AC 21-18

DATE 8/20/82

ADVISORY CIRCULAR

BILATERAL AIRWORTHINESS AGREEMENTS

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular

Subject: BILATERAL AIRWORTHINESS AGREEMENTS
Date: 8/20/82
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Change:

1. PURPOSE. This Advisory Circular (AC) makes available to interested persons copies of all current U.S. Bilateral Airworthiness Agreements (BAA) together with an explanation of their intent.

2. RELATED READING MATERIAL. A document titled, "Export/Import Airworthiness Certification of Civil Aeronautical Products (FAA-P-8110-1)," was issued on 3/1/82 by the Office of Airworthiness. The purpose of the document is to provide information on Federal Aviation Administration (FAA) policies and practices concerning U.S. airworthiness certification of export/import civil aeronautical products. It is also intended to provide assistance in understanding a number of international certification issues and will be updated from time to time as resolution of the issues progresses. The document also provides a thorough discussion concerning the BAA, their implementation, and their relationship with international conventions and trade agreements to which the U.S. is a signatory—including the Aircraft Agreement and Standards Code concluded during the most recent round of Multilateral Trade Negotiations (MTN) held under the General Agreement on Tariffs and Trade (GATT). Extracts from the document are included in paragraph 3. Copies of FAA-P-8110-1 may be obtained from the Aircraft Engineering Division (AWS-100), Office of Airworthiness, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591.

3. DISCUSSION.

a. A Bilateral Airworthiness Agreement is an "Executive Agreement," concluded at the government-to-government level by an exchange of diplomatic notes, with an appropriate Department of State (DOS) official signing for the U.S.

b. There are no U.S. Statutes, FAA regulations, or International Agreements or Conventions that require a BAA to exist with the importing country for export of U.S.-manufactured aeronautical products. In fact, many U.S.-manufactured civil aeronautical products are exported to and accepted by many countries which have not entered into a BAA with the U.S. Countries do not usually seek, nor does the U.S. encourage, BAA's unless the other country has an aeronautical product manufacturing industry and desires to export such products to the U.S.

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c. The BAA's are not considered to be Trade Agreements; rather, they are technical agreements (which may be broad or limited in scope) intended only to facilitate the reciprocal acceptance of test results, certificates, or marks of conformity issued by the airworthiness authority of the exporting country. Without such arrangements, product manufacturers could incur a substantial, unnecessary burden of repetitive certification testing and analysis for each importing country, without recognition of the efforts completed for domestic certification. The BAA's are intended to reduce these burdens by facilitating liaison between the FAA and the airworthiness authorities of the other Contracting State to ensure that the airworthiness (safety) standards of the importing country are satisfied through maximum use of the exporting country's certification system.

d. When a foreign government requests a BAA with the U.S., or requests that an existing agreement be revised, the FAA—acting through the Interagency Group on International Aviation (IGIA)—submits the request for review by interested Executive Branch departments and agencies (e.g., Defense, State, Commerce, Labor, Office of the U.S. Trade Representative). If the finding is positive, the DOS asks the FAA to conduct an evaluation of the requesting country's airworthiness certification system.

e. The FAA includes in its evaluation an assessment of: the foreign airworthiness authority's technical competence, capabilities, regulatory authority, and efficacy; the foreign country's airworthiness laws and regulations; and the foreign industry's overall state-of-the-art in design and manufacturing capability for the scope of the agreement sought. The country's need for a BAA to export products into the U.S. is also assessed to preclude needless agreements. If FAA's assessments are positive, the DOS and FAA personnel then decide the specific scope, substance, and text of a draft BAA, usually with representatives of the other country's airworthiness authority. Once a draft BAA is reached, the text is submitted to the DOS for final review. The DOS exchanges diplomatic notes, thereby concluding the BAA.

f. In the exercise of his responsibilities under Title VI of the Federal Aviation Act of 1958, as amended (FA Act), the Administrator must act consistently with international agreements to which the U.S. is a party to meet the requirements of Section 1102 of the FA Act. Since Executive Agreements must be consistent with U.S. Statutes, BAA's cannot be entered into unless they provide for the Administrator's compliance with Title VI of the FA Act.

g. Indeed, while the FAA applies a different process for the airworthiness certification of imported products, the objectives of Title VI of the FA Act are in no way diminished by the BAA. The issuance of a certificate for an imported product constitutes a finding by the Administrator that the appropriate U.S. airworthiness standards, or standards that provide an equivalent level of safety, have been met.

h. All of the existing BAA's provide, in effect, within the terms and scope of each agreement, that:

(1) The importing State ". . . shall give the same validity to the certification. . . (by the exporting State) of compliance with the applicable requirements notified by the importing State. . . as if the certification had been made by its own aeronautical authority in accordance with its own applicable laws, regulations, and requirements";

(2) "The aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by the applicable laws, regulations, and requirements which would be effective for a similar product produced in the importing State";

(3) "The aeronautical authorities of each Contracting State shall keep aeronautical authorities of the other Contracting State currently informed on all relevant laws, regulations, and requirements in their State";

(4) "In the case of conflicting interpretations of the laws, regulations, or requirements pertaining to certifications or approvals under this Agreement, the interpretations of the aeronautical authorities of the Contracting State whose law, regulation, or requirement is being interpreted shall prevail"; and

(5) "Either Contracting State may terminate (the) Agreement at the expiration of not less than 60 days after giving written notice of that intention to the other State."

NOTE: (Quoted statements taken from U.S./U.K. Bilateral Airworthiness Agreement. Others may differ slightly but are the same in substance).

i. The language in subparagraph h(1) provides for the certification made by the foreign airworthiness authority to be considered competent evidence by the Administrator to make the findings required by Section 603 of the FA Act. Subparagraphs h(2) thru (4) provide prerogatives to ensure that the Administrator's findings can be creditably made relative to compliance with U.S. airworthiness standards. Subparagraph h(5) provides for termination of the BAA at the discretion of either party, for any reason, including a loss of confidence in the competence or acceptability of the foreign authority's certification. Therefore, when a U.S. Type Certificate, or other form of design approval (e.g., for materials, parts, and appliances) is issued to approve the design of products using BAA procedures, the provisions of both Section 603(a) and Section 1102 of the FA Act are met by the Administrator. The Type Certificate has the same technical and legal significance, meaning, and value as

if it were issued under procedures typically applied to a domestic applicant. Federal Aviation Regulations (FAR) § 21.29(b), which deals with the issuance of type certificates for import products, reinforces this point by stating:

> "A product type certificated under this section is considered to be type certificated under the noise standards of Part 36 of the Federal Aviation Regulations where compliance therewith is certified (by the foreign airworthiness authority), and under the airworthiness standards of that part of the Federal Aviation Regulations with which compliance is certified (by the foreign airworthiness authority) or to which an equivalent level of safety is certified. . . ."

j. The role played by the FAA in evaluating the technical and regulatory competence and capabilities of the foreign airworthiness system and authority before new or amended BAA's are concluded and (during the detailed discussion of the agreements, and by the continuous liaison maintained by the FAA with the foreign authorities) further assures the integrity of the Administrator's findings made through procedures consistent with the BAA's. Moreover, the BAA's provide for FAA familiarization with the product being certificated and provide for sufficient involvement by the FAA to understand the foreign certification process and standards--thus, to assure that the objectives of the U.S. airworthiness standards are satisfied. Lastly, as mentioned before, all agreements may be cancelled after notice by either party should the situation change in a country where a BAA fails to produce the required safety results.

k. The FAA implements the BAA's through the export and import certification regulations of the Federal Aviation Regulations Part 21. Pertinent procedural requirements contained in Part 21 are:

(1) FAR § 21.29 for the issuance of type certificates for import aircraft, aircraft engines, and propellers.

(2) FAR § 21.183(c) for issuance of standard airworthiness certificates for foreign-manufactured imported aircraft.

(3) Subpart L for issuance of export airworthiness approvals.

(4) FAR § 21.500 for the approval of foreign-manfactured engine and propellers.

(5) FAR § 21.502 for the approval of foreign-manufactured material, parts, and appliances.

(6) FAR § 21.617 for the issuance of a letter of Technical Standard Order (TSO) design approval for foreign-manufactured appliances.

1. Copies of the 24 current BAA's are contained in Appendix 1 to this AC. In those instances where agreements have simply been amended, rather than replaced, the basic BAA and the amendment are included. The BAA's are concluded by an exchange of diplomatic notes and subsequently printed by the U.S. Government Printing Office (GPO) under the Treaties And Other International Acts Series (TIAS). To conserve paper, only the English versions are included in Appendix 1.

m. A footnoted matrix chart is attached in Appendix 2. The chart indicates the scope of each BAA, together with the official TIAS citation number and the year in which the agreement (and any amendment) was concluded.

4. ADDRESSES OF FOREIGN CIVIL AIRWORTHINESS AUTHORITIES. Addresses, available telex, cable, telephone and AFTN numbers for foreign civil airworthiness authorities in the 24 countries with which the U.S. has BAA's can be found in Appendix 3 to this AC.

5. REQUESTS FOR INFORMATION ABOUT BAA'S. Questions regarding the status of existing or proposed BAA's should be directed to the Office of International Aviation. Technical questions regarding the existing BAA's and their implementation should be directed to the Office of Airworthiness.

6. HOW TO ORDER. Additional copies of AC 21-18 may be purchased by writing to:

Superintendent of Documents
U.S. Government Printing Office
Washington, D.C. 20402

M. C. Beard
Director of Airworthiness

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TREATIES AND OTHER INTERNATIONAL ACTS SERIES 8126

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AERONAUTICAL PRODUCTS AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and AUSTRALIA

Effected by Exchange of Notes
Signed at Washington December 24, 1974
and June 11, 1975

AUSTRALIA

Certificates of Airworthiness for Imported Aeronautical Products and Components

Agreement effected by exchange of notes
Signed at Washington December 24, 1974 and June 11, 1975;
Entered into force June 11, 1975.

The Secretary of State to the Australian Charge d'Affaires ad interim

DECEMBER 24, 1974

SIR:

I refer to conversations which have taken place between representatives of the Government of the United States of America and the Government of Australia relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2. (a) If the competent authority of the exporting State certifies that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with the applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent authority in accordance with its own applicable laws, regulations and requirements.

(b) In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent authority of the State exporting the product provides a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certifies that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent authority in accordance with its applicable laws, regulations and requirements.

(c) In the case of a product being exported by one Contracting State to the Contracting State where the product was originally produced, if the competent authority of the State exporting the product provides a certification that the product conforms to the design covered by the certificate or approval issued by the State importing the product and certifies that the product is in a proper state of airworthiness, the State importing the product shall give the same validity to such certification as if the certification had been made by its own competent authority in accordance with its applicable laws, regulations and requirements. This provision will apply only if the product was under the jurisdiction of either of the Contracting States continuously from the time it was exported from the Contracting State where it was produced to the other Contracting State.

3. In the case of a component which is produced in the exporting State for export and use on a product which is or may be certificated or approved in the importing State, if the competent authority of the exporting State certifies that the component conforms to the applicable design data, meets the applicable test requirements and has been produced in accordance with the applicable quality control requirements, which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent authority. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgement of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent authority of the importing State shall have the right to prescribe any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. These additional requirements may include any special conditions which the importing State considers necessary for safety because of novel or unusual design features of the particular

product. The competent authority of the importing State shall promptly advise the competent authority of the exporting State of any such additional requirements.

5. The competent authority of each Contracting State shall keep the competent authority of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which it determines are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent authority of the exporting State shall, in respect of a product produced in that State, assist the competent authority of the importing State in determining whether major design changes and major repairs made under the control of the competent authority of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved.

7. The competent authority of each Contracting State shall keep the competent authority of the other Contracting State currently informed of all relevant laws, regulations and requirements in its State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent authority of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Product" means an aircraft, engine, propeller or appliance;

(b) "Aircraft" means a civil aircraft of any category, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engine" means an engine intended for use in an aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propeller" means a propeller intended for use on an aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means an instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft, which is installed in, intended to be installed in, attached to, or intended to be attached to an aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or sub-assembly not covered in (b), (c), (d), or (e) for use on or in an aircraft, engine, propeller or appliance;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State;

(h) "Applicable laws, regulations and requirements" means:

(i) Those airworthiness laws, regulations and requirements

which are effective on the date on which application is made for certification of the product in the importing State; or

(ii) for a product of a type currently in production, those airworthiness requirements which were required to be used for the certification of the product in the exporting State or those requirements of the importing State applicable to a similar product of the importing State at the date of applicaion for type certification of the former product in the exporting State, together with such other airworthiness requirements as the competent authority of the importing State considers necessary to establish a level of safety equivalent to that required for similar products produced in the importing State and were notified to the exporting State prior to the date of application for certification in the importing State; or

(iii) for a product of a type no longer in production, such airworthiness requirements as the competent authority of the importing State finds acceptable in the particular case; and

(i) "The competent authority" for the purposes of paragraphs 2 and 3 of this Agreement, includes a person holding a delegation from the competent authority of a Contracting State to exercise powers or perform functions relating to the certification of airworthiness of products or components under the law of that Contracting State.

10. The competent authority of each Contracting State shall make such mutual arrangements in respect of procedures as it deems necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of is competent authority.

12. Either Contracting State may terminate this Agreement at the expiration of not less than 180 days after giving written notice of that intention to the other State.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal acceptance of certificates of airworthiness, effected by Exchange of Notes at Washington on November 20, 1959.[1]

If the foregoing is acceptable to your Government, I propose that this note together with your confirmatory reply to that effect should constitute an agreement between our two Governments to enter into force on the date of your reply.

Accept, Sir, the renewed assurances of my high consideration.

For the Secretary of State:

RAYMOND J WALDMANN

The Honorable
G. N. UPTON,
Charge d'Affaires ad interim
of Australia.

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[1] TIAS 4358; 10 UST 1915.

TIAS 8126

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 4219

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and AUSTRIA

Effected by Exchange of Notes
Signed at Washington April 30, 1959

AUSTRIA

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Washington April 30, 1959;
Entered into force April 30, 1959.

The Secretary of State to the Austrian Ambassador

DEPARTMENT OF STATE
WASHINGTON
April 30, 1959

EXCELLENCY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Austrian Federal Government regarding reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that the agreement shall be as follows:

1) (a) The present agreement applies to civil aircraft constructed in the United States, its territories and possessions and exported to Austria; and to civil aircraft constructed in Austria and exported to the United States, its territories and possessions.

(b) As used herein, the term aircraft shall include civil aircraft of all categories including those used for public transport and those used for private purposes; aircraft engines and propellers; and spare parts for aircraft, aircraft engines and propellers which have been exported in accordance with this agreement.

2) The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of Austria for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided, that such aircraft have been constructed in Austria and the competent authority of Austria has certified that the type design of the aircraft complies with the airworthiness requirements of Austria together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular aircraft conform to such type design.

3) The same validity shall be conferred by the competent authorities of Austria on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in Austria as if they had been issued under the regulations in force on the subject in Austria, provided, that such aircraft have been constructed in the United States, its territories or possessions, and the competent authority of the United States has certified that the type design of the aircraft complies with the airworthiness requirements of the United States together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular aircraft conform to such type design.

4) (a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Austria of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling authorities of Austria to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which the United States has issued certificates of airworthiness for export, subsequently validated by Austria, the competent authorities of the United States, shall when requested, afford the competent authorities of Austria assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of the United States.

