রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

সোমবার, এপ্রিল ৮, ২০২৪

[বেসরকারি ব্যক্তি এবং কর্পোরেশন কর্তৃক অর্থের বিনিময়ে জারীকৃত বিজ্ঞাপন ও নোটিশসমূহ।]

Civil Aviation Authority of Bangladesh

Gazette

Dhaka, ০৩ পৌষ ১৪৩০/20 December, 2023

No. CAAB 30.31.0000.111.37.001.21।—In exercise of the power of conferred by Section 47 read with Section 14 of the Civil Aviation Act, 2017 (Act No. 18 of 2017), hereinafter referred as the "Act", the Chairman of the Civil Aviation Authority of Bangladesh is pleased to issue the following Air Navigation Order ANO Part-21 “Airworthiness and Envioronmental Requirement for Products, Parts and Appliances”.

2. It shall come into force from the date of gazette publications.

Air Vice Marshal M Mafidur Rahman
BBP, BSP, BUP, ndu, afwc, psc
Chairman
Civil Aviation Authority of Bangladesh.

মূল্য : টাকা ৮০.০০

SUBPART A — GENERAL PROVISIONS

21.A.1 Scope & Definition

a) This ANO Part-21 lays down, in accordance with Section 14 of the Civil Aviation Act 2017, for governing the airworthiness and environmental certification of products, parts and appliances specifying:

(i) The acceptability of type-certificates, supplemental type-certificates and changes to those certificates;

(ii) The issue of certificates of airworthiness, permits to fly, export certificates of airworthiness, authorized release certificates and airworthiness review certificate and its renewal,;

(iii) The determination of compliance with environmental protection requirements;

(iv) The issue of noise certificates;

(v) The approval of repair design approvals;

(vi) The acceptability of aircraft components and materials;

(vii) The mandatory requirements of airworthiness directives.

b) Guidance Material, GM Part-21 is a separate document which provides guidance for the compliance of airworthiness requirement of this ANO. Section numbering of the GM part-21 is synchronized with that of this ANO.

c) For the purpose of this Regulation, the following definitions shall apply:

1) ***Aeroplane.*** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

2) ***Aircraft*** means any machine that can fly deriving support in the atmosphere from reactions of the air, not against the surface of the earth, and includes balloons, whether captive or free, airships, kites, drones, gliders and other flying machines;

3) ***Airworthy.*** The status of an aircraft, remote pilot station, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.

4) ***Anticipated operating conditions.*** Those conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:

i) those extremes which can be effectively avoided by means of operating procedures; and

ii) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical

5) ***Appropriate airworthiness requirements.*** The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.

6) ***Category A.*** With respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IVB of Annex 8 and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off

7) ***Category B.*** With respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed

8) ***Configuration (as applied to the aeroplane).*** A particular combination of the positions of the moveable elements, such as wing flaps and landing gear, etc., that affect the aerodynamic characteristics of the aeroplane.

9) ***Continuing airworthiness.*** The set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

10) ***Critical engine(s).*** Any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

Note.- On some aircraft there may be more than one equally critical engine. In this case, the expression "the critical engine" means one of those critical engines.

11) ***Design landing mass.*** The maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.

12) ***Design take-off mass.*** The maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.

13) ***Design taxiing mass.*** The maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.

14) ***Detect and avoid.*** The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

15) ***Discrete source damage.*** Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.

16) ***Engine.*** A unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propeller/rotors (if applicable).

17) ***Factor of safety.*** A design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

18) ***Final approach and take-off area (FATO).*** A defined area over which the final phase of the approach maneuver to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take-off area available.

19) ***Fireproof.*** The capability to withstand the application of heat by a flame for a period of 15 minutes.

Note .- The characteristics of an acceptable flame can be found in ISO 2685.

20) ***Fire resistant.*** The capability to withstand the application of heat by a flame for a period of 5 minutes.

