organisation an appropriately approved by or acceptable to the Authority.

21A.441 Repair embodiment

(a) The embodiment of a repair shall be made by a maintenance organisation an appropriately approved by or acceptable to the Authority, or by a production organisation appropriately approved by the Competent Authority of the State of Design.

(b) The design organisation shall transmit to the organisation performing the repair all the necessary installation instructions.

21A.443 Limitations

A repair design may be approved subject to limitations, in which case the repair design approval shall include all necessary instructions and limitations. These instructions and limitations shall be transmitted by the repair design approval holder to the operator.

21A.445 Unrepaired damage

(a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made;

1. by the Competent Authority of the State of Design, or

2. by an appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design Any necessary limitations shall be processed in accordance with the procedures of 21A.443.

(b) Where the organisation evaluating the damage under paragraph (a) is neither the Competent Authority of the State of Design nor the type-certificate or supplemental type-certificate holder, this organisation shall justify that the information on which the evaluation is based is adequate either from its organisation's own resources or through an arrangement with the type-certificate or supplemental type-certificate holder, or manufacturer, as applicable.

21A.447 Record-keeping

For each repair, all relevant design information, drawings, test reports, instructions and limitations possibly issued in accordance with 21A.443, justification for classification and evidence of the design approval, shall:

(a) be held by the repair design approval holder at the disposal of the Authority, and

(b) be retained by the repair design approval holder in order to provide the information necessary to ensure the continued airworthiness of the repaired products, parts or appliances.

21A.449 Instructions for continued airworthiness

(a) The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair.

(b) If updates to those changes to the instructions for continued airworthiness are issued by the holder of the repair design approval after the repair has been first approved, these updates shall be furnished to each operator and shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions.

SUBPART N – RESERVED

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SUBPART O – RESERVED

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SUBPART P – PERMIT TO FLY

21A.701 Scope

(a) Permits to fly shall be issued in accordance with this Subpart to aircraft that do not meet, or have not been shown to meet, applicable airworthiness requirements but are capable of safe flight under defined conditions and for the following purposes:

1. showing compliance with regulations or certification specifications;
2. flying the aircraft for customer acceptance;
3. . delivering or exporting the aircraft;
4. flying the aircraft for Authority acceptance;
5. market survey, including customer's crew training;
6. exhibition and air show;
7. flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
8. flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
9. flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;

(b) This Subpart establishes the procedure for issuing permits to fly and approving associated flight conditions, and establishes the rights and obligations of the applicants for, and holders of, those permits and approvals of flight conditions.

21A.703 Eligibility

(a) Any natural or legal person shall be eligible as an applicant for a permit to fly.

(b) Any natural or legal person shall be eligible for application for the approval of the flight conditions.

21A.707 Application for permit to fly

(a) Pursuant to 21A.703 and when the applicant has not been granted the privilege to issue a permit to fly, an application for a permit to fly shall be made to the Authority in a form and manner established by the Authority.

(b) Each application for a permit to fly shall include:

1. The purpose of the flight(s);
2. The ways in which the aircraft does not comply with the applicable airworthiness requirements;
3. the flight conditions approved in accordance with 21A.710

(c) Where the flight conditions are not approved at the time of application for a permit to fly, an application for approval of the flight conditions shall be made in accordance with 21A.709.

21A.708 Flight conditions

Flight conditions include:

(a) the configuration(s) for which the permit to fly is requested;

(b) any condition or restriction necessary for safe operation of the aircraft, including:

1. the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s);
2. the conditions and restrictions put on the flight crew to fly the aircraft;
3. the restrictions regarding carriage of persons other than flight crew;
4. the operating limitations, specific procedures or technical conditions to be met;
5. the specific flight test programme (if applicable);
6. the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;

(c) the substantiation that the aircraft is capable of safe flight under the conditions or restrictions of subparagraph (b);

(d) the method used for the control of the aircraft configuration, in order to remain within the established conditions.

21A.709 Application for approval of flight conditions

(a) Pursuant to 21A.707(c) and when the applicant has not been granted the privilege to approve the flight conditions, an application for approval of the flight conditions shall be made to the Authority in a form and manner established by the Authority.

(b) Each application for approval of the flight conditions shall include:

1. the proposed flight conditions;
2. the documentation supporting these conditions; and

3. a declaration that the aircraft is capable of safe flight under the conditions or restrictions of paragraph 21A.708(b).

21A.710 Approval of flight conditions

(a) The flight conditions shall be approved by the Authority

(b) Before approving the flight conditions, the Authority must be satisfied that the aircraft is capable of safe flight under the specified conditions and restrictions. The Authority may make or require the applicant to make any necessary inspections or tests for that purpose.

21A.711 Issue of a permit to fly

(a) A permit to fly (SCAA Form 20, see Appendix) may be issued by the Authority under the conditions specified in point 21B.525.

(b) An appropriately approved continuing airworthiness management organisation may issue a permit to fly (SCAA Form 20b, see Appendix) under the privilege granted under point M.A.711 of Annex I (AAR- M), when the flight conditions referred to in point 21A.708 have been approved in accordance with point 21A.710.

(c) The permit to fly shall specify the purpose(s) and any conditions and restrictions which have been approved in accordance with point 21A.710.

(d) For permits issued under point (b) a copy of the permit to fly and associated flight conditions shall be submitted to the Authority at the earliest opportunity but not later than 3 days.

(e) Upon evidence that any of the conditions specified in point 21A.723(a) are not met for a permit to fly that an organisation has issued pursuant to point (b) that organisation shall revoke that permit to fly immediately and inform without delay the Authority.

21A.713 Changes

(a) Any change that invalidates the flight conditions or associated substantiation established for the permit to fly shall be approved in accordance with 21A.710. When relevant an application shall be made in accordance with 21A.709.