5) (a) The competent authorities of Austria shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Austria for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which Austria has issued certificates of airworthiness, subsequently validated by the United States, the competent authorities of Austria, shall when requested, afford the competent authorities of the United States assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of Austria.

6) (a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of

civil aircraft and any changes therein that may from time to time be effected.

7) The question of procedure to be followed in the application of the provisions of the present agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Austria.

8) The present agreement shall be subject to termination by either Government upon six (6) months notice given in writing to the other Government.

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Austrian Federal Government, the Government of the United States of America will consider that this note and your reply thereto constitute an agreement between our two Governments on this subject, the agreement to enter into force on the date of your reply note.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

W. T. M. Beale

His Excellency
Dr. Wilfried Platzer,
Ambassador of Austria.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7675

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and BELGIUM

Effected by Exchange of Notes
Signed at Brussels February 12
and May 14, 1973

BELGIUM

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Brussels February 12 and May 14, 1973;
Entered into force May 14, 1973.

The American Ambassador to the Belgian Minister for Foreign Affairs

No. 18 FEBRUARY 12, 1973

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certification.

2. a. If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if

the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

b. In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgement of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the compe-

tent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

a) "Products" means aircraft, engines, propellers and appliances;

b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor:

d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor:

e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

f) "Component" means a material, part, or subassembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances:

g) "Produced in the Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

h) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State, or,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State

applicable to a similar product certificated to airworthiness requirements of the same date, or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of precedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

12. Either Contracting State may terminate this Agreement at the expiration of not less than 60 days after giving written notice of that intention to the other State.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, effected by Exchange of Notes at Brussels on July 19 and December 3, 1957. [1]

Upon the receipt of a Note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of the Kingdom of Belgium, the Government of the United States of America will consider that the present note and your reply thereto constitute an agreement between our two Governments on this subject which will enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

ROBERT STRAUSZ-HUPE

His Excellency
RENAAT VAN ELSLANDE
Minister for Foreign Affairs,
Brussels.

[1] TIAS 3954; 8 UST 2383.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 8384

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT PRODUCTS AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and BRAZIL

Effected by Exchange of Notes
Signed at Brasilia June 16, 1976

BRAZIL

Certificates of Airworthiness for Imported Aircraft Products and Components

Agreement effected by exchange of notes
Signed at Brasilia June 16, 1976;
Entered into force June 16, 1976.

The American Ambassador to the Brazilian Minister of Foreign Affairs

No. 250 BRASILIA, *June 16, 1976*

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one contracting state (hereinafter referred to as the "exporting state") and exported to the other contracting state (hereinafter referred to as the "importing state"), and to products produced in another state with which both contracting states have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2. A. If the competent aeronautical authorities of the exporting state certify that a product produced in that state complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing state under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing state, as notified by the importing state as being applicable in the particular case, the importing state shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

B. In the case of a product produced in another state with which both contracting states have agreements similar in scope for reciprocal acceptance of airworthiness certification, if the competent aeronautical authorities of the state exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing state and certify that the product is in a proper state of airworthiness, the importing state shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of a component which is produced in the exporting state for export and use on a product which is or may be certificated or approved in the importing state, if the competent aeronautical authorities of the exporting state certify that the component conforms to the applicable design data, meets the applicable test requirements and has been produced in accordance with the applicable quality control requirements, which have been notified by the importing state to the exporting state, the importing state shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting state pursuant to an agreement between the manufacturer and the product manufacturer in the importing state. Furthermore, it shall only apply in those instances where, in the judgment of the importing state, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time the component is assembled with the product.

4. The competent aeronautical authorities of the importing state shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting state dependent upon the product meeting any additional requirements which the importing state finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing state. The competent aeronautical authorities of the importing state shall promptly advise the competent aeronautical authorities of the exporting state of any such additional requirements.

5. The competent aeronautical authorities of each contracting state shall keep the competent aeronautical authorities of the other contracting state fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting state shall, in respect of products produced in that state, assist the competent aeronautical authorities of the importing state in determining whether major design changes and major repairs made under the

control of the competent aeronautical authorities of the importing state comply with the laws, regulations and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The competent aeronautical authorities of each contracting state shall keep the competent aeronautical authorities of the other contracting state currently informed of all relevant laws, regulations and requirements of their state.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the contracting state whose law, regulation or requirement is being interpreted shall prevail.

9. For the purpose of this Agreement:

(A) "Products" means aircraft, engines, propellers and appliances;

(B) "Aircraft" means a civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(C) "Engines" means engines intended for use in aircraft as defined in (B) and includes replacement and modification parts therefor;

(D) "Propellers" means propellers intended for use in aircraft as defined in (B) and includes replacement and modification parts therefor;

(E) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (B), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(F) "Component" means a material, part, or subassembly not covered in (B), (C), (D), or (E) for use on civil aircraft, engines, propellers or appliances;

(G) "Produced in one contracting state" means that the product or component as a whole is fabricated in the exporting state, even though portions thereof may have been fabricated in another state; and

(H) "Applicable laws, regulations and requirements" means

(I) Those airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing state; or

(II) For products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting state or those airworthiness

requirements of the importing state applicable to a similar product certificated to airworthiness requirements of the same date; or

(III) For products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing state find acceptable in the particular case.

10. The competent aeronautical authorities of each contracting state shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each contracting state shall keep the other contracting state advised as to the identity of its competent aeronautical authorities.

12. Either contracting state may terminate this Agreement at the expiration of not less than 60 days after giving written notice of that intention to the other state.

Upon receipt of a note from your Excellency indicating that the foregoing provisions are acceptable to the Government of the Federative Republic of Brazil, the Government of the United States of America will consider that the present note and your reply thereto constitute an Agreement between our two Governments on this subject which shall enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

JOHN HUGH CRIMMINS

His Excellency ANTONIO F. AZEREDO DA SILVEIRA
Minister of Foreign Affairs
Brasilia

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7091

CERTIFICATES OF AIRWORTHINESS FOR EXPORT

Agreement Between the
UNITED STATES OF AMERICA
and CANADA

Amending the Arrangement of July 28, 1938

Effected by Exchange of Notes
Dated at Ottawa August 12, 1970, and
February 18, 1971

CANADA

Certificates of Airworthiness for Export

Agreement amending the arrangement of July 28, 1938.
Effected by exchange of notes
Dated at Ottawa August 12, 1970, and February 18, 1971;
Entered into force February 18, 1971.

The American Economic Counselor of Embassy to the Canadian Secretary of State for External Affairs

EMBASSY OF THE
UNITED STATES OF AMERICA
Ottawa, August 12, 1970

No. 166

EXCELLENCY:

I have the honor to refer to the discussions which have taken place in the past several years between representatives of the Government of the United States of America and the Government of Canada regarding the need to broaden the coverage of the Arrangement Relating to the Certificates of Airworthiness for Export, effected by exchange of notes of July 28, 1938,[1] to cover modifications made in one country to aircraft registered in the other.

It is my understanding that as a result of these discussions Articles I, II and III of the Arrangement shall be amended to read as follows:

ARTICLE I

(a) The present arrangement applies to civil aircraft constructed in continental United States of America, including Alaska, and exported to Canada; and to civil aircraft constructed in Canada and exported to continental United States of America, including Alaska.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transport and those used for private purposes; to aircraft engines and propellers, to aircraft appliances, materials and parts, as well as to spare parts for aircraft, aircraft engines, propellers, and appliances which have been exported in accordance with this arrangement. As

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[1] EAS 131; 53 Stat. 1941.

used herein, the word "aircraft" shall include any or all of the items specified in this paragraph.

ARTICLE II

(a) The same validity shall be conferred by the competent United States authorities on certificates of airworthiness for export issued by the competent Canadian authorities for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in Canada in accordance with the airworthiness requirements of Canada.

(b) The same validity shall be conferred by the competent United States authorities on a certification by the competent Canadian authorities that the applicable United States airworthiness requirements for a major change in type design have been complied with as though the certification had been made under regulations in force on the subject in the United States.

ARTICLE III

(a) The same validity shall be conferred by the competent Canadian authorities on certificates of airworthiness for export issued by the competent United States authorities for aircraft subsequently to be registered in Canada as if they had been issued under the regulations in force on the subject in Canada, provided that such aircraft have been constructed in continental United States or Alaska in accordance with the airworthiness requirements of the United States.

(b) The same validity shall be conferred by the competent Canadian authorities on a certification by the competent United States authorities that the applicable Canadian airworthiness requirements for a major change in type design have been complied with as though the certification had been made under regulations in force on the subject in Canada.

If the Government of Canada agrees with the terms of the present Note, I propose to Your Excellency that this Note and the Note in reply from Your Excellency communicating your Government's concurrence shall constitute an amendment of the Arrangement Relating to Certificates of Airworthiness for Export.

Accept, Excellency, the renewed assurances of my highest consideration.

EMB

The Honorable
MITCHELL SHARP,
Secretary of State
for External Affairs,
Ottawa.

TIAS 7091

EXECUTIVE AGREEMENT SERIES No. 131

CERTIFICATES OF AIRWORTHINESS FOR EXPORT

ARRANGEMENT
BETWEEN THE UNITED STATES OF AMERICA
AND CANADA

Effected by Exchange of Notes
Signed July 28, 1938
Effective August 1, 1938

UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON: 1938

For sale by the Superintendent of Documents, Washington, D. C.

The Secretary of State (Hull) to the Canadian Minister (Marler)

DEPARTMENT OF STATE
Washington, July 28, 1938

SIR:

I have the honor to refer to negotiations which have recently taken place between the Government of the United States of America and the Government of Canada for the conclusion of a reciprocal arrangement for the acceptance of certificates of airworthiness for export.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that the arrangement shall be as follows:

ARRANGEMENT BETWEEN THE UNITED STATES OF AMERICA AND CANADA RELATING TO CERTIFICATES OF AIRWORTHINESS FOR EXPORT.

ARTICLE I

(a) The present arrangement applies to civil aircraft constructed in continental United States of America, including Alaska, and exported to Canada; and to civil aircraft constructed in Canada and exported to continental United States of America, including Alaska.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transport and those used for private purposes as well as to components of such aircraft.

ARTICLE II

The same validity shall be conferred by the competent United States authorities on certificates of airworthiness for export issued by the competent Canadian authorities for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in Canada in accordance with the airworthiness requirements of Canada.

ARTICLE III

The same validity shall be conferred by the competent Canadian authorities on certificates of airworthiness for export issued by the competent United States authorities for aircraft subsequently to be registered in Canada as if they had been issued under the regulations in force on the subject in Canada, provided that such aircraft have

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been constructed in continental United States or Alaska in accordance with the airworthiness requirements of the United States.

Article IV

(a) The competent United States authorities shall arrange for the effective communication to the competent Canadian authorities of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling the Canadian authorities to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent United States authorities shall, where necessary, afford the competent Canadian authorities facilities for dealing with noncompulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other original conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

Article V

(a) The competent Canadian authorities shall arrange for the effective communication to the competent United States authorities of particulars of compulsory modifications prescribed in Canada, for the purpose of enabling the United States authorities to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent Canadian authorities shall, where necessary, afford the competent United States authorities facilities for dealing with noncompulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other original conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

Article VI

(a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issue of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

ARTICLE VII

The question of procedure to be followed in the application of the provisions of the present arrangement shall be the subject of direct correspondence, whenever necessary, between the competent United States and Canadian authorities.

ARTICLE VIII

(a) The present arrangement shall be subject to termination by either Government upon sixty days' notice given in writing to the other Government.

(b) On the date that the present arrangement becomes effective, the reciprocal arrangement between the United States of America and Canada for the admission of civil aircraft, the issuance by each country of pilots' licenses to nationals of the other country and the reciprocal acceptance of certificates of airworthiness for aircraft imported as merchandise, entered into by an exchange of notes dated August 29, 1929 and October 22, 1929, will be supplanted in so far as it sets forth the conditions governing the reciprocal acceptance of certificates of airworthiness for aircraft imported as merchandise.[1]

I shall be glad to have you inform me whether it is the understanding of your Government that the terms of the arrangement agreed to in the negotiations are as above set forth. If so, it is suggested that the arrangement become effective on August 1, 1938. If your Government concurs in this suggestion the Government of the United States will regard it as becoming effective on that date.

Accept, Sir, the renewed assurances of my highest consideration.

CORDELL HULL

The Honorable
Sir HERBERT MARLER, P. C., K. C. M. G.,
Minister of Canada.

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[1] The present arrangement, signed July 28, 1938, and effective August 1, 1938, relating to certificates of airworthiness for export and two other arrangements between the United States of America and Canada, both also signed July 28, 1938, and effective August 1, 1938, one relating to air navigation (Executive Agreement Series No. 129) and the other relating to certificates of competency or licenses for the piloting of civil aircraft (Executive Agreement Series No. 130), supplant in its entirety the reciprocal arrangement between the United States of America and Canada for the admission of civil aircraft, the issuance of pilots' licenses, and the acceptance of certificates of airworthiness for aircraft imported as merchandise, entered into by an exchange of notes signed August 29 and October 22, 1929 (Executive Agreement Series No. 2).

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 6987

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and CZECHOSLOVAKIA

Effected by Exchange of Notes
Signed at Prague October 1 and 21, 1970

CZECHOSLOVAKIA

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes Signed at Prague October 1 and 21, 1970; Entered into force October 21, 1970.

The American Ambassador to the Minister of Foreign Affairs of Czechoslovakia

EMBASSY OF THE
UNITED STATES OF AMERICA
No. 178 *Prague, October 1, 1970*

EXCELLENCY,

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of the Czechoslovak Socialist Republic regarding reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that the agreement shall be as follows:

1.(a) The present agreement applies to civil aircraft designed and constructed in the United States of America, its territories and possessions and exported to the Czechoslovak Socialist Republic; and to civil aircraft designed and constructed in the Czechoslovak Socialist Republic and exported to the United States of America, its territories and possessions.

(b) As used herein, the term aircraft shall include civil aircraft of all categories including those used for public transportation and those used for private purposes; aircraft engines; aircraft propellers; aircraft appliances; and spare parts for aircraft, aircraft engines, aircraft propellers and aircraft appliances which have been exported in accordance with this agreement.

2. The same validity shall be conferred by the competent authorities of the United States of America on certificates of airworthiness for export issued by the competent authorities of the Czechoslovak Socialist Republic for aircraft subsequently to be certificated or approved in the United States of America as if they had been issued under the regulations in force on the subject in the United States of America, provided that such aircraft have been constructed in the Czechoslovak

Socialist Republic and the competent authorities of the Czechoslovak Socialist Republic have certified that the design of the aircraft complies with the airworthiness requirements of the Czechoslovak Socialist Republic together with any additional requirements prescribed in accordance with paragraph 6 or the airworthiness requirements of the United States of America, and have certified that the particular aircraft conform to such design.

3. The same validity shall be conferred by the competent authorities of the Czechoslovak Socialist Republic on certificates of airworthiness for export issued by the competent authorities of the United States of America for aircraft subsequently to be certificated or approved in the Czechoslovak Socialist Republic as if they had been issued under the regulations in force on the subject in the Czechoslovak Socialist Republic, provided that such aircraft have been constructed in the United States of America, its territories or possessions, and the competent authorities of the United States of America have certified that the design of the aircraft complies with the airworthiness requirements of the United States of America together with any additional requirements prescribed in accordance with paragraph 6, and have certified that the particular aircraft conform to such design.