Note.- The characteristics of an acceptable flame can be found in ISO 2685.

21) ***General aviation operation:*** An aircraft operation other than a commercial air transport operation or an aerial work operation.

22) ***Ground handling*** Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services.

23) ***Handover.*** The act of passing piloting control from one remote pilot station to another.

24) ***Head-up display (HUD)*** A display system that presents flight information into the pilot's forward external field of view.

25) ***Helicopter.*** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes

26) ***Human Factors principles.*** Principles which apply to aeronautical design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

27) ***Human performance.*** Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

28) ***Landing surface.*** That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft landing in a particular direction.

29) ***Limit loads.*** The maximum loads assumed to occur in the anticipated operating conditions.

30) ***Load factor.*** The ratio of a specified load to the weight of the aircraft, the former being expressed in terms of aerodynamic forces, inertia forces, or ground reactions.

31) ***Maintenance.*** The performance of tasks on an aircraft, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft, engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

32) ***Maintenance records.*** Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part.

33) ***Major modification***. In respect of an aeronautical product for which a type certificate has been issued, a change in the type design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product.

34) ***Major repair***. Any repair of an aeronautical product that might appreciably affect the structural strength, performance, engine, operation flight characteristics or other qualities affecting airworthiness or environmental characteristics.

35) ***Master minimum equipment list (MMEL).*** A list established for a particular aircraft type by the organization responsible for the type design with the approval of the State of Design containing items, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.

36) ***Modification.*** A change to the type design of an aircraft, engine or propeller.

Note - A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release.

37) ***Minimum equipment list (MEL).*** A list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.

38) ***Minor modification***. A modification other than a major modification.

39) ***Minor repair***. A repair other than a major repair.

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

41) ***Orphan aircraft type.*** An aircraft which has its Type Certificate revoked by the State of Design, and no longer has a designated State of Design in accordance with Annex 8. These aircraft do not meet the Standards of Annex 8 to ICAO.

42) ***Performance Class 1 helicopter.*** A helicopter with performance such that, in case of engine failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area.

43) ***Performance Class 2 helicopter.*** A helicopter with performance such that, in case of engine failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.

44) ***Performance Class 3 helicopter.*** A helicopter with performance such that, in case of engine failure at any point in the flight profile, a forced landing must be performed.

45) ***Powerplant.*** The system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter.

46) ***Pressure-altitude.*** An atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere.

47) ***Rendering (a Certificate of Airworthiness) valid.*** The action taken by the Authority, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.

48) ***Repair.*** The restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear.

49) ***Satisfactory evidence.*** A set of documents or activities that the Authority accepts as sufficient to show compliance with an airworthiness requirement.

50) ***Standard atmosphere.*** An atmosphere defined as follows:

i) the air is a perfect dry gas;

ii) the physical constants are:

— Sea level mean molar mass: $M_0 = 28.964\ 420 \times 10^{-3}$ kg mol^{-1}

— Sea level atmospheric pressure: $P_0 = 1\ 013.250$ hPa

— Sea level temperature: $t_0 = 15°C$, $T_0 = 288.15$ K

—Sea level atmospheric density: $\rho_0 = 1.225\ 0$ kg m^{-3}

— Temperature of the ice point: $T_i = 273.15$ K

— Universal gas constant: $R^* = 8.314\ 32$ JK^{-1}mol^{-1}

iii) the temperature gradients are:

Geopotential altitude (km)		*Temperature gradient (Kelvin per standard geopotential kilometre)*
From	To	
-5.0	11.1	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

Note 1.- The standard geopotential metre has the value 9.80665 m 2 s 2.

Note 2.- See Doc 7488 for the relationship between the variables and for tables giving the corresponding values of temperature, pressure, density and geopotential.

Note 3.- Doc 7488 also gives the specific weight, dynamic viscosity, kinematic viscosity and speed of sound at various altitudes.