(b) A change affecting the content of the permit to fly requires the issuance of a new permit to fly in accordance with 21A.711.

21A.719 Transferability

A permit to fly is not transferable.

21A.721 Inspections

The holder of, or the applicant for, a permit to fly shall provide access to the aircraft concerned at the request of the Authority.

21A.723 Duration and continued validity

(a) A permit to fly shall be issued for a maximum of 12 months and shall remain valid subject to:

1. compliance with the conditions and restrictions of point 21A.711(e) associated to the permit to fly;
2. the permit to fly not being surrendered or revoked;
3. the aircraft remaining on the same register;

(b) Upon surrender or revocation, the permit to fly shall be returned to the Authority.

21A.725 Renewal of permit to fly

Renewal of the permit to fly shall be processed as a change in accordance with 21A.713.

21A.727 Obligations of the holder of a permit to fly

The holder of a permit to fly shall ensure that all the conditions and restrictions associated with the permit to fly are satisfied and maintained.

21A.729 Record-keeping

(a) All documents produced to establish and justify the flight conditions shall be held by the holder of the approval of the flight conditions at the disposal of the Authority and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the aircraft.

(b) All documents associated with the issue of permits to fly under the privilege of approved organisations, including inspection records, documents supporting the approval of flight conditions and the permit to fly itself, shall be held by the related approved organisation at the disposal of the Authority and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the aircraft.

SUBPART Q – IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

21A.801 Identification of products

(a) The identification of products shall include the following information:

1. manufacturer's name;
2. product designation;
3. manufacturer's Serial number;
4. any other information the Agency finds appropriate.

(b) Any natural or legal person that manufactures an aircraft or engine shall identify that aircraft or engine by means of a fireproof plate that has the information specified in point (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

(c) Any natural or legal person that manufactures a propeller, propeller blade, or propeller hub shall identify it by means of a plate, stamping, engraving, etching or other approved method of fireproof identification that is placed on it on a non-critical surface, contains the information specified in point (a), and will not likely be defaced or removed during normal service or lost or destroyed in an accident.

(d) For manned balloons, the identification plate prescribed in point (b) shall be secured to the balloon envelope and shall be located, if practicable, where it is legible to the operator when the balloon is inflated. In addition, the basket, load frame assembly and any heater assembly shall be permanently and legibly marked with the manufacturer's name, part number, or equivalent, and serial number, or equivalent.

21A.803 Handling of identification data

(a) No person shall remove, change, or place identification information marked by manufacturer on any aircraft, engine, propeller, propeller blade, or propeller hub, or on an APU, without the approval of the Competent Authority of the State of Design.

(b) No person shall remove or install any identification plate placed by the manufacturer without the approval of the Competent Authority of the State of Design.

(c) By way of derogation from paragraphs (a) and (b), any natural or legal person performing maintenance work under the applicable associated implementing rules may, in accordance with methods, techniques and practices established by the Competent Authority of the State of Design:

1. Remove, change, or place the identification information marked by manufacturer on any aircraft, engine, propeller, propeller blade, or propeller hub, or on an APU; or

2. Remove an identification plate placed by the manufacturer on any aircraft, engine, propeller, propeller blade, or propeller hub, or on an APU, when necessary during maintenance operations.

(d) No person shall install an identification plate removed in accordance with subparagraph (c)(2) on any aircraft, engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

21A.804 Identification of parts and appliances

(a) Each part or appliance shall be marked permanently and legibly with:

1. a name, trademark, or symbol identifying the manufacturer in a manner identified by the applicable design data; and

2. the part number, as defined in the applicable design data; and

(b) By way of derogation from point (a), if the Competent Authority of the State of Design agrees that a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information required by point (a), the authorised release document accompanying the part or appliance or its container shall include the information that could not be marked on the part.

21A.805 Identification of critical parts

In addition to the requirement of point 21.A.804, each manufacturer of a part to be fitted on a type-certificated product which has been identified as a critical part shall permanently and legibly mark that part with a part number and a serial number.

SECTION B – PROCEDURES FOR AUTHORITY

SUBPART A – GENERAL PROVISIONS

21B.5 Scope

(a) This Section establishes the procedure for the Authority of the when exercising its tasks and responsibilities concerned with the issuance, maintenance, amendment, suspension and revocation of certificates, approvals and authorisations referred to in this Part.

(b) The Authority shall develop alternative means of compliance and guidance material in the implementation of this Section.

21B.20 Obligations of the Authority

The Authority is responsible for the implementation of Section A.

21B.25 Requirements for the organisation of the Authority

(a) General:

The Authority shall have organisation structure for the implementation of Section A.

(b) Resources:

1. The number of staff shall be sufficient to perform the allocated tasks.

2. The Authority shall appoint a manager, who is responsible for the execution of the related task(s) within the authority, including the communication with the other national authorities as appropriate.

(c) Qualification and training:

All staff shall be appropriately qualified and have sufficient knowledge, experience and training to perform their allocated task.

21B.30 Documented procedures

The authority shall establish documented procedures to describe its organisation, means and methods to fulfil the requirements of this Part. The procedures shall be kept up to date and serve as the basic working documents within the Authority for all related activities.

A copy of the procedures and their amendments shall be available to all staff concerned.

21B.35 Changes in organisation and procedures

The Authority shall update its documented procedures relating to any change to regulations in a timely manner to ensure effective implementation.

21B.45 Reporting/coordination

(a) The manager shall ensure coordination as applicable with other related certification, investigation, approval or authorisation teams of that Authority to ensure efficient exchange of information relevant for safety of the products, parts and appliances.

(b) He shall notify any difficulty in the implementation of this Part to the Director of the SCAA.

21B.55 Record-keeping

The Authority shall keep, or maintain access to, the appropriate records related to the certificates, approvals and authorisations it has granted.