4.(a) The competent authorities of the United States of America shall arrange for the effective communication to the competent authorities of the Czechoslovak Socialist Republic of particulars of compulsory modifications prescribed in the United States of America for the purpose of enabling authorities of the Czechoslovak Socialist Republic to require those modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which the United States of America has issued certificates of airworthiness for export, subsequently validated by the Czechoslovak Socialist Republic, the competent authorities of the United States of America shall, when requested, afford the competent authorities of the Czechoslovak Socialist Republic assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of the United States of America.

5.(a) The competent authorities of the Czechoslovak Socialist Republic shall arrange for the effective communication to the competent authorities of the United States of America of particulars of compulsory modifications prescribed in the Czechoslovak Socialist Republic for the purpose of enabling the authorities of the United States of America to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which the Czechoslovak Socialist Republic has issued certificates of airworthiness for export, subsequently validated by the United States of America, the competent authorities of the Czechoslovak Socialist Republic shall, when re-

quested, afford the competent authorities of the United States of America assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of the Czechoslovak Socialist Republic.

6.(a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export issued by the competent authorities of the other country dependent upon the fulfillment of any additional requirements which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these additional requirements in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any change therein that may from time to time be effected.

7.(a) There shall be reserved to the competent authorities of each country the right to determine the interpretation to be applied to its respective regulations in the application of that country's own standards of airworthiness.

(b) The question of procedure to be followed in the application of the provisions of the present agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States of America and the Czechoslovak Socialist Republic.

8. The present agreement shall be subject to termination by either Government upon six months notice given in writing to the other Government.

If the foregoing provisions are acceptable to the Government of the Czechoslovak Socialist Republic, I have the honor to suggest that this note and your reply shall constitute an agreement between our two Governments to enter into force on the date of your note in reply.

Accept, Excellency, the renewed assurances of my highest consideration.

MALCOLM TOON
Malcolm Toon

His Excellency
JAN MARKO
Minister of Foreign Affairs
Prague

TIAS 6987

1982 U.S./Danish Bilateral Airworthiness Agreement

(NOTE: A printed version of the modernized, full-scale Agreement concluded on January 6, 1982 is not yet available. Included in this Advisory Circular is a copy of the Danish Diplomatic Note exchanged with the Department of State, which contains the complete text of the Agreement).

Ref. No. 93.D.5.

Washington, D.C., January 6, 1982

Sir:

I have the honor to acknowledge receipt of your note of January 6, 1982 concerning an agreement between the Government of Denmark and the Government of the United States of America for the reciprocal acceptance of airworthiness certifications for imported aircraft, which reads as follows:

"Excellency:

I have the honor to refer to conversations which have recently taken place between the representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or antipollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting

The Honorable
Alexander M. Haig, Jr.
Secretary of State of the United States of America,
Washington, D.C.

State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2a. If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

b. In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certified or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any

such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or subassembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

(h) Applicable laws, regulations and requirements"

means:

(i) those airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State,

or,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date,

or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, test - and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

12. Either Contracting State may terminate this Agreement at the expiration of not less than 60 days afte giving written notice of that intention to the other Sta

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, effected by Exchange of Notes at Copenhagen on December 15, 1954.

Upon the receipt of a Note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Denmark, the Government of the United States of America will consider that the present Note and your reply thereto constitute an agreement between our two Governments on this subject which will enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration."

In reply I have the honor to state that the provisions set forth in your note are acceptable and that the Government of Denmark concurs in the proposal that your note and this reply constitute an agreement between our two Governments on this subject, the agreement to come into force on the date of this note.

Please accept, Sir, the assurances of my highest consideration.

Otto Borch
Ambassador of Denmark

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7795

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED GLIDER AIRCRAFT AND AIRCRAFT APPLIANCES

Agreement Between the
UNITED STATES OF AMERICA
and FINLAND

Effected by Exchange of Notes
Signed at Washington March 7, 1974

FINLAND

Certificates of Airworthiness for Imported Glider Aircraft and Aircraft Appliances

Agreement effected by exchange of notes Signed at Washington March 7, 1974; Entered into force March 7, 1974.

The Finnish Ambassador to the Secretary of State

EMBASSY OF FINLAND
WASHINGTON, D.C.

WASHINGTON, D.C., *March 7, 1974*

SIR,

I refer to the discussions which have recently taken place between representatives of the Government of Finland and the Government of the United States of America regarding reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported civil glider aircraft and civil aircraft appliances.

It is my understanding that the agreement shall be as follows:

1. (a) The present agreement applies to civil glider aircraft and civil aircraft appliances (hereinafter referred to as "products") constructed in the United States, its territories and possessions and exported to Finland; and to similar products constructed in Finland and exported to the United States, its territories and possessions.

(b) As used herein:

(i) the term civil glider aircraft shall include spare parts for civil glider aircraft which have been exported in accordance with this agreement;

(ii) the term aircraft appliance means any equipment or aircraft part installed in, intended to be installed in, or attached to an aircraft, including replacement or modification parts therefor, but which is not a part of an aircraft engine or propeller and which is separately determined to be included in this agreement by mutual consent of the competent authorities of the United States and Finland.

2. The same validity shall be conferred by the competent authorities of Finland on certificates of airworthiness for export issued by the

competent authorities of the United States for products exported to Finland as if they had been issued under the regulations in force on the subject in Finland, provided, that such products have been constructed in the United States, its territories or possessions, and the competent authority of the United States has certified that the type design of the product complies with the airworthiness requirements of the United States together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular product conforms to such type design.

3. The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of Finland for products exported to the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such products have been constructed in Finland and the competent authority of Finland has certified that the type design of the product complies with the airworthiness requirements of Finland together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular product conforms to such type design.

4. (a) The competent authorities of Finland shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Finland for the purpose of enabling the authorities of the United States to require these modifications to be made to products of the types affected, whose certificates have been validated by them.

(b) In the case of products for which Finland has issued certificates of airworthiness, subsequently validated by the United States, the competent authorities of Finland shall, when requested, afford the competent authorities of the United States assistance in determining that major design changes or major repairs made to such products comply with the applicable airworthiness requirements of Finland.

5. (a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Finland of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling the authorities of Finland to require these modifications to be made to products of the types affected, whose certificates have been validated by them.

(b) In the case of products for which the United States has issued certificates of airworthiness for export, subsequently validated by Finland, the competent authorities of the United States shall, when requested, afford the competent authorities of Finland assistance in determining that major design changes or major repairs made to such

products comply with the applicable airworthiness requirements of the United States.

6. (a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of products and any changes therein that may from time to time be affected.

7. The question of procedure to be followed in the application of the provisions of the present agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Finland.

8. The present agreement shall be subject to termination by either Government upon six (6) months notice given in writing to the other Government.

9. This agreement shall terminate and replace the agreement between our two Governments for the reciprocal validation of certificates of airworthiness for imported civil glider aircraft, effected by Exchange of Notes at Washington on November 3, 1965. [1]

Upon the receipt of a note from you indicating that the foregoing provisions are acceptable to the Government of the United States, the Government of Finland will consider that this note and your reply thereto constitute an agreement between the two Governments, which shall enter into force on the date of your reply.

Please accept, Sir, the renewed assurance of my highest consideration.

LEO TUOMINEN

Leo Tuominen

[SEAL]

His Excellency
DR. HENRY A. KISSINGER
Secretary of State
Washington, D.C.

[1] TIAS 5885; 16 UST 1639.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7728

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and FRANCE

Effected by Exchange of Notes
Signed at Paris August 29 and
September 26, 1973

FRANCE

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Paris August 29 and September 26, 1973;
Entered into force September 26, 1973.

The American Chargé d'Affaires ad interim to the French Minister for Foreign Affairs

EMBASSY OF THE
UNITED STATES OF AMERICA

No. 139

PARIS, *August 29, 1973.*

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications and in the course of which the two delegations have agreed to take the appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have also reached an agreement as set out below. This agreement does not relate to noise abatement and anti-pollution requirements which will be the subject of different negotiations.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in Paragraph 3 of this Agreement when such products or components are produced in the territory of one Contracting Party (hereinafter referred to as the "exporting State") and exported to the territory of the other Contracting Party (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting Parties have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2. a. If the aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing

State under Paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

b. In case of a product produced in another State with which both Contracting Parties have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are products in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by the applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The aeronautical authorities of the importing State shall promptly advise the aeronautical authorities of the exporting State of any such additional requirements.

5. The aeronautical authorities of each Contracting Party shall keep the aeronautical authorities of the other Contracting Party fully informed of all mandatory airworthiness modifications and special

inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the jurisdiction of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The aeronautical authorities of each Contracting Party shall keep the aeronautical authorities of the other Contracting Party currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the aeronautical authorities of the Contracting Party whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor:

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part or sub-assembly not covered in (b), (c), (d), or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in the territory of one Contracting Party" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

(h) "Applicable laws, regulations and requirements" means those airworthiness laws, regulations and requirements applicable

on the date of the airworthiness laws, regulations and requirements applied to the certification of the product in the exporting State.

10. The aeronautical authorities of each Contracting Party shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement.

11. For the purpose of the present Agreement the term "aeronautical authorities" shall mean, in the case of France, "le Secrétariat Général à l'Aviation Civile", and in the case of the United States "the Federal Aviation Administration" of the Department of Transportation. Each Contracting Party shall advise the other Contracting Party of any change in the name of the body authorized to perform the functions of its aeronautical authorities.

12. Each Contracting Party may give notice to the other Contracting Party, through diplomatic channels, of its desire to terminate this Agreement. The Agreement shall terminate twelve months after receipt of the notice by the other Contracting Party, unless, by agreement between the Contracting Parties, the notice is withdrawn before the expiry of that period.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, effected by Exchange of Notes signed at Paris August 6 and December 14, 1956.[1]

Upon the receipt of a Note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of the French Republic, the Government of the United States of America will consider that the present note and your reply thereto constitute an agreement between our two Governments on this subject which will enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

GALEN L. STONE

Chargé d'Affaires ad interim

His Excellency
MICHEL JOBERT,
Minister for Foreign Affairs,
Paris.

[1] TIAS 3736; 8 UST 33.

TIAS 7728

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 9724

AVIATION

Application to Land Berlin of Agreement of March 12 and May 31, 1974, Relating to Certificates of Airworthiness for Imported Aircraft

Agreement Between the
UNITED STATES OF AMERICA
and the FEDERAL REPUBLIC OF
GERMANY

Effected by Exchange of Notes
Dated at Bonn and Bonn-Bad Godesberg
November 3, 1976 and March 18, 1980

FEDERAL REPUBLIC OF GERMANY

Aviation: Application to Land Berlin of Agreement of March 12 and May 31, 1974, Relating to Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Dated at Bonn and Bonn-Bad Godesberg November 3, 1976 and March 18, 1980;
Entered into force March 18, 1980.

TIAS 9724

TRANSLATION

404-455.41 USA

Note Verbale

The Ministry of Foreign Affairs has the honor to suggest, with reference to the exchange of notes of March 12 and May 31, 1974 [1] on the Agreement between the Government of the Federal Republic of Germany and the Government of the United States of America on Certificates of Airworthiness for Imported Aeronautical Products and Components, that Land Berlin be included in this Agreement by the following clause:

"The Agreement of May 31, 1974 between the Government of the Federal Republic of Germany and the Government of the United States of America relating to Certificates of Airworthiness for Imported Aeronautical Products and Components, with the exception of engine-propelled aircraft, shall also apply to Land Berlin."

In case the Government of the United States of America agrees to this proposal, the Ministry of Foreign Affairs has the honor to suggest that this note and the corresponding note of reply shall constitute an agreement between the Government of the Federal Republic of Germany and the Government of the United States of America on the Berlin Clause to the Agreement of May 31, 1974 between the Government of the Federal Republic of Germany and the Government of the United States of America on Certificates of Airworthiness, entering into force on the date of the reply.

The Ministry of Foreign Affairs avails itself of this occasion to renew to the Embassy of the United States the assurances of its very high consideration.

Bonn, November 3, 1976

[1] TIAS 7965; 25 UST 3056.

The American Embassy to the German Ministry of Foreign Affairs

No. 91

The Embassy of the United States of America presents its compliments to the Auswaertiges Amt and with reference to the Auswaertiges Amt's Note Verbale of November 3, 1976 (404-455.41 USA), has the honor to state the following:

The Government of the United States of America agrees to the proposal by the Auswaertiges Amt that the Agreement of May 31, 1974 between the Government of the United States of America and the Government of the Federal Republic of Germany relating to Certificates of Airworthiness for Imported Aeronautical Products and Components, with the exception of engine-propelled aircraft, shall also apply to Land Berlin.

The Embassy avails itself of this opportunity to assure the Auswaertiges Amt of it's highest consideration.

Embassy of the United States of America,
Bonn-Bad Godesberg, March 18, 1980.

TIAS 9724

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7965

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AERONAUTICAL PRODUCTS AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and the FEDERAL REPUBLIC OF GERMANY

Effected by Exchange of Notes
Signed at Bonn-Bad Godesberg and Bonn
March 12 and May 31, 1974

FEDERAL REPUBLIC OF GERMANY

Certificates of Airworthiness for Imported Aeronautical Products and Components

Agreement effected by exchange of notes
Signed at Bonn-Bad Godesberg and Bonn March 12 and May 31, 1974;
Entered into force May 31, 1974.

The American Ambassador to the German Minister of Foreign Affairs

No. 48 BONN-BAD GODESBERG, *March 12, 1974*

EXCELLENCY:

I have the honor to refer to negotiations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that the obligation for reciprocal recognition does not include the recognition of aircraft noise or emission certifications. As necessary and appropriate, and consistent with national laws, reciprocal recognition of such certifications shall be the subject of future negotiations between the parties hereto.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2. (a) If the competent aeronautical authorities of the exporting State certify that a product and its design produced in that State complies either with its applicable laws, regulations and requirements as

well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

(b) In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications

and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretation of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or sub-assembly not covered in (b), (c), (d), or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

(h) "Applicable laws, regulations and requirements" means:

(i) the airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date; or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

12. Either Contracting State may terminate this Agreement at the expiration of not less than six months after giving written notice of that intention to the other State.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, signed at Bonn on December 11, 1958.[1]

Upon the receipt of a Note from your Excellency indicating that the foregoing provisions are acceptable to the Government of the Federal Republic of Germany, the Government of the United States of America will consider that the present note and your reply thereto constitute an agreement between our two Governments on this subject which will enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

MARTIN J. HILLENBRAND

His Excellency
WALTER SCHEEL
Federal Minister of Foreign Affairs
Bonn.

[1] TIAS 4145, 4960; 9 UST 1478; 13 UST 196.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7926

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT, APPLIANCES AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and ISRAEL

Amending the Agreement of
July 23, 1968

Effected by Exchange of Notes
Signed at Washington September 4, 1974

ISRAEL

Certificates of Airworthiness for Imported Aircraft, Appliances and Components

Agreement amending the agreement of July 23, 1968.
Effected by exchange of notes
Signed at Washington September 4, 1974;
Entered into force September 4, 1974.