51) ***State of Design.*** The State having jurisdiction over the organization responsible for the type design.

52) ***State of Design of Modification***. The State having jurisdiction over the individual or organization responsible for the design of the modification or repair of an aircraft, engine or propeller.

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

54) ***State of Registry.*** The State on whose register the aircraft is entered.

Note.- In the case of the registration of aircraft of an international operating agency on other than a national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry. See, in this regard, the Council Resolution of 14 December 1967 on Nationality and Registration of Aircraft Operated by International Operating Agencies which can be found in Policy and Guidance Material on the Economic Regulation of International Air Transport (Doc 9587).

55) ***Take-off surface.*** That part of the surface of an aerodrome which the aerodrome authority has declared available for the normal ground or water run of aircraft taking off in a particular direction.

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

Note.— In some Contracting States a document equivalent to a Type Certificate may be issued for an engine or propeller type.

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

58) ***Ultimate load.*** The limit load multiplied by the appropriate factor of safety.

59) ***Part 21.*** The procedural or technical requirements and administrative procedures contained in this ANO.

60) ***Part M.*** The applicable procedural or technical requirements and administrative procedures in ANO Part-M.

61) ***Product.*** An aircraft, aircraft engine, or propeller.

62) ***JAA.*** The 'Joint Aviation Authorities'.

63) ***JAR.*** The 'Joint Aviation Requirements'.

64) ***EASA.*** The European Union Aviation Safety Agency established by the European Council;

65) ***FAR.*** The US Federal Aviation Regulation;

Note*: EDTO is referred to as ETOPS in this order.*

21.A.2 Falsification of applications, reports, or records

(a) No person shall make or cause to be made-

1. Any fraudulent or intentionally false statement on any application for a certificate, approval or authorization under this Part;

2. Any fraudulent or intentionally false entry in any record or report that is required to be kept, made, or used to show compliance with any requirement for the issuance or exercise of the privileges of any certificate or approval issued under this Part;

3. Any reproduction for a fraudulent purpose of any certificate or approval issued under this Part;

4. Any alteration of any certificate or approval issued under this Part;

(b) The commission by any person of an act prohibited under paragraph (a) of this Part is a basis for suspending or revoking any certificate or approval issued under this Part and held by the holder under the provision of Civil Aviation Act 2017.

21.A.3B Airworthiness directives

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

(b) CAAB may also issue an airworthiness directive. An airworthiness directive is deemed mandatory under this Part if-

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

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

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

1. The reference number of the airworthiness directive;

2. The description of the unsafe condition identified in the airworthiness directive;

3. The affected aircraft;

4. The compliance action(s) accomplished in the affected aircraft; and

5. The time and date the required action(s) was accomplished in the affected aircraft.

(e) When distributing mandatory continuing airworthiness information, it shall be ensured that sensitive aviation security information is not transmitted to anyone other than to the appropriate authority in the State of Design in a secured manner.

21.A.5 Airplane or Rotorcraft Flight Manual

(a) Each airplane or rotorcraft being applied for issue of an airworthiness certificate shall have an Airplane or Rotorcraft Flight Manual or Pilot's Operating Handbook currently approved by the Competent Authority of the State of Design of the airplane or rotorcraft.

(b) The Airplane or Rotorcraft Flight Manual required by paragraph (a) of this Part must contain the following information:

1. The operating limitations and information required to be furnished in an Airplane or Rotorcraft Flight Manual or in manual material, markings, and placards, by the applicable regulations under which the airplane or rotorcraft was type certificated.

2. The maximum ambient atmospheric temperature for which engine cooling was demonstrated must be stated in the performance information section of the Flight Manual, if the applicable regulations under which the aircraft was type certificated do not require ambient temperature on the engine cooling operating limitation in the Flight Manual.

(c) The Pilot's Operating Handbook required by paragraph (a) of this Part must contain adequate information to satisfy the applicable performance operating rules.