21B.60 Airworthiness directives

When the Authority receives an airworthiness directive from the Competent Authority of the State of Design, that airworthiness directive shall be transferred to the person or organisation responsible for the continuing airworthiness of the affected parts, products or appliances.

SUBPART B – ACCEPTABILITY OF TYPE-CERTIFICATES

21B.70 Assessment

(a) The procedural requirements established by the Competent Authority of the State of Design shall apply in the issuance, maintenance, amendment, suspension and revocation of certificates, approvals and authorisations of type certificates accepted under this Part.

(b) The Authority shall perform sufficient assessment of an aircraft type certificate submitted by an applicant for an issue of an airworthiness certificate, to determine its acceptability.

(c) For the purpose of paragraph (b), the Authority shall prepare acceptance assessment procedures covering at least the following elements:

1. Verification of the type certificate number;
2. Verification of the designation of the type;
3. Verification of the type certificate holder;
4. Verification of the certification basis of the type of aircraft concerned to an airworthiness standard required in 21.A.16.A;
5. Evaluation of the associated type certificate data sheet.

21B.71 Acceptance of an aircraft type certificate

(a) The Authority shall accept an aircraft type certificate without undue delay when it is satisfied that the applicable requirements of Section A, Subpart B are met.

(b) The issue of an airworthiness certificate for an aircraft will constitute the acceptance of an aircraft type certificate by the Authority.

21B.75 Record keeping

(a) The Authority shall establish a system of record keeping that allows adequate traceability of the process to accept aircraft type certificates.

(b) The records shall at least contain:

1. The documents provided by the applicant;
2. Documents established during the acceptance assessment, in which the activities and the final results of the elements defined in 21.B.70(c) are stated;
3. A copy of type certificate; and
4. A copy of type certificate data sheet

(c) The records shall be archived for a minimum retention period of six years from the date the last aircraft of the type covered by the accepted type certificate is removed from the national civil aircraft register.

SUBPART C – RESERVED

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SUBPART D – CHANGES TO TYPE-CERTIFICATES

21B.90 Investigation

(a) The administrative procedures established by the Competent Authority of the State of Design shall apply in the issuance, maintenance, amendment, suspension and revocation of certificates, approvals and authorisations of major or minor changes deemed approved under this Part.

(b) The Authority shall perform sufficient investigation activities for an applicant for, or holder of, a method for minor change to type design not deemed approved under this Part, to justify maintenance, amendment, suspension and revocation of the approval.

(c) For the purpose of paragraph (b), the Authority shall prepare evaluation procedures covering at least the following elements:

1. Evaluation of eligibility of the applicant;
2. Evaluation of eligibility of the application;
3. Classification of a minor change to type design;
4. Evaluation of the engineering data and the documentation received with the application;
5. Determination of necessary conditions, restrictions or limitations to the minor change of type design.

21B.91 Issue of approval to a minor change to type design

The Authority shall issue approval to a minor change to type design not deemed approved under this Part, when it is satisfied that the requirements of paragraph 21.A.95(b) and 21.A.96 of Section A, Subpart D are met.

21B.95 Record keeping

(a) The Authority shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual minor change to type design, where the change is not deemed approved under this Part.

(b) The records shall at least contain:

1. The documents provided by the applicant;
2. Documents established during the investigation, in which the activities and the final results of the elements defined in 21.B.90(c) are stated; and
3. A copy of the approval including amendments.

(c) The records shall be archived until superseded.'

SUBPART E – SUPPLEMENTAL TYPE-CERTIFICATES

The administrative procedures established by the Competent Authority of the State of Design shall apply in the issuance, maintenance, amendment, suspension and revocation of supplemental type-certificates, accepted under this Part.

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SUBPART H – CERTIFICATES OF AIRWORTHINESS

21B.320 Investigation

(a) The Authority shall perform sufficient investigation activities for an applicant for, or holder of, an airworthiness certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate or permit.

(b) The Authority shall prepare evaluation procedures covering at least the following elements:

1. evaluation of eligibility of the applicant;
2. evaluation of the eligibility of the application;
3. classification of airworthiness certificates;
4. evaluation of the documentation received with the application;
5. inspection of aircraft;
6. determination of necessary conditions, restrictions or limitations to the airworthiness certificates.

21B.325 Issue of airworthiness certificates

(a) The Authority shall issue or change a Certificate of Airworthiness (SCAA Form 25, see Appendix) without undue delay when it is satisfied that the applicable requirements of Section A of Subpart H of this Annex (AAR-21) are met.

(b) In addition to an airworthiness certificate for a new aircraft or used aircraft originating from an exporting country, the authority shall issue an initial airworthiness review certificate (SCAA Form 15a see Appendix).

21B.326 Certificate of airworthiness

The authority shall issue the certificate of airworthiness for:

(a) New aircraft:

1. Upon presentation of the documentation required by 21.A.174 (b) (2).
2. When the aircraft conforms to an approved design and is in condition for safe operation. This includes inspections by the Authority.

(b) Used aircraft

1. Upon presentation of the documentation required by 21.A.174 (b) (2) or 21.A.174 (b) (3), demonstrating that:

- the aircraft conforms to a type design approved under a type certificate and any supplemental type certificate validated in accordance with this Part, change or repair deemed approved under this Part, and
- The applicable airworthiness directives have been complied with; and
- The aircraft has been inspected in accordance with the applicable provisions of AAR-M;

2. When the aircraft conforms to an approved design and is in a condition for safe operation. This includes inspections by the Authority.

21B.330 Suspension and revocation of certificates of airworthiness

(a) Upon evidence that any of the conditions specified in 21A.181(a) is not met, the Authority shall suspend or revoke an airworthiness certificate.

(b) Upon issuance of the notice of suspension and revocation of a certificate of airworthiness the Authority shall state the reasons for the suspension or revocation and inform the holder of the certificate on its right to appeal.