The Secretary of State to the Israeli Ambassador

SEPTEMBER 4, 1974

EXCELLENCY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of Israel regarding amendment of the agreement between our two Governments relating to the reciprocal acceptance of certificates of airworthiness for imported aircraft, which was effected by an exchange of notes at Washington on July 23, 1968, [1] and to propose that the agreement be amended as follows:

In paragraph 1. (a) after the words "civil aircraft" in both places in which they appear insert a comma and add the words "appliances and components".

Add new subparagraphs (c) and (d) to paragraph 1 to read as follows:

(c) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft, but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor.

(d) "Component" means a material, part or subassembly not covered under aircraft, or appliance, for use on aircraft, or appliances.

Renumber paragraphs 2. and 3. as 2. (a) and (b) respectively and add a new paragraph 3. to read as follows:

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[1] TIAS 6530; 19 UST 5459.

3. (a) In the case of appliances which are constructed in the exporting State for export and use on aircraft which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the type design of the appliance complies with the airworthiness requirements of the exporting State together with any special conditions which are for the time being required by the importing State for approval of appliances and have certified that the particular appliance conforms to such type design, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities.

(b) In the case of components which are constructed in the exporting State for export and use on aircraft or appliances which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control system requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are constructed by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the aircraft or appliance manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

If the foregoing is acceptable to the Government of Israel, it is proposed that this note together with your reply so indicating shall constitute an agreement between our two governments which shall enter into force on the date of your note in reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

RAYMOND J. WALDMANN

His Excellency
Simcha Dinitz
Ambassador of Israel.

TIAS 7926

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 6530

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and ISRAEL

Effected by Exchange of Notes
Signed at Washington July 23, 1968

ISRAEL

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Washington July 23, 1968;
Entered into force July 23, 1968.

The Secretary of State to the Ambassador of Israel

DEPARTMENT OF STATE
WASHINGTON
July 23, 1968

EXCELLENCY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of Israel regarding reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that the agreement shall be as follows:

1. (a) The present agreement applies to civil aircraft constructed in the United States, its territories and possessions and exported to Israel; and to civil aircraft constructed in Israel and exported to the United States, its territories and possessions.

(b) As used herein, the term aircraft shall include civil aircraft of all categories including those used for public transport and those used for private purposes; aircraft engines and propellers; and spare parts for aircraft, aircraft engines and propellers which have been exported in accordance with this agreement.

2. The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of Israel for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in Israel and the competent authority of Israel has certified that the type design of the aircraft complies with the airworthiness requirements of Israel together with any special conditions prescribed in accordance with paragraph 6. and has certified that the particular aircraft conform to such type design.

3. The same validity shall be conferred by the competent authorities of Israel on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in Israel as if they had been issued under the regulations in force on the subject in Israel, provided, that such aircraft have been constructed in the United States, its territories or possessions, and the competent authority of the United States has certified that the type design of the aircraft complies with the airworthiness requirements of the United States together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular aircraft conform to such type design.

4. (a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Israel of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling authorities of Israel to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which the United States has issued certificates of airworthiness for export, subsequently validated by Israel, the competent authorities of the United States shall, when requested, afford the competent authorities of Israel assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of the United States.

5. (a) The competent authorities of Israel shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Israel for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which Israel has issued certificates of airworthiness, subsequently validated by the United States, the competent authorities of Israel shall, when requested, afford the competent authorities of the United States assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of Israel.

6. (a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of

civil aircraft and any changes therein that may from time to time be effected.

7. The question of procedure to be followed in the application of the provisions of the present agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Israel.

8. The present agreement shall be subject to termination by either Government upon six (6) months notice given in writing to the other Government.

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Israel, the Government of the United States of America will consider that this note and your reply thereto constitute an agreement between our two Governments on this subject, the agreement to enter into force on the date of your reply note.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:
FRANK E. LOY

His Excellency
Major General YITZHAK RABIN,
Ambassador of Israel.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7895

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AERONAUTICAL PRODUCTS AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and ITALY

Effected by Exchange of Notes
Signed at Rome June 30 and August 3, 1973

ITALY

Certificates of Airworthiness for Imported Aeronautical Products and Components

Agreement effected by exchange of notes
Signed at Rome June 30 and August 3, 1973;
Entered into force August 3, 1973.

The American Ambassador to the Italian Minister of Foreign Affairs

No. 445 ROME, *June 30, 1973*

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or antipollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2a. If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical

authorities in accordance with its own applicable laws, regulations and requirements.

b. In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgement of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the com-

petent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or sub-assembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State;

(h) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State, or,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting

State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date,

or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case; and

(i) "Competent aeronautical authorities" means the authorities which according to the laws of the Contracting State concerned have the responsibility for airworthiness certification of civil aeronautical products and components.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

12. Either Contracting State may terminate this Agreement at the expiration of not less than six months after giving written notice of that intention to the other State.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, effected by Exchange of Notes at Rome on November 12, 1954 and January 26, 1955.[1]

Upon the receipt of a Note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Italy, the Government of the United States of America will consider that the present note and your reply thereto constitute an agreement between our two Governments on this subject which will enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

JOHN A. VOLPE

His Excellency
GIUSEPPE MEDICI,
Minister of Foreign Affairs,
Rome.

[1] TIAS 3164; 6 UST 25.

TIAS 7895

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 8934

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT PRODUCTS AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and JAPAN

Effected by Exchange of Notes
Signed at Washington November 29, 1977

The Secretary of State to the Japanese Ambassador

NOVEMBER 29, 1977

EXCELLENCY:

I have the honor to refer to Your Excellency's note of today's date which reads as follows:

I have the honor to refer to the discussions which have taken place between representatives of the Government of Japan and of the Government of the United States of America relating to the reciprocal acceptance of airworthiness certification. I have further the honor to state that the two Governments have reached an understanding as set out below:

1. This understanding shall apply to civil aeronautical products (hereinafter referred to as "products") and certain components when such products or components are produced in one of the two States (hereinafter referred to as "the exporting State") and exported to the other State (hereinafter referred to as "the importing State"), and to the products produced in a third State with the Government of which both of the Governments have agreements similar in scope for reciprocal acceptance of airworthiness certifications (hereinafter referred to as "third State") and exported or imported between Japan and the United States of America.

2. (a) If the competent aeronautical authorities (hereinafter referred to as "authorities") of the exporting State certify that a product produced in the exporting State complies either with the applicable laws, regulations and requirements of the exporting State as well as any additional requirements referred to in paragraph 4 below which may have been prescribed by the Government of the importing State, or with the applicable laws, regulations and requirements of the importing State, as notified by the Government of the importing State as being applicable in the particular case, the Government of the importing State shall give the same validity to the certification as if the certification had been made by its authorities in accordance with its applicable laws, regulations and requirements.

(b) In the case of a product produced in a third State and exported from the exporting State to the importing State, if the authorities of the exporting State certify that the product conforms to the design which has been originally certificated or approved in the importing State and that the product is in a proper state of airworthiness, the Government of the importing State shall give the same validity to the certification as if the certification had been made by its authorities in accordance with its applicable laws, regulations and requirements.

3. (a) In the case of a component which is produced in the exporting State for export and use on a product which is or may be

certificated or approved in the importing State, if the authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the Government of the importing State to the Government of the exporting State, the Government of the importing State shall give the same validity to the certification as if the certification had been made by its authorities in accordance with its applicable laws, regulations and requirements.

(b) The foregoing sub-paragraph shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the Government of the importing State, a component is of such complexity that determination of conformity and quality control cannot readily be made at the time when the component is assembled with the product.

4. The authorities of the importing State shall have the right to make acceptance of any certification by the authorities of the exporting State dependent upon the product meeting any additional requirements which the authorities of the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The authorities of the importing State shall promptly advise the authorities of the exporting State of any such additional requirements.

5. The authorities of each State shall keep the authorities of the other State fully informed of all mandatory airworthiness modifications and special inspections which the former authorities determine are necessary in respect of products to which this understanding applies.

6. The authorities of the exporting State shall, in respect of products produced in the exporting State, assist the authorities of the importing State in determining whether major design changes and major repairs made under the control of the authorities of the importing State comply with the laws, regulations and requirements of the exporting State under which the product was originally certificated or approved.

7. The authorities of each State shall keep the authorities of the other State currently informed of all relevant laws, regulations and requirements.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certification or approval under this understanding, the interpretation of the authorities of the State whose laws, regulations or requirements are being interpreted shall prevail.

TIAS 8934

9. For the purpose of this understanding:

(a) "Products" means aircraft, engines, propellers, appliances, and their replacement and modification parts;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation of for other purposes;

(c) "Engines" means engines intended for use in aircraft as defined in (b);

(d) "Propellers" means propellers intended for use in aircraft as defined in (b);

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller;

(f) "Component" means any material, part, or subassembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in the exporting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in a state other than that State;

(h) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations and requirements which are effective on the date when a manufacturer applies for certification of a product in the importing State, or

(ii) for products currently in production, those airworthiness laws, regulations and requirements which were required to be used for the certification of a product in the exporting State, or those airworthiness laws, regulations and requirements of the importing State which were applicable to similar products on the date when the above airworthiness laws, regulations and requirements of the exporting State were required to be used, or

(iii) for products no longer in production, such airworthiness requirements as the authorities of the importing State find acceptable in the particular case, and

(i) "Authorities" means, in the case of Japan, the Ministry of Transport and any person or agency authorized to perform the functions of the said Ministry and, in the case of the United States of America, the Federal Aviation Administration and any person or agency authorized to perform the functions of the said Administration.

10. The authorities of each State shall make such mutual arrangements in respect of the operation of this understanding as they deem necessary.

11. Each Government shall keep the other Government informed as to the identity of its authorities.

TIAS 8934

12. No provision of this understanding will be construed so as to relate to noise abatement or anti-pollution requirements.

13. The provisions of this understanding shall be implemented by the Governments of Japan and of the United States of America in accordance with their respective laws, regulations and requirements.

14. Either Government may terminate this understanding by giving two (2) months' written notice of that intention to the other Government.

15. This understanding shall terminate and replace the agreement between the two Governments for the reciprocal acceptance of certificates of airworthiness, effected by the Exchange of Notes at Washington on February 1, 1963.

If the foregoing provisions are acceptable to the Government of the United States of America, I have the honor to propose that this note and Your Excellency's reply to that effect shall be regarded as constituting an agreement between our two Governments, which shall enter into effect on the date of Your Excellency's reply.

Accept, Excellency, the renewed assurances of my highest consideration.

I have further the honor to confirm that the foregoing proposal of the Government of Japan is acceptable to the Government of the United States of America and that Your Excellency's note and this reply are regarded as consitituting an agreement between our two Governments effective on this date.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

JULIUS L. KATZ

His Excellency
FUMIHIKO TOGO,
Ambassador of Japan.

TIAS 8934

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7869

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT PRODUCTS AND COMPONENTS

Agreement Between the
UNITED STATES OF AMERICA
and the NETHERLANDS

Effected by Exchange of Notes
Signed at the Hague January 16, 1974

NETHERLANDS

Certificates of Airworthiness for Imported Aircraft Products and Components

Agreement effected by exchange of notes Signed at The Hague January 16, 1974; Entered into force August 1, 1974.

The American Ambassador to the Dutch Minister of Foreign Affairs

No. 8

EXCELLENCY,

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2. (a) If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certifica-

tion as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

(b) In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgement of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

TIAS 7869

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or subassembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

(h) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations and requirements

which are effective on the date the manufacturer applies for certification of the product in the importing State,

or

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date,

or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

12. (a) The Government of either Contracting State may terminate this Agreement at the expiration of not less than sixty days after giving written notice of that intention to the Government of the other Contracting State.

(b) Notwithstanding termination of this Agreement, the provisions of paragraph 5 shall remain in force for a period of five years after the date of termination of this Agreement in respect of products for which a certificate has been issued in accordance with the provisions of this Agreement.

(c) Notwithstanding termination, this Agreement shall remain in force for a period of two years after the date of its termination in respect of products for which before the date of termination an application has been made for the issuance of a certificate in accordance with the provisions of this Agreement.

13. As regards the Kingdom of the Netherlands, the Agreement shall apply to the whole Kingdom. Termination of the Agreement by the Government of the Kingdom of the Netherlands in accordance with paragraph 12 may be limited to one or more of the constituent parts of the Kingdom.

14. This Agreement shall terminate and replace the Arrangement between the United States of America and the Kingdom of the Netherlands relating to certificates of airworthiness for imported aircraft, effected by Exchange of Notes at The Hague on September 19 and November 4, 1955.[1]

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[1] TIAS 3574; 7 UST 915.

I have the honor to suggest that if these provisions are acceptable to the Government of the Kingdom of the Netherlands, the present Note and Your Excellency's Note in reply concurring therein shall constitute an agreement between our two Governments, which shall enter into force on the date of receipt by the Government of the United States of America of a notification from the Netherlands Government that the approval constitutionally required in the Kingdom of the Netherlands has been obtained.[1]

Accept, Excellency, the renewed assurances of my highest consideration.

KINGDON GOULD, JR.

EMBASSY OF THE UNITED STATES OF AMERICA
THE HAGUE, *January 16, 1974*

His Excellency
MAX VAN DER STOEL
Minister of Foreign Affairs
The Hague

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 9440

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and NEW ZEALAND

Amending the Agreement
of March 20, 1970

Effected by Exchange of Notes
Signed at Washington March 16 and 30, 1979

NEW ZEALAND

Certificates of Airworthiness for Imported Aircraft

Agreement amending the agreement of March 20, 1970.
Effected by exchange of notes
Signed at Washington March 16 and 30, 1979;
Entered into force March 30, 1979.

The Secretary of State to the New Zealand Ambassador

MARCH 16, 1979

EXCELLENCY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of New Zealand regarding amendment of the agreement between our two Governments relating to the acceptance of each other's certificates of airworthiness for imported aircraft, which was effected by an exchange of notes at Washington on March 20, 1970,[1] and to propose that the agreement be amended as follows:

Add a new sentence to paragraph 1(b) to read as follows:

"The term shall also apply to appliances and spare parts for such appliances as well as to materials, parts, and subassemblies (i.e., components) exported from the United States for inclusion on New Zealand-manufactured aircraft."

Add a new sentence to paragraph 1(c) to read as follows:

"The term shall also apply to appliances and spare parts for such appliances as well as to materials, parts, and subassemblies (i.e., components) exported from New Zealand for inclusion on U.S.-manufactured fixed wing aircraft not exceeding a maximum weight of 12,500 pounds."

Renumber paragraphs 6, 7, and 8 as 7, 8, and 9, and insert a new paragraph 6 to read as follows:

"6(a) In the case of a component which is produced in the exporting State for export and use on a product which is or may be certificated or approved in the importing State, if the authorities

[1] TIAS 6857; 21 UST 1040.

of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the Government of the importing State to the Government of the exporting State, the Government of the importing State shall give the same validity to certification as if the certification had been made by its authorities in accordance with its applicable laws, regulations, and requirements.

(b) The foregoing subparagraph shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the Government of the importing State, a component is of such complexity that determination of conformity and quality control cannot readily be made at the time when the component is assembled with the product."

In the next-to-last lines, of paragraphs 2 and 3, change the references from, "paragraph 6" to "paragraph 7".

If the foregoing is acceptable to the Government of New Zealand, it is proposed that this note together with your reply so indicating shall constitute an agreement between our two governments which shall enter into force on the date of your note in reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

JAMES R. ATWOOD

His Excellency
MERWYN NORRISH,
Ambassador of New Zealand.