(d) The Airplane or Rotorcraft Flight Manual or Pilot's Operating Handbook required by paragraph (a) of this Part, including all relevant supplements thereto which have been approved by the Competent Authority of the State of Design for use on that aircraft, will be accepted by CAAB without investigation, if it complies with the requirements of paragraph (b) or (c), as applicable.

(e) A copy of the Airplane or Rotorcraft Flight Manual or Pilots Operating Handbook, as appropriate shall be submitted in advance to the CAAB, for acceptance prior to issue of an airworthiness certificate.

(f) No Bangladesh aircraft shall be flown unless:

(i) There is an approved flight manual or equivalent carried on board and

(ii) The pilot-in-command complies with all operation requirements, procedures and limitations set out in the flight manual for that aircraft.

(g) The Chairman may require supplements to be added to the flight manual of a particular aircraft to amend the data contained therein when a modification is incorporated.

(h) The operator shall ensure that Airplane or Rotorcraft Flight Manual is updated with the latest revision of the manual from the manufacturer.

SUBPART B - ACCEPTABILITY OF AIRCRAFT TYPE CERTIFICATES

21.A.11 Scope

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

21.A.13 Eligibility

(a) An aircraft type certificate issued by FAA/EASA constitutes a statement that the design of the aircraft type to which the certificate refers and of the variants specified on the data sheet has been approved to the airworthiness standard mentioned in the paragraph 21.A.16A.

(b) CAAB does not issue its own aircraft type certificate and type certificated data sheet. A type certificate is acceptable if it complies with the requirements under this Subpart.

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

(d) The design standard accepted by CAAB as the basis of certification for the importation of a complete aircraft or for assembly of a complete aircraft or complete engine or propeller shall thereafter be used as the basis of approval for all modifications and repairs to that aircraft or engine or propeller.

21.A.15A Application

(a) Except as provided in 21.A.13(c), an application to be made to CAAB for acceptance of Type Certificate. Either the holder of the original Type Certificate (TC) or the prospective operator for the aircraft type may apply to the Chairman for issue of a Type Acceptance Certificate (TAC) in respect of a type certificated aircraft, which meets the design standard mentioned in the paragraph 21.A.16A.

(b) An aircraft type certificate acceptable under this Subpart shall have been issued by FAA/EASA containing the following information:

1. The type certificate number.
2. The designation of the type.
3. The type certificate holder.

4. A statement that confirmed the certification basis of the type of aircraft concerned to an airworthiness standard required in 21.A.16A.

5. A reference to the associated type certificate data sheet.

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

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

(e) As part of the issue of Certificate of Type Acceptance, CAAB's airworthiness officials will inspect the TC holder facilities of the aircraft type and discuss with the FAA/EASA responsible for issue of the TC. All costs of such visits shall be borne by the applicant.

(f) While inspecting the manufacturer's facilities, CAAB will perform satisfactory assessment of the followings:

1. adequacy of the code of design standards applied and their amendment status to ensure that no hazardous characteristics exist in the design and construction of the aircraft;

2. acceptability of any waivers or variations granted by FAA/EASA;

3. suitability of any special conditions specified and Certified by FAA/EASA; and

4. adequacy of type design in regard to specified requirements, operating conditions and airworthiness requirements of the CAAB.

(g) The applicant/operator at her cost must provide maintenance (B1 & B2) and flight crew type training to CAAB Inspectors.

(h) The applicant (if not holder of TC for the product) shall also submit an undertaking from the TC holder and must arrange for continued supply of revisions/amendments of the continuing airworthiness data to CAAB.