21B.345 Record-keeping

(a) The Authority shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual airworthiness certificate.

(b) The records shall at least contain:

1. the documents provided by the applicant,
2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.320(b) are stated, and
3. a copy of the certificate or permit, including amendments

(c) The records shall be archived for a minimum retention period of six years after leaving that national civil aircraft register.

SUBPART I – NOISE CERTIFICATES

21B.420 Investigation

(a) The Authority shall perform sufficient investigation activities for an applicant for, or holder of, a noise certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate.

(b) The Authority shall prepare evaluation procedures as part of the documented procedures covering at least the following elements:

1. evaluation of eligibility;
2. evaluation of the documentation received with the application;
3. inspection of aircraft.

21B.425 Issue of noise certificates

The Authority shall, as applicable, issue, or amend noise certificates (SCAA Form 45, see Appendix) without undue delay when it is satisfied that the applicable requirements of Section A, Subpart I are met.

21B.430 Suspension and revocation of a noise certificate

(a) Upon evidence that some of the conditions specified in 21A.211(a) are not met, the authority shall suspend or revoke a noise certificate.

(b) Upon issuance of the notice of suspension and revocation of a noise certificate the Authority shall state the reasons for the suspension and revocation and shall inform the holder of the certificate on its right to appeal.

21B.445 Record-keeping

(a) The Authority shall establish a system of record keeping with minimum retention criteria that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual noise certificate.

(b) The records shall at least contain:

1. the documents provided by the applicant,
2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.420(b) are stated,
3. a copy of the certificate including amendments

(c) The records shall be archived for a minimum retention period of six years after leaving that national civil aircraft register.

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SUBPART J – RESERVED

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SUBPART K – ACCEPTABILITY OF AIRCRAFT COMPONENTS AND MATERIALS

The administrative procedures established by the Competent Authority of the State of Design shall apply in the issuance, maintenance, amendment, suspension and revocation of authorized release certificate of imported components and materials to be installed on aircraft issued or to be issued with an airworthiness certificate under Section A, Subpart H.

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SUBPART L – CERTIFICATE OF AIRWORTHINESS FOR EXPORT

21B.450 Investigation

(a) The Authority shall perform sufficient investigation activities for an applicant for a certificate of airworthiness for export to justify the issuance and amendment of the certificate.

(b) The Authority shall prepare evaluation procedures covering at least the following elements:

1. evaluation of eligibility of the applicant;
2. evaluation of the eligibility of the application;
3. evaluation of the documentation received with the application;
4. determination of any derogations as required in 21.B.451(b); and
5. inspection of aircraft;

21B.451 Issue of certificates of airworthiness for export

The Authority shall issue or amend a Certificate of Airworthiness for Export (SCAA Form 27, see Appendix) without undue delay when it is satisfied that the applicable requirements of Section A of Subpart L are met.

(a) A certificate of airworthiness for export shall be issued to an aircraft found at the time of the issue to be in compliance with the airworthiness requirements of the Authority and the aircraft is such that an airworthiness certificate has previously been issued in accordance with this Part.

(b) If any of the following derogations is found at the time of the issue of the certificate of airworthiness for export:

1. Significant deviations from approved build standard;
2. Derogations from the airworthiness requirements of the Authority;
3. Any special requirements of the importing country with which compliance has not been shown;
4. Mandatory modifications and inspections with which compliance has not been shown.

(c) Any item listed in accordance with paragraph (b) shall be confirmed, in writing, to be acceptable to the importing country prior to the issue of the certificate of airworthiness for export.

21B.452 Record-keeping

(a) The Authority shall establish a system of record keeping that allows adequate traceability of the process to issue or amend each individual airworthiness certificate for export.

(b) The records shall at least contain:

1. the documents provided by the applicant,
2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.450(b) are stated, and
3. a copy of the certificate or permit, including amendments

(c) The records shall be archived for a minimum retention period of six years after leaving that national civil aircraft register.

SUBPART M – REPAIRS

Administrative procedures established by the Authority shall apply (Section A subpart M).

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SUBPART P – PERMIT TO FLY

21B.520 Investigation

(a) The Authority shall perform sufficient investigation activities to justify the issuance, or revocation of the permit to fly.

(b) The Authority shall prepare evaluation procedures covering at least the following elements:

1. evaluation of the eligibility of the applicant;
2. evaluation of the eligibility of the application;
3. evaluation of the documentation received with the application;
4. inspection of the aircraft;
5. approval of the flight conditions in accordance with 21A.710(b)

21B.525 Issue of a permit to fly

The Authority shall issue a permit to fly (SCAA Form 20a, see Appendix) without undue delay:

1. upon presentation of the data required by point 21A.707; and
2. when the flight conditions referred to in point 21A.708 have been approved in accordance with point 21A.710; and
3. when the Authority, through its own investigations, which may include inspections, or throughprocedures agreed with the applicant, is satisfied that the aircraft conforms to the design defined under point 21A.708 before flight.

21B.530 Revocation of permits to fly

(a) Upon evidence that any of the conditions specified in 21A.723(a) are not met for a permit to fly it has issued, the Authority shall revoke that permit to fly.

(b) Upon issuance of the notice of revocation of a permit to fly the Authority shall state the reasons for the revocation and inform the holder of the permit to fly on the right to appeal.

21B.545 Record-keeping

(a) The Authority shall operate a system of record keeping that provides adequate traceability of the process for the issue and revocation of each individual permit to fly.

(b) The records shall at least contain:

1. the documents provided by the applicant;
2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.520(b) are stated; and
3. a copy of the permit to fly

(c) The records shall be kept for a minimum of six years after the permit ceases to be valid.

SUBPART Q – IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

Administrative procedures established by the Authority shall apply.