TIAS 9440

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 6857

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and NEW ZEALAND

Effected by Exchange of Notes
Signed at Washington March 20, 1970

NEW ZEALAND

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Washington March 20, 1970;
Entered into force March 20, 1970.

The Secretary of State to the Ambassador of New Zealand

DEPARTMENT OF STATE
WASHINGTON
20 March 1970

EXCELLENCY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of New Zealand regarding reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that the agreement shall be as follows:

1. (a) The present agreement applies to civil aircraft constructed in the United States, its territories and possessions and exported to New Zealand; and to civil aircraft constructed in New Zealand and exported to the United States, its territories and possessions.

(b) As used herein, the term aircraft shall, in the case of those exported from the United States, include civil aircraft of all categories including those used for public transport and those used for private purposes; aircraft engines and propellers; and spare parts for aircraft, aircraft engines and propellers which have been exported in accordance with this agreement.

(c) As used herein, the term aircraft shall, in the case of those exported from New Zealand, mean only fixed wing airplanes not exceeding a maximum weight of 12,500 pounds including those used for public transport and those used for private purposes; and spare parts for aircraft which have been exported in accordance with this agreement.

2. The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of New Zealand for aircraft subsequently

to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in New Zealand and the competent authority of New Zealand has certified that the type design of the aircraft complies with the airworthiness requirements of New Zealand together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular aircraft conform to such type design.

3. The same validity shall be conferred by the competent authorities of New Zealand on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in New Zealand as if they had been issued under the regulations in force on the subject in New Zealand, provided, that such aircraft have been constructed in the United States, its territories or possessions, and the competent authority of the United States has certified that the type design of the aircraft complies with the airworthiness requirements of the United States together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular aircraft conform to such type design.

4. (a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of New Zealand of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling authorities of New Zealand to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which the United States has issued certificates of airworthiness for export, subsequently validated by New Zealand, the competent authorities of the United States shall, when requested, afford the competent authorities of New Zealand assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of the United States.

5. (a) The competent authorities of New Zealand shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in New Zealand for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) In the case of aircraft for which New Zealand has issued certificates of airworthiness, subsequently validated by the United States, the competent authorities of New Zealand shall, when requested, afford the competent authorities of the United States assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of New Zealand.

TIAS 6857

6. (a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

7. The question of procedure to be followed in the application of the provisions of the present agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and New Zealand.

8. The present agreement shall be subject to termination by either Government upon six (6) months notice given in writing to the other Government.

If the foregoing provisions are acceptable to the Government of New Zealand, I have the honor to suggest that this note and your reply should constitute an agreement between our two governments, to enter into force on the date of your note in reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

FRANK E. LOY

His Excellency
FRANK CORNER,
Ambassador of New Zealand.

TIAS 6857

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 9141

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and NORWAY

Amending the Agreement
of February 5, 1957

Effected by Exchange of Notes
Signed at Washington January 24, 1978

NORWAY

Certificates of Airworthiness for Imported Aircraft

Agreement amending the agreement of February 5, 1957.
Effected by exchange of notes
Signed at Washington January 24, 1978;
Entered into force January 24, 1978.

The Secretary of State to the Norwegian Ambassador

JANUARY 24, 1978

EXCELLENCY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of Norway regarding amendment of the agreement between our two Governments relating to the reciprocal acceptance of certificates of airworthiness for imported aircraft, which was effected by an exchange of notes at Oslo on February 5, 1957, [1] and to propose that the agreement be amended as follows:

Delete the present Article I and replace it with the following new Article I:

(a) The present arrangement applies to civil aircraft constructed in the United States, its territories and possessions and exported to Norway; and to civil aircraft constructed in Norway and exported to the United States, its territories and possessions. All provisions of this arrangement shall apply equally to civil aircraft appliances constructed in the United States, its territories and possessions and exported to Norway; and to civil aircraft appliances constructed in Norway and exported to the United States, its territories and possessions.

(b) As used herein:

(i) the term civil aircraft shall extend to civil aircraft of all categories, including those used for public transport and those used for private purposes as well as to components and spare parts of such aircraft; and

[1] TIAS 3769; 8 UST 265.

(ii) the term aircraft appliance means any equipment or aircraft part installed in, intended to be installed in, or attached to an aircraft, including replacement or modification parts therefor, but which is not part of an aircraft, engine or propeller and which is separately determined to be included in this arrangement by mutual consent of the competent authorities of the United States and Norway.

If the foregoing is acceptable to the Government of Norway, it is proposed that this note together with your reply so indicating shall constitute an agreement between our two governments which shall enter into force on the date of your note in reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

JOEL W. BILLER

His Excellency
SOREN CHRISTIAN SOMMERFELT,
Ambassador of Norway.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 3769

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and NORWAY

Effected by Exchange of Notes
Signed at Oslo February 5, 1957

NORWAY

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Oslo February 5, 1957;
Entered into force February 5, 1957.

The American Ambassador to the Norwegian Minister of Foreign Affairs

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

No. 266

EXCELLENCY:

I have the honor to refer to negotiations which have taken place between the Government of the United States of America and the Government of Norway for the conclusion of a reciprocal arrangement for the acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that the arrangement shall be as follows:

ARRANGEMENT BETWEEN THE UNITED STATES OF AMERICA AND NORWAY RELATING TO CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

ARTICLE I

(a) The present arrangement applies to civil aircraft constructed in continental United States of America, including Alaska, and exported to Norway; and to civil aircraft constructed in Norway and exported to continental United States of America, including Alaska.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transport and those used for private purposes as well as to components of such aircraft.

ARTICLE II

The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for

TIAS 3769

export issued by the competent authorities of Norway for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in Norway in accordance with the airworthiness requirements of Norway.

ARTICLE III

The same validity shall be conferred by the competent authorities of Norway on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in Norway as if they had been issued under the regulations in force on the subject in Norway, provided that such aircraft have been constructed in continental United States or Alaska in accordance with the airworthiness requirements of the United States.

ARTICLE IV

(a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Norway of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling the authorities of Norway to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of the United States shall, where necessary, afford the competent authorities of Norway facilities for dealing with noncompulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

ARTICLE V

(a) The competent authorities of Norway shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Norway, for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of Norway shall, where necessary, afford the competent authorities of the United States facilities for dealing with noncompulsory modifications which are such

as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other original conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

ARTICLE VI

(a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

ARTICLE VII

The question of procedure to be followed in the application of the provisions of the present arrangement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Norway.

ARTICLE VIII

(a) The present arrangement shall be subject to termination by either Government upon sixty days' notice given in writing to the other Government.

(b) This arrangement shall terminate and replace the arrangement between the United States of America and Norway providing for the acceptance by one country of certificates of airworthiness for aircraft exported from the other country as merchandise, effected by an exchange of notes signed at Washington on October 16, 1933.

EAS 52.
48 Stat. 1823.

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Norway, the Government of the United States of America will consider that this note and your reply thereto constitute an agreement between the two Governments on this subject, the agreement to come into force on the date of your note in reply.

TIAS 3769

Accept, Excellency, the renewed assurances of my highest consideration.

L. CORRIN STRONG

OSLO, NORWAY, *February 5, 1957*

THE ROYAL NORWEGIAN
MINISTER OF FOREIGN AFFAIRS
Oslo

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 9723

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT PRODUCTS

Agreement Between the
UNITED STATES OF AMERICA
and the POLISH PEOPLE'S REPUBLIC

Amending the Agreement of
November 8, 1976

Effected by Exchange of Notes
Signed at Washington January 28, 1980

The Secretary of State to the Polish Ambassador

January 28, 1980

Excellency:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of the United States of America and the Government of the Polish People's Republic regarding amendment of the agreement between our two Governments relating to the acceptance of each other's certificates of airworthiness for imported aircraft products, which was effected by an exchange of notes at Washington on November 8, 1976, [1] and to propose that the agreement be amended as follows:

1. Renumber paragraph 2 as 2.(a) and add new subparagraphs (b) and (c) to read as follows:

"(b) In the case of a component or appliance which is produced in the exporting State for export and use on a product which is or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component or appliance conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the Government of the importing State to the Government of the exporting State, the Government of the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its

His Excellency

Romuald Spasowski,

Ambassador of the

Polish People's Republic.

[1] TIAS 8407; 27 UST 3882.

own applicable laws, regulations, and requirements.

"(c) Subparagraph 2.(b) shall apply only to those components or appliances which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall apply only in those instances where, in the judgment of the Government of the importing State, a component or appliance is of such complexity that determination of conformity and quality control cannot readily be made at the time when the component or appliance is assembled with the product."

2. Renumber subparagraphs 8.(f), (g), and (h) as 8.(g), (h), and (i) respectively and insert a new subparagraph (f) to read as follows:

"(f) "Component" means any material, part, or subassembly not covered in (b), (c), (d), or (e) for use on civil aircraft, engines, propellers, or appliances."

3. Add to the Annex under Products from Poland the following new subparagraphs:

"(D) Helicopters with associated accessories and replacement and modification parts therefor, produced in Poland, and designed in Poland or the United States or in another State with which the United States has a bilateral airworthiness agreement covering such aircraft, provided that in this last case, responsibility for design control exists in Poland. On a case-by-case basis, the United States may also accept helicopters which were designed in another State with which the United States has no bilateral airworthiness agreement and Poland is in possession of documentation and design

data and bears the exclusive responsibility for design control of these helicopters.

"(E) Turbine engines and replacement and modification parts therefor, produced in Poland, and designed in Poland or the United States or in another State with which the United States has a bilateral airworthiness agreement covering such engines, provided that in this last case, responsibility for design control exists in Poland. On a case-by-case basis, the United States may also accept turbine engines which were designed in another State with which the United States has no bilateral airworthiness agreement and Poland is in possession of documentation and design data and bears the exclusive responsibility for design control of these turbine engines.

"(F) Components and appliances for U.S. manufactured products of the types specified in (A), (B), (C), (D), and (E)."

4. Revise the Annex under Products from the United States, its Territories and Possessions to read as follows:

"U.S. designed and produced aircraft, engines, propellers, components and appliances with replacement and modification parts therefor, as well as U.S. produced components and appliances for Polish manufactured products and replacement and spare parts therefor."

If the foregoing is acceptable to the Government of the Polish People's Republic, it is proposed that

this note and your reply thereto indicating acceptance shall constitute an agreement between our two Governments which shall enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

B. Boyd Hight

TIAS 9723

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 8407

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT PRODUCTS

Agreement Between the
UNITED STATES OF AMERICA
and the POLISH PEOPLE'S REPUBLIC

Effected by Exchange of Notes
Signed at Washington November 8, 1976

POLISH PEOPLE'S REPUBLIC

Certificates of Airworthiness for Imported Aircraft Products

Agreement effected by exchange of notes
Signed at Washington November 8, 1976;
Entered into force November 8, 1976.

The Secretary of State to the Polish Ambassador

NOVEMBER 8, 1976

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this Agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to those civil aeronautical products listed in the Annex to this Agreement which are certificated or approved by the exporting and importing States. The Annex may be amended, as necessary, from time to time, upon mutual agreement of the parties to this Agreement.

2. If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 3 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

3. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

4. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

5. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved.

6. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

7. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

8. For the purpose of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances listed in the Annex;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes engine accessories and engine replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State; except that parts of a product fabricated in a State with which the importing State does not have a relevant bilateral airworthiness agreement may be used when approval is granted by the importing State, which will be done on a case-by-case basis;

(g) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State, or,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date, or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case; and

(h) "Competent aeronautical authorities" means the authorities which according to the laws of the Contracting State concerned have the responsibility for airworthiness certification of civil aeronautical products and components.

9. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this agreement, and to ensure that redundant certification, testing and analysis are avoided.

10. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

11. Either Contracting State may terminate this Agreement at the expiration of not less than six months after giving written notice of that intention to the other State.

12. This Agreement shall terminate and replace the Agreement between the two Governments for the reciprocal validation of certifi-

cates of airworthiness, effected by an exchange of notes at Washington on September 16, 1965 and September 27, 1965.[1]

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of the Polish People's Republic, the Government of the United States of America will consider that the present note and your reply thereto constitute an agreement between our two Governments on this subject which shall enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

PAUL BOEKER

His Excellency
Dr. WITOLD TRAMPCZYNSKI,
Ambassador of the
Polish People's Republic.

ANNEX

PRODUCTS FROM POLAND:

(A) Civil glider aircraft, and replacement and modification parts therefor, designed and produced in Poland;
(B) Piston engines of 1000 H.P. or less with associated propellers and accessories, and replacement and modification parts therefor, produced in Poland;
(C) Small fixed-wing aircraft of 12,500 lbs. or less maximum take-off gross weight, and replacement and modification parts therefor, produced in Poland, and designed in Poland or the United States or in another State with which the United States has a bilateral airworthiness agreement covering such aircraft, provided that in this last case, responsibility for design control exists in Poland.

PRODUCTS FROM THE UNITED STATES, ITS TERRORITIES AND POSSESSIONS:

U.S. designed and produced aircraft, engines, propellers and appliances.

[1] TIAS 5868; 16 UST 1208.

TIAS 8407

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 8440

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED CIVIL GLIDER AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and the SOCIALIST REPUBLIC
OF ROMANIA

Effected by Exchange of Notes
Signed at Washington December 7, 1976

SOCIALIST REPUBLIC OF ROMANIA

Certificates of Airworthiness for Imported Civil Glider Aircraft

Agreement effected by exchange of notes
Signed at Washington December 7, 1976;
Entered into force December 7, 1976.

The Romanian Ambassador to the Acting Secretary of State

EMBASSY OF THE
SOCIALIST REPUBLIC OF ROMANIA
WASHINGTON, D.C.

WASHINGTON, D.C., *December 7th 1976*

DEAR ACTING SECRETARY OF STATE:

I have the honor to refer to the discussions which have recently taken place between the representatives of the Government of the Socialist Republic of Romania and the Government of the United States of America regarding reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported civil glider aircraft.

It is my understanding that the Agreement shall be as follows:

1.a.–The present Agreement applies to civil glider aircraft constructed in the Socialist Republic of Romania and exported to the United States of America, and to civil glider aircraft constructed in the United States of America and exported to the Socialist Republic of Romania.

b.–As used hereinafter, the term "civil glider aircraft" shall include both the gliders and the spare parts for such gliders.

c.–In accordance with their own regulations, the two Governments have designated, for the implementation of the previsions of this Agreement, the following competent authorities:

—Department of Civil Aviation for the Socialist Republic of Romania.

—Federal Aviation Administration for the United States of America.

TIAS 8440

2. The same validity shall be conferred by the competent authority of the Socialist Republic of Romania on certificates of airworthiness for export issued by the competent authority of the United States for civil glider aircraft subsequently to be registered in the Socialist Republic of Romania as if they had been issued under the regulations in force on the subject in the Socialist Republic of Romania, provided that such civil glider aircraft have been constructed in the United States of America and the competent authority of the United States of America has certified that the type design of the civil glider aircraft complies with the airworthiness requirements of the United States of America together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular civil glider aircraft conform to such type design.