AMC 21.A.15(a) Application

(a) An application should be made on CAAB Form -17 along with copy of the following technical documents in respect of the type of the aircraft:

1. Type Certificate and Type Certificate Data Sheet.
2. Type Certificate Data Sheet for noise;
3. Certification Compliance Book or Certification Basis Book
4. Master equipment list.
5. Maintenance Review Board (MRB) Report or equivalent document.
6. Aircraft Flight Manual (AFM).
7. Flight Crew Operating Manual (FCOM).
8. Master Minimum Equipment List (MMEL).
9. MMEL Procedures Manual or equivalent document.
10. Configuration Deviation List (CDL).
11. Aircraft Maintenance Planning Document (MPD).
12. List of Certification Maintenance Requirements (CMR) items published in applicable document, as may be stated or referred in the TCDS.
13. Manufacturers' (Aircraft/Engine/Propeller) Maintenance Manual, Weight and Balance Manual, Overhaul Manual, Structural Repair Manual and Illustrated Parts Catalog.
14. Electrical Load Analysis covering all services of the aircraft.
15. Life Limited Critical Parts (Airworthiness Limitations) having retirement/scrapped life and which are subject to fatigue. (if this information is not provided elsewhere in the above mentioned data).
16. Additional data and descriptive information that may be needed by the Authority to issue Acceptance Type Certificate in respect of the product.

21.A.15B Grant of a TAC

(a) When an applicant has demonstrated to the satisfaction of the CAAB that:

(1) The product meets the applicable type-certification basis and environmental protection requirements;

(2) The requirements of 21.A.15A have been met; and

(3) No feature or characteristic of the aircraft type makes it unsafe for the intended use, the CAAB may, subject to such conditions that the CAAB deems necessary, grant a Type Certificate Acceptance.

(b) The type-certificate acceptance is considered under this subpart includes the type design, the operating limitations, the type- certificate data sheet for airworthiness and emissions, the applicable type-certification basis and environmental protection requirements with which the State of Design record of compliance, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The acceptance of aircraft type-certificate, in addition, includes the applicable operational suitability data certification basis, the operational suitability data and the type-certificate data sheet for noise. The acceptance of engine type-certificate data sheet includes the record of emission compliance.

21.A.15C Suspension or cancellation of a TAC

CAAB may suspend or cancel a TAC if it considers that it is necessary to do so in the interests of aviation safety. An inability on the Part of the foreign TC holder to provide ongoing technical support for the aircraft type may constitute grounds for such suspension or cancellation.

21.A.16A Airworthiness standards

(a) A type certificate is acceptable to the Authority, if it is issued based on the certification basis specifying the airworthiness codes, as applicable, acceptable to the Authority as prescribed below:

a.	Normal, Utility, Acrobatic and Commuter (Small or Light Aero plane)	:	FAR part 23 or EASA CS –23 or CS-VLA as applicable
b.	Transport category aero planes (Large Aero plane)	:	FAR part 25 or EASA CS - 25
c.	Small rotorcraft (Normal or Light category):	:	FAR part 27 or EASA CS -27 or CS-VLR as applicable
d.	Large rotorcraft (transport category)	:	FAR part 29 or EASA CS –29
e.	Engines	:	FAR part 33 or EASA CS- E
f.	Propellers	:	FAR part 35 or EASA CS - P
g.	Auxiliary power unit	:	EASA CS –APU
h.	Sailplanes or Powered sailplanes	:	FAR part 22 or EASA CS - 22
i.	Manned free balloons	:	FAR part 31
k.	Hot Air Balloons	:	EASA CS -31 HB

(b) The primary airworthiness design standard for aeronautical products i.e. aircraft materials, part, processes and appliances are:

i) Technical standard order (TSO) issued by FAA or
ii) European Technical Standard Orders (CS- ETSO) issued by EASA.

21.A.16B Special conditions

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

1. The product has novel or unusual design features relative to the design practices on which the applicable airworthiness code is based; or

2. The intended use of the product is unconventional; or

3. Experience from other similar products in service or products having similar design features, has shown that unsafe conditions may develop.