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APPENDIXES

SCAA FORMS

When the Forms of this Annex are issued in a language other than Azeri they shall include an Azeri translation.

The SCAA Forms referred to in the appendices to this Part shall have the following obligatory features. Authority shall ensure that the SCAA Forms they issue are recognizable and shall be responsible for having those Forms printed.

Appendix I – SCAA Form 1 Authorised Release Certificate

Appendix II - SCAA Form 15a Airworthiness Review Certificate

Appendix III - SCAA Form 20a Permit to Fly

Appendix IV – SCAA Form 20b Permit to Fly (issued by approved organisations)

Appendix V – SCAA Form 25 Certificate of Airworthiness

Appendix VI – SCAA Form 45 Noise Certificate

Appendix VII- SCAA Form 27 Certificate of Airworthiness for Export

APPENDIX I – AUTHORISED RELEASE CERTIFICATE — SCAA FORM 1

1. Təsdiq edən Səlahiyyətli Orqan / Ölkə *Approving Competent Authority / Country* DMAA / AZƏRBAYCAN *SCAA / AZERBAIJAN*	2. İSTİSMARA BURAXILIŞ ŞƏHADƏTNAMƏSİ DMAA FORMA 1 *AUTHORISED RELEASE CERTIFICATE* *SCAA FORM 1*				3. Formanın İzləmə Nömrəsi *Form Tracking Number*
4. Təşkilatın adı və ünvanı: *Organisation Name and Address:*					5. İş əmri / Müqavilə / İnvoys *Work Order / Contract / Invoice*
6. Memulat / *Item*	7. Təsviri / *Description*	8. Hissənin nömrəsi / *Part No.*	9. Miqdarı / *Qty.*	10. Seriya nömrəsi / *Serial No.*	11. Vəziyyəti/İşlər / *Status/ Work*
12. Qeydlər / *Remarks*					
13a. Təsdiq edir ki, yuxarıda müəyyən edilən memulatlar aşağıdakılara uyğun istehsal edilmişdir: *Certifies that the items identified above were manufactured in conformity to:* ☐ təsdiq edilmiş layihə sənədlərinə uyğun və təhlükəsiz istismara yararlıdır *approved design data and in condition for safe operation* ☐ 12-ci bölmədə qeyd edilən təsdiq edilməmiş layihə sənədlərinə uyğun *non-approved design data specified in block 12*			14a. ☐ AAQ 145.A.50 İstismara buraxılış *AAR145.A.50 Release to service* ☐ 12-ci bölmədə qeyd edilən başqa qaydalar *Other regulation specified in block 12* Təsdiq edir ki, 12-ci bölmədə başqa şəkildə qeyd edilməzsə, 11-ci bölmədə müəyyən edilən və 12-ci bölmədə əks etdirilən iş AAQ-145-ə əsasən yerinə yetirilib və həmin işə münasibətdə memulatların istismara buraxılış üçün hazır olduqları təsdiq edilib. *Certifies that unless otherwise specified in block 12 , the work identified in block 11 and described in block 12, was accomplished in accordance with AAR-145 and in respect to that work the items are considered ready for release to service*		
13b. İmza / *Authorised Signature*	13c. Təsdiq / Səlahiyyət nömrəsi *Approval / Authorisation Number*		14b. İmza / *Authorised Signature*	14c. Şəhadətnamə / Təsdiq nömrəsi *Certificate /Approval Ref. No.*	
13d. Adı / *Name*	13e. Tarix (gg/aa/llll) / *Date (dd/mm/yyyy)*		14d. Adı / *Name*	14e. Tarix (gg/aaa/llll) / *Date (dd / mmm /yyyy)*	
İSTİFADƏÇİNİN / QURAŞDIRICININ VƏZİFƏLƏRİ *USER / INSTALLER RESPONSIBILITIES* Bu sertifikat memulatı (memulatları) quraşdırmaq üçün avtomatik şüretdə səlahiyyəti təsdiq etmir. İstifadəçi/ quraşdırıcı bölmə 1-də göstərilən səlahiyyətli uçuşa yararlıq orqanından fərqli olan səlahiyyətli uçuşa yararlıq orqanının qaydalarına uyğun olaraq işi yerinə yetirdikdə, istifadəçinin/ quraşdırıcının öz uçuşa yararlıq orqanı tərəfindən bölmə 1-də göstərilən uçuşa yararlıq orqanının elementlərinin qəbul edilməsinin təmin etməsi vacibdir. 13a və 14a bölmələrindəki bəyanatlar quraşdırma üzrə sertifikatlaşdırmanı təsdiq etmir. Bütün hallarda hava gəmisinin texniki xidməti üzrə qeydlərə milli qaydalara uyğun olaraq istifadəçi/ quraşdırıcı tərəfindən hava gəmisi uçuşa buraxılmazdan əvvəl verilmiş quraşdırma ilə bağlı sertifikatlaşdırma daxil olmalıdır. *This certificate does not automatically constitute authority to install the item(s).* *Where the user/installer performs work in accordance with the regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1.* *Statements in block 13a and 14a do not constitute installation certification. In all cases the aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.*					

Instructions for the use of SCAA Form 1

These instructions relate only to the use of the SCAA Form 1 for manufacturing under a method accepted by the Authority for the purpose of minor change to type design not deemed approved under this Part.

Attention is drawn to Appendix II to Annex I (AAR- M) of which covers the use of the SCAA Form 1 for maintenance purposes.

1. PURPOSE AND USE

1.1. A primary purpose of the certificate is to declare the airworthiness of new aviation products, parts and appliances (‘the item(s)’).

1.2. Correlation must be established between the certificate and the item(s). The originator must retain a certificate in a form that allows verification of the original data.

1.3. The Certificate to be used only for domestic purpose and serves as an official certificate for the delivery of items from the holders of minor type design change approval to users.