3. The same validity shall be conferred by the competent authority of the United States of America on certificates of airworthiness for export issued by the competent authority of the Socialist Republic of Romania for civil glider aircraft subsequently to be registered in the United States of America as if they had been issued under the regulations in force on the subject in the United States of America, provided that such civil glider aircraft have been constructed in the Socialist Republic of Romania, and the competent authority of the Socialist Republic of Romania has certified that the type design of the civil glider aircraft complies with the airworthiness requirements of the Socialist Republic of Romania together with any special conditions prescribed in accordance with paragraph 6, and has certified that the particular civil glider aircraft conform to such type design.

4.a.–The competent authority of the Socialist Republic of Romania shall arrange for the effective communication to the competent authority of the United States of America of particulars of compulsory modifications prescribed in the Socialist Republic of Romania, for the purpose of enabling the authority of the United States of America to require these modifications to be made to civil glider aircraft of the types affected, whose certificates have been validated by them.

b.–In the case of civil glider aircraft for which the Socialist Republic of Romania has issued certificates of airworthiness for export, subsequently validated by the United States of America, the competent authority of the Socialist Republic of Romania shall, when requested, afford the competent authority of the United States of America assistance in determining that major design changes or major repairs made to such civil glider aircraft comply with the applicable airworthiness requirements of the Socialist Republic of Romania.

5.a.–The competent authority of the United States of America shall arrange for the effective communication to the competent authority of the Socialist Republic of Romania of particulars of compulsory modifications prescribed in the United States of America, for the purpose of enabling the authority of the Socialist Republic of

Romania to require these modifications to be made to civil glider aircraft of the types affected, whose certificates have been validated by them.

b.–In the case of civil glider aircraft for which the United States of America has issued certificates of airworthiness for export, subsequently validated by the Socialist Republic of Romania, the competent authority of the United States of America shall, when requested, afford the competent authority of the Socialist Republic of Romania assistance in determining that major design changes or major repairs made to such civil glider aircraft comply with the applicable airworthiness requirements of the United States of America.

6.a–The competent authority of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information concerning special conditions of the importing country will be communicated to the competent authority of the exporting country in the most timely manner possible.

b.–The competent authority of each country shall keep the competent authority of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil glider aircraft and any changes therein that may from time to time be effected.

7. The question of interpretation or procedure to be followed in the application of the provisions of the present Agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the Socialist Republic of Romania and the United States of America.

8.a.–The present Agreement shall remain in force for an indefinite period of time.

b.–Either Government may at any time notify the other Government of its decision to terminate the present Agreement. Termination shall be effective after 6 (six) months from the date on which notification of termination is received, provided that the notification of termination may be withdrawn by mutual agreement before the expiration of this period. Upon receipt of a notification of termination, the Government receiving such notification should notify the other Government of the date of receipt of the notification. In the absence of such acknowledgement, the notification shall be deemed to have been received 45 days after the date on which it was sent.

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of the United States of America, the Government of the Socialist Republic of Romania will consider that this note and your reply thereto constitute an Agreement between our two Governments on this subject, the Agreement to enter into force on the date of your reply note.

TIAS 8440

Accept, Excellency, the renewed assurances of my highest consideration.

N NICOLAE

Nicolae M. Nicolae
Ambassador

The Honorable
CHARLES W. ROBINSON
Acting Secretary of State
Department of State
Washington, D.C. 20520

U.S. / Singapore Bilateral Airworthiness Agreement

(NOTE: The printed version of the limited Agreement, concluded on August 21, 1981, is not yet available. Included in this Advisory Circular is a copy of the U.S. Diplomatic Note exchanged with the Government of Singapore, which contains the complete text of the Agreement).

8/20/82

EMBASSY OF THE
UNITED STATES OF AMERICA
Singapore, August 21, 1981

Excellency:

I have the honor to refer to conversations which have recently taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") when such products are produced in one contracting State (also referred to as the "exporting State") and exported to the other contracting State (also referred to as the "importing State"), and to products produced in another State with which both contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2.A. If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations, and requirements as well as any additional requirements which

His Excellency
Tony Tan Keng Yam
Minister for Trade and Industry
Republic of Singapore

may have been prescribed by the importing State under paragraph 4 of this Agreement, or with the applicable laws, regulations, and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations, and requirements.

B. In the case of a product produced in another State with which both contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certification, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate of approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations, and requirements.

3. In the case of a component which is produced in the exporting State for export and use on a product which is or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data, meets the applicable test requirements, and has been produced in accordance with the applicable quality control requirements, which have been notified by the importing State to the exporting State, the importing State shall give the

same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between the manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations, and requirements, which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each contracting State shall keep the competent aeronautical authorities of the other contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations, and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The competent aeronautical authorities of each contracting State shall keep the competent aeronautical authorities of the other contracting State currently informed of all relevant laws, regulations, and requirements of their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purpose of this Agreement:

(A) "Products" means aircraft, engines, propellers, components, and appliances.

(B) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and replacement and modification parts therefor, when such aircraft and replacement and modification .

parts are exported from the United States to Singapore, or when such replacement and modification parts are exported from Singapore to the importing State or another State as provided for in subparagraph (E).

(C) "Engines" means engines and replacement and modification parts therefor, when such engines and replacement and modification parts are exported from the United States to Singapore, or when such replacement and modification parts are exported from Singapore to the importing State or another State as provided for in subparagraph (E).

(D) "Propellers" means propellers and replacement and modification parts therefor, when such propellers and replacement and modification parts are exported from the United States to Singapore, or when such replacement and modification parts are exported from Singapore to the importing State or another State as provided for in subparagraph (E).

(E) "Component" means a U.S.-designed material, part, or sub-assembly produced in the exporting State for use in the manufacture of a product which is or may be certificated or approved in the importing State, and such components shipped directly from the exporting State for use as replacement and modification parts on U.S.-manufactured aircraft located in the importing State or another State when authorized by the competent aeronautical authorities of the importing State.

(F) "Appliance" means any instrument, equipment, mechanism, apparatus, or accessory used in or intended to be used in operating an aircraft, which is installed in, intended to be installed in, or attached to the aircraft,

but is not part of an airframe, engine, or propeller, and includes replacement and modification parts therefor, provided that in the case of those appliances exported from Singapore to the United States, each such appliance is approved by the Federal Aviation Administration under provisions set forth in Title 14, United States Code of Federal Regulations, Section 21.617 (Technical Standard Order design approvals).

(G) "Produced in one contracting State" means that the product as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State.

(H) "Applicable laws, regulations, and requirements" means:

(i) those airworthiness laws, regulations, and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State; or

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date; or

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing, and analysis are avoided.

11. Each contracting State shall keep the other contracting State advised as to the identity of its competent aeronautical authorities.

12. Either contracting State may request amendment of this Agreement at any time.

13. Either contracting State may terminate this Agreement at the expiration of not less than sixty days after giving written notice of that intention to the other State.

Upon receipt of a note from your Excellency indicating that the foregoing provisions are acceptable to the Government of the Republic of Singapore, the Government of the United States of America will consider that the present note and your reply thereto constitute an Agreement between our two Governments on this subject which shall enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

For the Secretary of State:

Harry E. T. Thayer
Ambassador

I hereby certify that this is a true copy of the original Note signed by Harry E. T. Thayer, Ambassador of the United States to the Republic of Singapore.

Frank Vincent Nash — Aug. 24, 1981
Date

Frank Vincent Nash
Second Secretary
Embassy of the United States of America
Singapore

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 3200

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Arrangement Between the
UNITED STATES OF AMERICA
and the UNION OF SOUTH AFRICA

Effected by Exchange of Notes
Signed at Pretoria October 29, 1954,
and February 22, 1955

UNION OF SOUTH AFRICA

Certificates of Airworthiness for Imported Aircraft

Arrangement effected by exchange of notes
Signed at Pretoria October 29, 1954, and February 22, 1955;
Entered into force February 22, 1955.

TIAS 3200
Oct. 29, 1954
and Feb. 22, 1955

The American Chargé d'Affaires ad interim to the South African Minister of External Affairs

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

EMBASSY OF THE
UNITED STATES OF AMERICA
Pretoria, October 29, 1954.

No. 64

SIR:

I have the honor to refer to negotiations which have recently taken place between the Government of the United States of America and the Government of the Union of South Africa for the conclusion of a reciprocal arrangement for the acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that the arrangement shall be as follows:

ARRANGEMENT BETWEEN THE UNITED STATES OF AMERICA AND THE UNION OF SOUTH AFRICA RELATING TO CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

ARTICLE I

(a) The present arrangement applies to civil aircraft constructed in continental United States of America, including Alaska, and exported to the Union of South Africa; and to civil aircraft constructed in the Union of South Africa and exported to continental United States of America, including Alaska.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transport and those

used for private purposes as well as to components of such aircraft.

ARTICLE II

The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of the Union of South Africa for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in the Union of South Africa in accordance with the airworthiness requirements of the Union of South Africa.

ARTICLE III

The same validity shall be conferred by the competent authorities of the Union of South Africa on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in the Union of South Africa as if they had been issued under the regulations in force on the subject in the Union of South Africa, provided that such aircraft have been constructed in continental United States or Alaska in accordance with the airworthiness requirements of the United States.

ARTICLE IV

(a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of the Union of South Africa of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling the authorities of the Union of South Africa to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of the United States shall, where necessary, afford the competent authorities of the Union of South Africa facilities for dealing with non-compulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

TIAS 3200

ARTICLE V

(a) The competent authorities of the Union of South Africa shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in the Union of South Africa, for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of the Union of South Africa shall, where necessary, afford the competent authorities of the United States facilities for dealing with non-compulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other original conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

ARTICLE VI

(a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

ARTICLE VII

The question of procedure to be followed in the application of the provisions of the present arrangement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and the Union of South Africa.

ARTICLE VIII

(a) The present arrangement shall be subject to termination by either Government upon sixty days' notice given in writing to the other Government.

TIAS 3200

(b) This arrangement shall terminate and replace the arrangement between the United States of America and the Union of South Africa providing for the acceptance by the one country of certificates of airworthiness for aircraft imported from the other country as merchandise, effected by an exchange of notes signed at Pretoria on October 12 and December 1, 1931.

EAS 28.
47 Stat. 2687.

Upon the receipt of a note indicating that the foregoing provisions are acceptable to the Government of the Union of South Africa, the Government of the United States of America will consider that this note and your reply thereto constitute an agreement between the two Governments on this subject, the agreement to come into force on the date of your note in reply.

Accept, Sir, the renewed assurances of my highest consideration.

WILSON C. FLAKE
Charge d'Affaires a. i.

Doctor the Honorable
D. F. MALAN,
Minister of External Affairs
for the Union of South Africa.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 9217

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and SPAIN

Amending the Arrangement
of September 23, 1957

Effected by Exchange of Notes
Dated at Washington September 18
and October 13, 1978

TRANSLATION

No. 255

The Embassy of Spain presents its compliments to the Department of State and has the honor to refer to the amendment, currently under discussion, of the Arrangement between the Governments of Spain and the United States of America relating to the reciprocal acceptance of certificates of airworthiness for imported aircraft and their parts, concluded on September 23, 1957[1] at Madrid.

During discussions which took place in May 1978 the Department of State proposed a new text for certain articles of the Arrangement. That text has been accepted by the Spanish Government. Consequently, it is proposed in this note verbale that the text of the Arrangement of September 23, 1957, be amended in the following manner, accepted by both Governments:

The text of Article I shall be deleted and replaced with the following text:

Article I

(a) This arrangement applies to civil aircraft and appliances constructed in the United States, its territories, and possessions, and exported to Spain, and to civil aircraft and appliances constructed in Spain and exported to the United States, its territories, and possessions. Appliances covered in this arrangement are those which are individually determined to be included by mutual consent of the competent aeronautical authorities of the United States and Spain.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transportation and those used for private purposes, as well as spare parts for such aircraft.

[1] TIAS 3906; 8 UST 1549.

(c) As used herein, the term "appliance" shall include any instrument, equipment, mechanism, apparatus, or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, attached to or intended to be attached to an aircraft, as defined in paragraph (b) of this article, but is not part of the airframe, engine, or propeller, and shall include replacement and modification parts therefor.

Articles II and III, now in force, shall be renumbered as II(a) and II(b), respectively, and an Article III shall be added with the following text:

Article III

In the case of appliances, if the competent aeronautical authorities of the exporting State certify that the design of the appliance complies with the airworthiness requirements of the exporting State and with any special conditions which are required at the time by the importing State for the approval of appliances, and also certify that the particular appliance conforms to such design, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities.

The Embassy of Spain encloses the full powers issued by the Spanish Minister of Foreign Affairs to His Excellency José Lladó, Ambassador of Spain to the United States of America, authorizing him to proceed with the corresponding exchange of notes.

A note verbale from the Department of State to this Embassy accepting the amendments proposed in this note will be deemed sufficient for the Arrangement to be amended as indicated.

The Embassy of Spain avails itself of this opportunity to renew to the Department of State the assurances of its highest consideration.

Washington, D.C., September 18, 1978

[Initialed]

[SEAL]

Department of State,
Washington, D.C.

TIAS 9217

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 3906

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and SPAIN

Effected by Exchange of Notes
Signed at Madrid September 23, 1957

SPAIN

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Madrid September 23, 1957;
Entered into force September 23, 1957.

The American Ambassador to the Spanish Minister of Foreign Affairs

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

MADRID, *September 23, 1957*

EXCELLENCY:

I have the honor to refer to negotiations which have recently taken place between the Government of the United States of America and the Government of Spain for the conclusion of a reciprocal arrangement for the acceptance of certificates of airworthiness for imported aircraft.

It is my understanding that it has been agreed in the course of the negotiations, now terminated, that the arrangement shall be as follows:

ARRANGEMENT BETWEEN THE UNITED STATES OF AMERICA AND SPAIN RELATING TO CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT.

ARTICLE I

(a) The present arrangement applies to civil aircraft constructed in continental United States of America, including Alaska, and exported to Spain; and to civil aircraft constructed in Spain and exported to continental United States of America, including Alaska.

(b) This arrangement shall extend to civil aircraft of all categories, including those used for public transport and those used for private purposes as well as to components of such aircraft.

ARTICLE II

The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export

issued by the competent authorities of Spain for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided that such aircraft have been constructed in Spain in accordance with the airworthiness requirements of Spain.

ARTICLE III

The same validity shall be conferred by the competent authorities of Spain on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in Spain as if they had been issued under the regulations in force on the subject in Spain, provided that such aircraft have been constructed in continental United States or Alaska in accordance with the airworthiness requirements of the United States.

ARTICLE IV

(a) The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Spain of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling the authorities of Spain to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of the United States shall, where necessary, afford the competent authorities of Spain facilities for dealing with noncompulsory modifications which are such as to affect the validity of certificates of airworthiness validated under the terms of this arrangement, or any of the other conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

ARTICLE V

(a) The competent authorities of Spain shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Spain, for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

(b) The competent authorities of Spain shall, where necessary, afford the competent authorities of the United States facilities for dealing with the noncompulsory modifications which are such as to affect the validity of certificates of airworthiness

validated under the terms of this arrangement, or any of the other original conditions of validation. They will similarly give facilities for dealing with cases of major repairs carried out otherwise than by the fitting of spare parts supplied by the original constructors.

ARTICLE VI

(a) The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

(b) The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

ARTICLE VII

The question of the procedure to be followed in the application of the provisions of the present arrangement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Spain.