1.4. The certificate is not a delivery or shipping note.

1.5. It may only be issued by holders of minor type design change approval issued by the Authority in accordance with AAR-21.A.96. Aircraft are not to be released using the certificate.

1.6. The certificate does not constitute approval to install the item on a particular aircraft, engine, or propeller but helps the end user determine its airworthiness approval status.

1.7. A mixture of production released and maintenance released items is not permitted on the same certificate.

1.8. A mixture of items certified in conformity with 'approved data' and to 'non-approved data' is not permitted on the same certificate.

2. GENERAL FORMAT

2.1. The certificate must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to the extent that would make the certificate unrecognisable.

2.2. The certificate must be in 'landscape' format but the overall size may be significantly increased or decreased so long as the certificate remains recognisable and legible. If in doubt consult the Authority.

2.3. The User/Installer responsibility statement can be placed on either side of the form.

2.4. All printing must be clear and legible to permit easy reading.

2.5. The certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.

2.6. The certificate should be in Azeri and English languages.

2.7. The details to be entered on the certificate may be either machine/- computer printed or hand-written using block letters and must permit easy reading.

2.8. Limit the use of abbreviations to a minimum, to aid clarity.

2.9. The space remaining on the reverse side of the certificate may be used by the originator for any additional information but must not include any certification statement. Any use of the reverse side of the certificate must be referenced in the appropriate block on the front side of the certificate.

3. COPIES

3.1. There is no restriction in the number of copies of the certificate sent to the customer or retained by the originator.

4. ERROR(S) ON A CERTIFICATE

4.1. If an end-user finds an error(s) on a certificate, he must identify it/them in writing to the originator. The originator may issue a new certificate if they can verify and correct the error(s).

4.2. The new certificate must have a new tracking number, signature and date.

4.3. The request for a new certificate may be honoured without re-verification of the item(s) condition. The new certificate is not a statement of current condition and should refer to the previous certificate in block 12 by the following statement: 'This certificate corrects the error(s) in block(s) [enter block(s) corrected] the certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service'. Both certificates should be retained according to the retention period associated with the first.

5. COMPLETION OF THE CERTIFICATE BY THE ORIGINATOR

Block 1 Approving Authority/Country

'SCAA' must be stated

Block 2 SCAA Form 1 header

'AUTHORISED RELEASE CERTIFICATE SCAA FORM 1'

Block 3 Form Tracking Number

Enter the unique number established by the numbering system/procedure of the organization identified in block 4; this may include alpha/numeric characters.

Block 4 Organisation Name and Address

Enter the full name and address of the organisation releasing the item(s) covered by this certificate. Logos etc. of the organisation are permitted if they can be contained within the block.

Block 5 Work Order/Contract/Invoice

To facilitate customer traceability of the item(s), enter the work order number, contract number, invoice number, or similar reference number.

Block 6 Item

Enter line item numbers when there is more than one line item. This block permits easy crossreferencing to the Remarks block 12.

Block 7 Description

Enter the name or description of the item. Preference should be given to the term used in the instructions for continued airworthiness or maintenance data (e.g. Illustrated Parts Catalogue, Aircraft Maintenance Manual, Service Bulletin, Component Maintenance Manual).

Block 8 Part Number

Enter the part number as it appears on the item or tag/packaging. In case of an engine or propeller the type designation may be used.

Block 9 Quantity

State the quantity of items.

Block 10 Serial Number

If the item is required by regulations to be identified with a serial number, enter it here.

Additionally, any other serial number not required by regulation may also be entered. If there is no serial number identified on the item, enter 'N/A'.

Block 11 Status/Work

Enter either 'PROTOTYPE' or 'NEW'.

Enter 'PROTOTYPE' for:

(i) The production of a new item in conformity with non-approved design data.

(ii) Re-certification by the organisation identified in block 4 of the previous certificate after alteration or rectification work on an item, prior to entry into service, (e.g. after incorporation of a minor design change, correction of a defect, inspection or test, or renewal of shelf-life.) Details of the original release and the alteration or rectification work are to be entered in block 12.

Enter 'NEW' for:

(i) The production of a new item in conformity with the approved design data.

(ii) Re-certification by the organisation identified in block 4 of the previous certificate after alteration or rectification work on an item, prior to entry into service, (e.g. after incorporation of a minor design change, correction of a defect, inspection or test, or renewal of shelf-life.) Details of the original release and the alteration or rectification work are to be entered in

(iii) Re-certification by the product manufacturer or the organisation identified in block 4 of the previous certificate of items from 'prototype' (conformity only to non-approved data) to 'new' (conformity to approved data and in a condition for safe operation), subsequent to approval of the applicable design data, provided that the design data has not changed. The following statement must be entered in block 12:

RE-CERTIFICATION OF ITEMS FROM 'PROTOTYPE' TO 'NEW': THIS DOCUMENT CERTIFIES THE APPROVAL OF THE DESIGN DATA [INSERT TC/STC NUMBER, REVISION LEVEL], DATED [INSERT DATE IF NECESSARY FOR IDENTIFICATION OF REVISION STATUS], TO WHICH THIS ITEM (THESE ITEMS) WAS (WERE) MANUFACTURED.

The box 'approved design data and are in a condition for safe operation' should be marked in block 13a

(iv) The examination of a previously released new item prior to entry into service in accordance with a customer-specified standard or specification (details of which and of the original release are to be entered in block 12) or to establish airworthiness (an explanation of the basis of release and details of the original release are to be entered in block 12).

Block 12 Remarks

Describe the work identified in Block 11, either directly or by reference to supporting documentation, necessary for the user or installer to determine the airworthiness of item(s) in relation to the work being certified. If necessary, a separate sheet may be used and referenced from the main SCAA Form 1. Each statement must clearly identify which item(s) in Block 6 it relates to. If there is no statement, state 'None'.

Enter the justification for release to non-approved design data in block 12 (e. g. pending typecertificate, for test only, pending approved data).

If printing the data from an electronic SCAA Form 1 any data not appropriate in other blocks should be entered in this block.

Block 13a Mark only one of the two boxes:

1. Mark the 'approved design data and are in a condition for safe operation' box if the item(s) were manufactured using approved design data and found to be in a condition for safe operation.

2. Mark the 'non-approved design data specified in block 12' box if the item (s) were manufactured using applicable non-approved design data. Identify the data in block 12 (e.g. pending type-certificate, for test only, pending approved data). Mixtures of items released against approved and non-approved design data are not permitted on the same certificate.

Block 13b Authorised Signature

This space shall be completed with the signature of the authorised person. Only persons specifically authorised under the rules and policies of the Authority are permitted to sign this block. To aid recognition, a unique number identifying the authorised person may be added.

Block 13c Approval/Authorisation Number

Enter the approval/authorisation number/reference. This number or reference is issued by the Authority.

Block 13d Name

Enter the name of the person signing block 13b in a legible form.

Block 13e Date

Enter the date on which block 13b is signed, the date must be in the format dd = 2 digit day, mmm = first 3 letters of the month, yyyy = 4 digit year.

Block 14a- 14e

General Requirements for blocks 14a-14e:

Not used for production release. Shade, darken, or otherwise mark to preclude inadvertent or unauthorised use.

User/Installer Responsibilities

Place the following statement on the Certificate to notify end users that they are not relieved of their responsibilities concerning installation and use of any item accompanied by the form:

‘THIS CERTIFICATE DOES NOT AUTOMATICALLY CONSTITUTE AUTHORITY TO INSTALL.

WHERE THE USER/INSTALLER PERFORMS WORK IN ACCORDANCE WITH REGULATIONS OF AN AIRWORTHINESS AUTHORITY DIFFERENT THAN THE AIRWORTHINESS AUTHORITY SPECIFIED IN BLOCK 1, IT IS ESSENTIAL THAT THE USER/INSTALLER ENSURES THAT HIS/HER AIRWORTHINESS AUTHORITY ACCEPTS ITEMS FROM THE AIRWORTHINESS AUTHORITY SPECIFIED IN BLOCK 1.

STATEMENTS IN BLOCKS 13A AND 14A DO NOT CONSTITUTE INSTALLATION CERTIFICATION. IN ALL CASES AIRCRAFT MAINTENANCE RECORDS MUST CONTAIN AN INSTALLATION CERTIFICATION ISSUED IN ACCORDANCE WITH THE NATIONAL REGULATIONS BY THE USER/INSTALLER BEFORE THE AIRCRAFT MAY BE FLOWN.’

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APPENDIX II – AIRWORTHINESS REVIEW CERTIFICATE — SCAA FORM 15A

AZƏRBAYCAN RESPUBLİKASI
AZERBAIJAN REPUBLIC
DÖVLƏT MÜLKİ AVİASİYA AGENTLİYİ
STATE CIVIL AVIATION AGENCY

UÇUŞ YARARLIĞININ YOXLANILMASI SERTİFİKATI
AIRWORTHINESS REVIEW CERTIFICATE

UYYŞ №:
ARC reference:

Azərbaycan Respublikasının Dövlət Mülki Aviasiya Agentliyi bununla təsdiq edir ki aşağıda qeyd edilən hava gəmisi:
The State Civil Aviation Agency of the Republic of Azerbaijan hereby certifies that the following aircraft:

Hava gəmisinin istehsalçısı:
Aircraft manufacturer:

İstehsalçının təyinatı:
Manufacturer's designation:

Hava gəmisinin qeydiyyatı:
Aircraft registration:

Hava gəmisinin seriya nəmrəsi:
Aircraft serial number:

yoxlama yerinə yetirilən zaman uçuşa yararlı hesab edilib.
is considered airworthy at the time of the review.

Verilmə tarixi:
Date of issue:

Etibarlıdır:
Date of expiry:

İmza:
Signed:

İcazə nömrəsi:
Authorisation No:

<u>İlk uzadılma</u>: Hava gəmisi son il üçün AAQ-M-ın M.A.901 bəndinə uyğun olaraq nəzarət edilən mühitdə saxlanılıb. Hava gəmisi yoxlama yerinə yetirilən zaman uçuşa yararlı hesab edilib.
1st Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of AAR-M for the last year. The aircraft is considered to be airworthy at the time of issue.

Verilmə tarixi:
Date of issue:

Etibarlıdır:
Date of expiry:

İmza:
Signed:

İcazə nömrəsi:
Authorisation No:

Təşkilatın adı:
Company name:

Təsdiqə istinad:
Approval reference:

<u>İkinci uzadılma</u>: Hava gəmisi son il üçün AAQ-M-ın M.A.901 bəndinə uyğun olaraq nəzarət edilən mühitdə saxlanılıb. Hava gəmisi yoxlama yerinə yetirilən zaman uçuşa yararlı hesab edilib.
2nd Extension: The aircraft has remained in a controlled environment in accordance with point M.A.901 of AAR-M for the last year. The aircraft is considered to be airworthy at the time of issue.

Verilmə tarixi:
Date of issue:

Etibarlıdır:
Date of expiry:

İmza:
Signed:

İcazə nömrəsi:
Authorisation No:

Təşkilatın adı:
Company name

Təsdiqə istinad:
Approval reference:

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APPENDIX III – PERMIT TO FLY – SCAA FORM 20A

PERMIT TO FLY	
(*)	
Pursuant to law No._____ and in accordance with Azerbaijan State Civil Aviation Agency Regulation No. ---------- the Civil Aviation Agency hereby permit noted aircraft to fly within other States provided separate approval is obtained from the competent authorities of such States.	1. Nationality and registration marks:
2. Aircraft manufacturer/type:	3. Serial number:
The permit covers: (*purpose in accordance with 21.A.701(a)*)	
4. Conditions/remarks:	
5. Validity period:	
6. Place and date of issue:	Signature and stamp of authorized person:
SCAA Form 20a	

(*) Permit reference number assigned by Authority
This permit shall be carry out on board during all flights.