ARTICLE VIII

The present arrangement shall be subject to termination by either Government upon sixty days' notice given in writing to the other Government.

Upon the receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Spain, the Government of the United States of America will consider that this note and your reply thereto constitute an agreement between the two Governments of this subject, the agreement to come into force on the date of your note in reply.

Accept, Excellency, the renewed assurances of my highest consideration.

JOHN LODGE

His Excellency
FERNANDO MARÍA CASTIELLA,
Minister of Foreign Affairs,
Madrid.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7611

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and SWEDEN

Effected by Exchange of Notes
Signed at Stockholm April 24 and 26, 1973

SWEDEN

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at Stockholm April 24 and 26, 1973;
Entered into force April 26, 1973.

The American Chargé d'Affaires ad interim to the Swedish Minister for Foreign Affairs

EMBASSY OF THE UNITED STATES OF AMERICA

No. 38 STOCKHOLM, *April 24, 1973*

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

Agreement Between the United States of America and Sweden Relating to Airworthiness Certifications

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2a. If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its

applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

b. In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifi-

cations and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved. They shall also assist in analyzing those major incidents occurring on products to which this Agreement applies and which are such as would raise technical questions regarding the airworthiness of such products.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulations or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or sub-assembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

(h) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State,

or,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date,

or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identity of its competent aeronautical authorities.

12. Either Contracting State may terminate this Agreement at the expiration of not less than 60 days after giving written notice of that intention to the other State.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, effected by Exchange of Notes at Stockholm on December 22, 1954. [1]

Upon the receipt of a Note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of Sweden, the Government of the United States of America will consider that the present Note and your reply thereto constitute an agreement between our two Governments on this subject which will enter into force on the date of your reply.

Please accept, Excellency, the assurances of my highest consideration.

ARTHUR J. OLSEN

Arthur J. Olsen
Charge d'Affaires a.i.

His Excellency
KRISTER WICKMAN,
Minister for Foreign Affairs,
Stockholm.

[1] TIAS 3159; 5 UST 3003.

TIAS 7611

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 8563

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and SWITZERLAND

Amending the Agreement
of October 13, 1961

Effected by Exchange of Notes
Signed at Washington January 7, 1977

SWITZERLAND

Certificates of Airworthiness for Imported Aircraft

Agreement amending the agreement of October 13, 1961.
Effected by exchange of notes
Signed at Washington January 7, 1977;
Entered into force January 7, 1977.

The Swiss Ambassador to the Secretary of State

EMBASSY OF SWITZERLAND

WASHINGTON, D.C., *January 7, 1977*

DEAR MR. SECRETARY:

I have the honor to refer to the discussions which have recently taken place between representatives of the Government of Switzerland and the Government of the United States of America regarding amendment of the agreement between our two Governments relating to the reciprocal acceptance of certificates of airworthiness for imported aircraft, which was effected by an exchange of notes at Bern on October 13, 1961,[1] and to propose that the agreement be amended as follows:

In Article 1.a after the words "civil aircraft", in both places in which they appear, insert a comma and the words "appliances and components".

Add new subparagraphs c. and d. to Article 1 to read as follows:

c. "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, attached to or intended to be attached to an aircraft as defined in b., but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor.

d. "Component" means a material, part or subassembly not covered under "aircraft" or "appliance", for use on aircraft or appliances.

Renumber Articles 2 and 3 as 2.a and b respectively and add a new Article 3 to read as follows:

[1] TIAS 5214; 13 UST 2479.

a. In the case of appliances which are constructed in the exporting State for export and use on aircraft which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the design of the appliance complies with the airworthiness requirements of the exporting State together with any special conditions which are for the time being required by the importing State for approval of appliances and also certify that the particular appliance conforms to such design, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities.

b. In the case of components which are constructed in the exporting State for export and use on aircraft or appliances which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control system requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are constructed by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the aircraft or appliance manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgment of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

All other terms and conditions of the October 13, 1961 agreement remain the same.

If the foregoing is acceptable to the Government of the United States of America, it is proposed that this note together with your reply so indicating shall constitute an agreement between our two Governments which shall enter into force on the date of your note in reply.

Accept, dear Mr. Secretary, the renewed assurances of my highest consideration.

[SEAL] RAYMOND R. PROBST

Raymond R. Probst
Ambassador of Switzerland

The Honorable
HENRY A. KISSINGER
The Secretary of State
Department of State
Washington, D.C. 20520

TIAS 8563

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 5214

AVIATION

Certificates of Airworthiness for Imported Aircraft

Agreement Between the
UNITED STATES OF AMERICA
and SWITZERLAND

Effected by Exchange of Notes
Signed at Bern October 13, 1961

The American Ambassador to the President of the Swiss Confederation, Chief of the Federal Political Department

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

No. 57 BERN, *October 13, 1961.*

EXCELLENCY:

I have the honour to refer to your note dated Friday, October 13, 1961 reading as follows:

"I have the honour to refer to the discussions which have recently taken place between representatives of the Government of Switzerland and the Government of the United States of America, reaching an understanding concerning the reciprocal acceptance of certificates of airworthiness for imported aircraft.

The agreement as made reads as follows:

Article 1

a. The present agreement applies to civil aircraft constructed in the United States, its territories and possessions and exported to Switzerland; and to civil aircraft constructed in Switzerland and exported to the United States, its territories and possessions.

b. As used herein, the term aircraft shall include civil aircraft of all categories including those used for public transport and those used for private purposes; aircraft engines and propellers; and spare parts for aircraft, aircraft engines and propellers which have been exported in accordance with this agreement.

Article 2

The same validity shall be conferred by the competent authorities of the United States on certificates of airworthiness for export issued by the competent authorities of Switzerland for aircraft subsequently to be registered in the United States as if they had been issued under the regulations in force on the subject in the United States, provided, that such aircraft have been constructed in Switzerland and the competent authority of Switzerland has certified that the type design of

the aircraft complies with the airworthiness requirements of Switzerland together with any special conditions prescribed in accordance with Article 6, and has certified that the particular aircraft conform to such type design.

Article 3

The same validity shall be conferred by the competent authorities of Switzerland on certificates of airworthiness for export issued by the competent authorities of the United States for aircraft subsequently to be registered in Switzerland as if they had been issued under the regulations in force on the subject in Switzerland, provided, that such aircraft have been constructed in the United States, its territories or possessions and the competent authority of the United States has certified that the type design of the aircraft complies with the airworthiness requirements of the United States together with any special conditions prescribed in accordance with Article 6, and has certified that the particular aircraft conform to such type design.

Article 4

a. The competent authorities of the United States shall arrange for the effective communication to the competent authorities of Switzerland of particulars of compulsory modifications prescribed in the United States, for the purpose of enabling authorities of Switzerland to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

b. In the case of aircraft for which the United States has issued certificates of airworthiness for export, subsequently validated by Switzerland, the competent authorities of the United States shall, when requested, afford the competent authorities of Switzerland assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of the United States.

Article 5

a. The competent authorities of Switzerland shall arrange for the effective communication to the competent authorities of the United States of particulars of compulsory modifications prescribed in Switzerland for the purpose of enabling the authorities of the United States to require these modifications to be made to aircraft of the types affected, whose certificates have been validated by them.

b. In the case of aircraft for which Switzerland has issued certificates of airworthiness, subsequently validated by the United States, the competent authorities of Switzerland shall, when requested, afford the competent authorities of the United States assistance in determining that major design changes or major repairs made to such aircraft comply with the applicable airworthiness requirements of Switzerland.

TIAS 5214

Article 6

a. The competent authorities of each country shall have the right to make the validation of certificates of airworthiness for export dependent upon the fulfillment of any special conditions which are for the time being required by them for the issuance of certificates of airworthiness in their own country. Information with regard to these special conditions in respect to either country will from time to time be communicated to the competent authorities of the other country.

b. The competent authorities of each country shall keep the competent authorities of the other country fully and currently informed of all regulations in force in regard to the airworthiness of civil aircraft and any changes therein that may from time to time be effected.

Article 7

The question of procedure to be followed in the application of the provisions of the present agreement shall be the subject of direct correspondence, whenever necessary, between the competent authorities of the United States and Switzerland.

Article 8

The present agreement shall be subject to termination by either Government upon six months notice given in writing to the other Government.

Article 9

The present agreement is in the German and English languages, and the texts of both languages are equally authentic.

Upon receipt of a note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of the United States of America, the Government of Switzerland will consider that this note and Your reply thereto constitute an agreement between our two Governments on this subject, which shall enter into force provisionally on the date of Your reply note and shall enter into force definitively on the date of the notification from the Government of Switzerland to the Government of the United States of America that the agreement has been ratified by the Swiss Government.

Accept, Excellency, the renewed assurances of my highest consideration."

I have the honour to convey the agreement of the Government of the United States of America to the foregoing and I confirm that your note of Friday, October 13, 1961 and my reply given herewith constitute an agreement between our two Governments on this subject.

TIAS 5214

Accept, Mr. President, the renewed assurances of my highest consideration.

ROBERT M. MCKINNEY

His Excellency
Mr. FRIEDRICH T. WAHLEN,
President of the Swiss Confederation,
Chief of the Federal Political Department,
Bern.

TREATIES AND OTHER INTERNATIONAL ACTS SERIES 7537

CERTIFICATES OF AIRWORTHINESS FOR IMPORTED AIRCRAFT

Agreement Between the
UNITED STATES OF AMERICA
and the UNITED KINGDOM OF
GREAT BRITAIN AND NORTHERN IRELAND

Effected by Exchange of Notes
Signed at London December 28, 1972

NOTE BY THE DEPARTMENT OF STATE

Pursuant to Public Law 89-497, approved July 8, 1966 (80 Stat. 271; 1 U.S.C. 113)—

". . . the Treaties and Other International Acts Series issued under the authority of the Secretary of State shall be competent evidence . . . of the treaties, international agreements other than treaties, and proclamations by the President of such treaties and international agreements other than treaties, as the case may be, therein contained, in all the courts of law and equity and of maritime jurisdiction, and in all the tribunals and public offices of the United States, and of the several States, without any further proof or authentication thereof."

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UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

Certificates of Airworthiness for Imported Aircraft

Agreement effected by exchange of notes
Signed at London December 28, 1972;
Entered into force December 28, 1972.

The American Chargé d'Affaires ad interim to the British Secretary of State for Foreign and Commonwealth Affairs

No. 30 LONDON, *December 28, 1972.*

EXCELLENCY:

I have the honor to refer to conversations which have taken place between representatives of our two Governments relating to the reciprocal acceptance of airworthiness certifications, in the course of which discussions were held regarding appropriate actions necessary to work towards common safety objectives and to establish standards which will be as similar as practicable. It is my understanding that the two Governments have reached an agreement as set out below. It is also my understanding that this agreement does not relate to noise abatement or anti-pollution requirements.

1. This Agreement applies to civil aeronautical products (hereinafter referred to as "products") and certain components referred to in paragraph 3 of this Agreement when such products or components are produced in one Contracting State (hereinafter referred to as the "exporting State") and exported to the other Contracting State (hereinafter referred to as the "importing State"), and to products produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications.

2. (a) If the competent aeronautical authorities of the exporting State certify that a product produced in that State complies either with its applicable laws, regulations and requirements as well as any additional requirements which may have been prescribed by the importing State under paragraph 4 of this Agreement, or with applicable laws, regulations and requirements of the importing State, as notified

by the importing State as being applicable in the particular case, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities in accordance with its own applicable laws, regulations and requirements.

(b) In the case of a product produced in another State with which both Contracting States have agreements similar in scope for reciprocal acceptance of airworthiness certifications, if the competent aeronautical authorities of the State exporting the product provide a certification that the product conforms to the design covered by the certificate or approval issued by the importing State and certify that the product is in a proper state of airworthiness, the importing State shall give the same validity to such certification as if the certification had been made by its own competent aeronautical authorities in accordance with its applicable laws, regulations and requirements.

3. In the case of components which are produced in the exporting State for export and use on products which are or may be certificated or approved in the importing State, if the competent aeronautical authorities of the exporting State certify that the component conforms to the applicable design data and meets the applicable test and quality control requirements which have been notified by the importing State to the exporting State, the importing State shall give the same validity to the certification as if the certification had been made by its own competent aeronautical authorities. This provision shall only apply to those components which are produced by a manufacturer in the exporting State pursuant to an agreement between that manufacturer and the product manufacturer in the importing State. Furthermore, it shall only apply in those instances where, in the judgement of the importing State, the component is of such complexity that determination of conformity and quality control cannot readily be made at the time that the component is assembled with the product.

4. The competent aeronautical authorities of the importing State shall have the right to make acceptance of any certification by the competent aeronautical authorities of the exporting State dependent upon the product meeting any additional requirements which the importing State finds necessary to ensure that the product meets a level of safety equivalent to that provided by its applicable laws, regulations and requirements which would be effective for a similar product produced in the importing State. The competent aeronautical authorities of the importing State shall promptly advise the competent aeronautical authorities of the exporting State of any such additional requirements.

5. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State fully informed of all mandatory airworthiness modifications and special inspections which they determine are necessary in respect of imported or exported products to which this Agreement applies.

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6. The competent aeronautical authorities of the exporting State shall, in respect of products produced in that State, assist the competent aeronautical authorities of the importing State in determining whether major design changes and major repairs made under the control of the competent aeronautical authorities of the importing State comply with the laws, regulations and requirements under which the product was originally certificated or approved.

7. The competent aeronautical authorities of each Contracting State shall keep the competent aeronautical authorities of the other Contracting State currently informed of all relevant laws, regulations and requirements in their State.

8. In the case of conflicting interpretations of the laws, regulations or requirements pertaining to certifications or approvals under this Agreement, the interpretation of the competent aeronautical authorities of the Contracting State whose law, regulation or requirement is being interpreted shall prevail.

9. For the purposes of this Agreement:

(a) "Products" means aircraft, engines, propellers and appliances;

(b) "Aircraft" means civil aircraft of all categories, whether used in public transportation or for other purposes, and includes replacement and modification parts therefor;

(c) "Engines" means engines intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(d) "Propellers" means propellers intended for use in aircraft as defined in (b) and includes replacement and modification parts therefor;

(e) "Appliance" means any instrument, equipment, mechanism, apparatus or accessory used or intended to be used in operating an aircraft in flight, which is installed in, intended to be installed in, or attached to the aircraft as defined in (b), but is not part of an airframe, engine or propeller, and includes replacement and modification parts therefor;

(f) "Component" means a material, part, or sub-assembly not covered in (b), (c), (d) or (e) for use on civil aircraft, engines, propellers or appliances;

(g) "Produced in one Contracting State" means that the product or component as a whole is fabricated in the exporting State, even though portions thereof may have been fabricated in another State; and

(h) "Applicable laws, regulations and requirements" means:

(i) those airworthiness laws, regulations, and requirements which are effective on the date the manufacturer applies for certification of the product in the importing State, or,

(ii) for products currently in production, those airworthiness requirements effective on the date of the latest amendment of the airworthiness requirements which were required to be used for the certification of the product in the exporting State or those airworthiness requirements of the importing State applicable to a similar product certificated to airworthiness requirements of the same date, or,

(iii) for products no longer in production, such airworthiness requirements as the competent aeronautical authorities of the importing State find acceptable in the particular case.

10. The competent aeronautical authorities of each Contracting State shall make such mutual arrangements in respect of procedures as they deem necessary to implement this Agreement, and to ensure that redundant certification, testing and analysis are avoided.