APPENDIX IV – PERMIT TO FLY – SCAA FORM 20B

SCAA	**PERMIT TO FLY**
Name and address of organisation issuing permit to fly	
Pursuant to law No._____ and in accordance with Azerbaijan State Civil Aviation Agency Regulation No. ---------- and certifies that aircraft is capable of safe flight for the porpose and within the conditionlisted below. This permit is also valid for fly to and within other States provided separate approval is obtained from the competent authorities of such States.	1. Nationality and registration marks:
2. Aircraft manufacturer/type:	3. Serial number:
4.The permit covers: (*purpose in accordance with 21.A.701(a)*)	
5.Holder: (Organisation issuing permit to fly)	
6. Conditions/remarks:	
7. Validity period:	
8. Place and date of issue:	9.Authorized signature: Name: Approval reference:
SCAA Form 20b	

APPENDIX V – CERTIFICATE OF AIRWORTHINESS – SCAA FORM 25

AZƏRBAYCAN RESPUBLİKASI
AZERBAIJAN REPUBLIC
DÖVLƏT MÜLKİ AVİASİYA AGENTLİYİ
STATE CIVIL AVIATION AGENCY

UÇUŞ YARARLIĞI SERTİFİKATI
CERTIFICATE OF AIRWORTHINESS

Nömrə: *Number:*

Milli və qeydiyyat nişanları: *Nationality and registration marks:*	**Hava Gəmisinin istehsalçısı və növü:** *Manufacturer and manufacturer's designation of aircraft:*	**Hava gəmisinin seriya nömrəsi:** *Aircraft serial number:*

Kateqoriyalar: *Categories:*

Bu Uçuş Yararlığı Sertifikatı 7 Dekabr 1944-ci il tarixli Beynəlxalq Mülki Aviasiya haqqında Konvensiyanın və Azərbaycan Respublikası Aviasiya Qanununun tələblərinə uyğun olaraq verilmişdir. Texniki xidmətin göstərilməsi və istismarı, qeyd olunan müvafiq istismar məhdudiyyətlərin nəzərə alınaraq yerinə yetirildikdə yuxarıda göstərilən Hava Gəmisi uçuşa yararlı hesab edilir.
This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Aviation Law of Azerbaijan Republic in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations.

Məhdudiyyətlər/Qeydlər:
Limitations/Remark:

Verilmə terixi: *Date of issue:*	**İmza:** *Signature:*

Bu Uçuş Yararlığı Sertifikatı DMAA tərəfindən ləğv edilənə kimi etibarlıdır.
This Certificate of Airworthiness is valid unless revoked by the Authority.

Mövcud Uçuş Yararlığının Yoxlanılması Sertifikatı bu Sertifikata əlavə olunmalıdır.
A current Airworthiness Review Certificate shall be attached to this certificate.

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(*) Certificate reference number assigned by Authority
This certificate shall be carried on board during all flights.

APPENDIX VI – NOISE CERTIFICATE – SCAA FORM 45

AZƏRBAYCAN RESPUBLİKASI
AZERBAIJAN REPUBLIC
DÖVLƏT MÜLKİ AVİASİYA ADMİNİSTRASİYASI
STATE CIVIL AVIATION ADMINISTRATION

SƏS-KÜY ÜZRƏ SERTİFİKAT
NOİSE CERTIFICATE

Nömrə: *Number:*

Milli və qeydiyyat nişanları: *Nationality and registration marks:*	**Hava gəmisinin istehsalçısı və növü:** *Manufacturer and manufacturer's designation of aircraft:*	**Hava gəmisinin seriya nömrəsi:** *Aircraft serial number:*

Mühərrik: *Engine:*	**Vint:** *Propeller:*

MQK *MTOM*	**Kq** *kg*	**MEK** *MLM*	**Kq** *kg*	**Səs-Küy üzrə sertifikasiya standartı:** *Noise certification standard:*

Səs-Küy üzrə müvafiq sertifikatlaşdırma standartlarına uyğunluq məqsədilə edilmiş əlavə modifikasiyalar:
Additional modifications incorporated for the purpose of compliance with applicable noise certification standards:

Səs-Küyün Səviyyəsi/ *Noise level* **(EPN dB)**

UEZ-in yan tərəfində/Tam güclə Lateral/full power	**Enməyə daxil olma zamanı** Approach	**Ucub keçmə zamanı** Flyover	**Ərazi üzərindən uçan zaman** Overflight	**Qalxma zamanı** Take-off

Məhdudiyyətlər/Qeydlər:
Limitations/Remarks:

Bu Səs-Küy Sertifikatı 7 Dekabr 1944-ci il tarixli Beynəlxalq Mülki Aviasiya haqqında Konvensiyanın 16-cı Əlavəsinin 1-ci cildinin və Azərbaycan Respublikasının "Aviasiya haqqında" Qanununun tələblərinə uyğun olaraq verilmişdir. Texniki xidmətin göstərilməsi və istismar qeyd olunan müvafiq istismar məhdudiyyətlərini nəzərə alaraq yerinə yetirildikdə yuxarıda göstərilən hava gəmisinin səs-küy üzrə tələblərə uyğun olduğunu təsdiq edir.
This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention to International Civil Aviation dated 7 December 1944 and Aviation Law of Azerbaijan Republic in respect of the abovementioned aircraft which is considered to comply with indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.

Verilmə tarixi: *Date of issue*	**İmza:** *Signature:*

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