11. Each Contracting State shall keep the other Contracting State advised as to the identify of its competent aeronautical authorities.

12. Either Contracting State may terminate this Agreement at the expiration of not less than 60 days after giving written notice of that intention to the other State.

13. This Agreement shall terminate and replace the Agreement between our two Governments for the reciprocal validation of certificates of airworthiness, effected by Exchange of Notes at Washington on September 11 and 17, 1934.[1]

Upon the receipt of a Note from Your Excellency indicating that the foregoing provisions are acceptable to the Government of the United Kingdom of Great Britain and Northern Ireland, the Government of the United States of America will consider that the present Note and your reply thereto constitute an Agreement between our two Governments on this subject which shall enter into force on the date of your reply.

Accept, Excellency, the renewed assurances of my highest consideration.

EARL D. SOHM

Charge d'Affaires ad interim

The Rt. Hon. SIR ALEC DOUGLAS-HOME, Kt., M.P.,
Secretary of State for Foreign and Commonwealth Affairs,
Foreign and Commonwealth Office,
Downing Street,
London.

[1] EAS 69; 49 Stat. 3652.

TIAS 7537

SUMMARY OF BILATERAL AIRWORTHINESS AGREEMENTS

Revised 2/1/82

BILATERAL COUNTRIES	AIRCRAFT	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED AIRCRAFT	AIRCRAFT ENGINES	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED AIRCRAFT ENGINES	PROPELLERS	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED PROPELLERS	APPLIANCES	REPLACEMENT/MODIFICATION PARTS FOR EXPORTED APPLIANCES	COMPONENTS: MATERIAL	COMPONENTS: PARTS	COMPONENTS: SUBASSEMBLIES	TREATIES AND OTHER INTERNATIONAL ACT SERIES	AGREEMENT DATE
AUSTRALIA (Ref. Notes 4 and 7)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8126	1975
AUSTRIA	x	x	x	x	x	x						4219	1959
BELGIUM (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7675	1973
BRAZIL (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8384	1976
CANADA	x	x	x	x	x	x	x	x	x_8	x_8	x_8	7091 131	1971 1938
CZECHOSLOVAKIA	x	x	x	x	x	x	x	x				6987	1970
DENMARK	x	x	x	x	x	x	x	x	x_2	x_2	x_2	 3158	1982 1954
FINLAND	x_1	x_1					x_5	x_5				7795	1974
FRANCE (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7728	1973
GERMANY (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7965	1974
ISRAEL	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7926 6530	1974 1968
ITALY (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7895	1973
JAPAN (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8934	1977
NETHERLANDS (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7869	1974
NEW ZEALAND	x_3	x_3	x_3	x_3	x_3	x_3	x_3	x_3	x_2	x_2	x_2	9440 6857	1979 1970
NORWAY	x	x					x	x				9141 3769	1978 1957
POLAND	x_6	x_6	x_6	x_6	x_6	x_6	x_6	x_6	x_2	x_2	x_2	9723 8407	1980 1976
ROMANIA	x_1	x_1										8440	1976
SINGAPORE (Ref. Note 4)	x_9	x_9	x_9	x_9	x_9	x_9	x_9	x_9	x_2	x_2	x_2		1981
SOUTH AFRICA	x	x										3200	1955
SPAIN	x	x					x	x				3906	1978
SWEDEN (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7611	1973
SWITZERLAND	x	x	x	x	x	x	x	x	x_2	x_2	x_2	8563 5214	1977 1961
UNITED KINGDOM (Ref. Note 4)	x	x	x	x	x	x	x	x	x_2	x_2	x_2	7537	1972

See next page for an explanation of the notes.

EXPLANATION OF THE NOTES:

1. Gliders only.

2. The U.S. has bilateral airworthiness agreements with these countries which provide for the reciprocal acceptance of certificates of conformity for components (i.e., materials, parts, and subassemblies) produced within the limits of each particular bilateral.

a. An agreement exists between the manufacturers in the importing and exporting countries; and

b. The component is of such complexity that a determination of conformity cannot readily be made by the manufacturer in the importing country; and

c. The airworthiness authorities of the importing country have notified the airworthiness authorities of the exporting country of the applicable design, test, and quality control requirements and then only if the authority of the exporting country is willing to undertake the task.

3. The U.S./New Zealand Bilateral is limited to --

a. Export from New Zealand to the U.S:

(1) Fixed-wing aircraft constructed in New Zealand not exceeding a maximum weight of 12,500 pounds;

(2) Spare (replacement) parts for fixed-wing aircraft constructed in New Zealand which do not exceed a maximum weight of 12,500 pounds;

(3) Appliances for use on civil aircraft;

(4) Spare (replacement) parts for those appliances used on civil aircraft; and

(5) Components for fixed-wing aircraft not exceeding 12,500 pounds.

b. Export from U.S. to New Zealand:

(1) U.S.-constructed civil aircraft, in all categories;

(2) U.S.-constructed aircraft engines, and propellers;

(3) Spare (replacement) parts for such aircraft, aircraft engines, and propellers;

(4) Appliances for use on civil aircraft;

(5) Spare (replacement) parts for those appliances for use on civil aircraft; and

(6) Components for use on civil aircraft and related products.

4. These bilaterals contain a third-party country provision which provides for import/export certification of products/parts therefor by the civil air authorities of a country other than the country of manufacture. In these instances, the exporting country must certify that the products/parts therefor conform to the design covered by the certificate or approval of the importing country (which would be other than country of manufacture) and that the products/parts therefor are in proper state of airworthiness. This provision only applies when all three countries (i.e., manufacturing importing and exporting countries) have similar agreements for the reciprocal acceptance of such certifications.

5. Although this bilateral contains a provision for including appliances and replacement or modification parts therefor, by mutual consent of both countries, no appliances nor replacement/modification parts have been included to date.

6. U.S./Polish Bilateral Agreement is limited to:

a. Products which may be exported from Poland to U.S. (or U.S. possession):

(1) Civil gliders and replacement/modification parts therefor designed and produced in Poland;

(2) Piston engines of 1,000 h.p. or less with associated propellers and accessories and replacement/modification parts therefor produced in Poland;

*(3) Small fixed-wing aircraft of 12,500 pounds or less and replacement/modification parts therefor;

*(4) Helicopters with associated accessories and replacement/modification parts therefor;

*(5) Turbine engines and replacement/modification parts therefor; and,

(6) Components and appliances for U.S.-manufactured products of the types specified in subparagraphs (1), (2), (3), (4), and (5) above.

*NOTE: Refer to U.S./Poland Bilateral Airworthiness Agreement for applicable design constraints.

b. Products which may be exported from U.S. to Poland:

(1) U.S.-designed and produced aircraft, engines, propellers, components and appliances; and replacement/modification parts therefor; and

(2) U.S.-produced components and appliances for Polish-manufactured products; and replacement and spare parts therefor.

7. The U.S./Australian Bilateral contains a two-party country provision which provides for reciprocal certification whereby Australia can issue an export certificate for a U.S.-manufactured product located in that country which is to be exported to the U.S. Conversely, the U.S. can issue an export certificate for an Australian-manufactured product which is located in the U.S. and which is to be exported to Australia. Such certifications will state that the product conforms to the importing countries type design and is in a proper state of airworthiness.

8. The U.S./Canadian Bilateral (as amended February 18, 1971) does not contain the standard components provision (ref. Note 2). It does, however, contain a provision which provides for the reciprocal acceptance of materials and parts. Although the term "subassemblies" is not specifically addressed, civil air authorities of Canada and the U.S. construe the word "parts" as to include subassemblies.

9. The U.S./Singapore Bilateral is limited to --

a. Export from Singapore to the U.S.:

(1) U.S.-designed component for use in the manufacture of an aircraft or related product in the U.S. (Note: Such components may also be shipped directly from Singapore to other States [other than the U.S.] when authorized by the FAA, for use as a replacement or modification part on U.S.-registered aircraft located in the other State); and

(2) Appliances approved under Federal Aviation Regulations, Section 21.617, Technical Standard Order Design Approval.

(3) Note 4 of this document (third party country provision) only applies to those products listed under foregoing subparagraphs (1) and (2) exported from Singapore to the U.S.

b. Export from the U.S. to Singapore:

(1) All products listed in the summary chart (page 1 of this Appendix); and

(2) Note 4 of this document (third-party country provision) applies to all products listed in the summary chart, exported from the U.S. to Singapore.

APPENDIX 3. CIVIL AERONAUTICAL AUTHORITIES

AUSTRALIA:	Mailing Address Department of Transport Airworthiness Division P.O. Box 367 Canberra City A.C.T. 2601 Australia	Cable Address CIVILAIR CANBERRA	Telex AA 62221 AFTN ASCOYA
AUSTRIA:	Mailing Address Ministry of Transport Dept. of Civil Aviation Elisabethstrasse 9 A-1010, Wien Austria	Cable Address CIVILAIR WIEN Telephone 57.56.41	Telex 111800 AFTN LOWWYA
BELGIUM:	Mailing Address Administration de l' Aeronautique World Trade Center, Tour I Blvd. Emile Jacqmain, 162 8e etage - B.P. 60 B-1000 Bruxelles Belgium	Cable Address CIVILAIR BRUXELLES Telephone (02) 219.42.67	Telex 22715 dgair-b AFTN EBBSYA
BRAZIL:	Mailing Address Departmento de Aviacao Civil Aeroporto Santos Dumont - ZC-39 20.021 Rio de Janeiro-RJ Brazil	Cable Address CIVILAIR RIO DE JANEIRO Telephone 220.5117	Telex 021-52311- SBRJ DEPAC AFTN SBRJYA
CANADA:	Mailing Address Chief, Airworthiness Div. (LIA) Transport Canada Ottawa, Ontario, KIA ON8 Canada	Cable Address TRANSPORT CANADA, OTTAWA Telephone (613) 992-1180	Telex 053-3130 (MOT OTT) AFTN CYHQYA
CZECHOSLOVAKIA:	Mailing Address Federal Ministry of Transport Civil Aviation Administration Na prikope 33 11005 Praque I, Czechoslovakia	Cable Address DOMINILET PRAHA	Telex 121096 Domic AFTN LKPRYA

DENMARK:	Mailing Address Director of Civil Aviation Codanhus Gl. Kongevej 60 DK-1850 Copenhagen V Denmark	Cable Address CIVILAIR COPENHAGEN Telephone (01) 314848	Telex 27096 AFTN EKCHYA
FINLAND:	Mailing Address National Board of Aviation Flight Safety Dept. Box 50 SF-01531 Helsinki-Vantaa-Lento Finland	Cable Address CIVILAIR HELSINKI Telephone (358) 0 82921	Telex 12-1247 AFTN EFHKYA
FRANCE:	Mailing Address Direction Generale de l' Aviation Civile Sous-Direction Technique 93, Blvd. du Montparnasse 75270 Paris Cedex 06 France	Cable Address AVIACIVIL PARIS Telephone 233.44.65	Telex 270333 AFTN LFPSYA
GERMANY: (Federal Republic of)	Mailing Address Director General of Civil Aviation Federal Ministry of Transport Kennedyallee 72 Postfach 200 100 D-5300 Bonn 2 West Germany	Cable Address CIVILAIR BONN Telephone 02221-861	Telex 885 700 AFTN EDDAYA
ISRAEL:	Mailing Address Civil Aviation Administration P.O. Box 8 Ben Gurion Airport 70 100 Israel	Cable Address MEMTEUFA BEN-GURION AIRPORT - ISRAEL Telephone 03-972604	Telex 31100 CAATS IL AFTN LLADYA
ITALY:	Mailing Address Ministereo dei Trasporti Direzione Generale dell' Aviazionne Civile Piazzale degli Archivi 00144 ROME/EUR (Italia)	Cable Address CIVILAVIA-ROMA Telephone 5484 320	AFTN 613080 AFTN LIJJYA

JAPAN:	Mailing Address Airworthiness Division Engineering Department Civil Aviation Bureau Ministry of Transport 2-1-3, Kasumigaseki, Chiyoda-Ku Tokyo 100, Japan	Cable Address KOKUKYOKU-TOKYO Telephone 580-3111	AFTN RJTDYA
NETHERLANDS: (Kingdom of)	Mailing Address Aeronautical Inspection Directorate Post Box 7555 1117 ZH SCHIPHOL-EAST The Netherlands	Cable Address CIVILINSPEC SCHIPHOL- EAST Telephone 020-5169 111	Telex 15267 rldli nl AFTN EHAMYALI
NEW ZEALAND:	Mailing Address Director of Civil Aviation Ministry of Transport Private Bag Wellington 1 New Zealand	Cable Address CIVILAIR-WELLINGTON Telephone 721-253	AFTN NZHOYA
NORWAY:	Mailing Address Civil Aviation Admin. Aero. Inspection Dept. P.O. Box 8124 Dep. N-OSLO 1 Norway	Cable Address CIVILAIR-OSLO	Telex CIVILAIR, Oslo 11032 AFTN ENCAYA
POLAND:	Mailing Address Ministry of Transport Central Admin. of Civil Aviation ul. Chazubinskiego 4/6 00-928 Warszawa 67 Poland	Cable Address MINKOMLOT WARSZAWA Telephone 298-698; 224-100	AFTN EPWAYA
ROMANIA:	Mailing Address Civil Aviation Dept. Soseaua Bucuresti-Ploiesti KM 16, 5 7000 Buceresti-Otopeni Romania	Cable Address AIRBUH R BUCURESTI	Telex 11181 AFTN LRBBYA
SINGAPORE (Republic of)	Mailing Address Dept. of Civil Aviation Singapore Changi Airport P. O. Box I Singapore 9181	Cable Address AIRCIVIL SINGAPORE Telephone 5421122	Telex RS21231 AFTN WSSSYA

SOUTH AFRICA:	Mailing Address Department of Transport Civil Aviation Division Private Bag X193 Pretoria, 0001 Union of South Africa	Cable Address TRANSPORT PRETORIA	Telex 3615 SA AFTN FAHQYA
SPAIN:	Mailing Address SubSecretaria de Aviacion Avenidade America 25 Madrid 2 Spain	Cable Address CIVILAIR-MADRID	Telex CIVAIR 27702 AFTN LEMDYATA
SWEDEN:	Mailing Address Board of Civil Aviation Flight Safety Dept. S-601 79 Norrkoping Sweden	Cable Address CIVILAIR NORRKOPING Telephone (46) 11-192000	Telex 64250 CIVAIR S AFTN ESKLYA
SWITZERLAND:	Mailing Address Federal Office of Civil Aviation Inselgasse 1 3003 Berne Switzerland	Cable Address CIVILAIR BERNE Telephone 031-615959	Telex 32 110 AFTN LSSOYA
UNITED KINGDOM:	Mailing Address Civil Aviation Authority CAA House Safety Services 45/49 Kingsway London WC2B 6TE United Kingdom	Cable Address CAA HOUSE LONDON Telephone 01-379-7311	Telex 883092 AFTN EGGAYA
UNITED STATES OF AMERICA:	Mailing Address Federal Aviation Administration Office of International Aviation, AIA-1 800 Independence Ave. S.W. Washington, D.C. 20591 U.S.A.	Cable Address RCA ITT circuit: 248889 FAA Telephone (202) 426-3213	Telex 892562 FAA WDC AFTN KDCAYA