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

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

21.A.16C Airworthiness requirements for Air Operators

(a) Minimum Equipment List (MEL)

(1) In the application for the approval of a MEL, the operator's MEL shall:

(i) Identify the minimum equipment and conditions for an aircraft to maintain conformity with the standards of airworthiness and to meet the operating rules for the type of operation;

(ii) Define operational procedures necessary to maintain the required level of safety and to deal with inoperative equipment; and

(iii) Define maintenance procedures necessary to maintain the required level of safety and procedures necessary to secure any inoperative equipment.

(2) The MEL shall also contain a description of how and when the MEL is to be used including procedures for:

(i) Repair interval categories application

(ii) Repair interval extensions

(iii) Deferral of items

(iv) Placarding of unserviceable items

(v) Dispatch of aircraft

(3) The MEL is customized from the MMEL to the operator's specific aircraft, aircraft equipment, modifications and operating environment and may be dependent upon the route structure, geographic location, and number of airports where spares and maintenance capability are available. Where the MMEL cannot address some of the variables, it uses a standard terms such as "As required by Regulations". The operator is required by the applicable CAAB regulations to develop operations and/ or maintenance procedures to meet the requirements.

4) The operator shall ensure training for maintenance personnel on the appropriate policies and procedures in using a MEL.

5) The operator is responsible for exercising the necessary operational control to ensure that aircraft are not dispatched with multiple MEL items inoperative without first determining that any interface or interrelationship between the inoperative systems or components will not result in degradation in the level of safety or an undue increase in crew workload.

6) MEL is not intended to provide for continued operation of the aircraft for extended periods with MEL items unserviceable. In the case of unserviceable MEL items, the operator should generally make repairs at the first station where repairs or replacement may be made, but in any case, repair should be accomplished at the flight termination station, since additional unserviceability may require the aircraft to be removed from service.

7) The MEL and any subsequent revision of it shall be approved by CAAB after ensuring that it conforms to the latest revision of MMEL. While submitting the MEL and its revision for approval, the operator shall ensure that these conforms to the latest revision of MMEL.

(b) Reduced Vertical Separation Minima (RVSM)

(1) The applicant shall provide documentation to confirm that each aircraft is certificated for RVSM operations.

(2) The operator shall submit a configuration list detailing the equipment used for the RVSM operation.

(3) All equipment required for RVSM operations shall be identified in the maintenance programme. Similarly, these equipments shall also be identified in the MEL.

(4) A list of inspections and functional checks, together with their intervals, required for the continued altitude monitoring of the RVSM approved aircraft shall be included into the maintenance programme. These RVSM maintenance requirements can usually found in the maintenance manual of aircraft type.

(5) The operator shall establish procedures for configuration control to ensure that the aircraft is appropriately equipped for RVSM operations.

(6) The operator shall ensure training for maintenance personnel on the appropriate policies and procedures for RVSM operations.

(c) Performance Based Navigation (PBN)

(1) An aircraft is eligible for a particular PBN application provided there is clear statement in:

(i) The TC; or

(ii) The STC; or

(iii) The associated documentation- Aircraft flight manual or equivalent document; or

(iv) A compliance statement from the manufacturer, which has been approved by the State of Design

(2) The operator shall submit a configuration list detailing the pertinent hardware and software components and equipment used for the PBN operation.

(3) All equipment required for PBN operations shall be identified in the maintenance programme. Similarly, these equipments shall also be identified in the MEL.

(4) The operator shall establish maintenance procedures for configuration control to ensure that the aircraft is appropriately equipped for PBN operations.

(5) The operator shall ensure training for maintenance personnel on the appropriate policies and procedures for the respective type of PBN operations.

(d) Low Visibility Operations and Category II and III Approach

(1) The operator shall include in the application to the CAAB relevant pages of the aircraft flight manual, type certificate (TC), supplemental TC, TC data sheet and/or the aeroplane operations manual attesting that the aeroplane meets the relevant airworthiness requirements and performance criteria for, as applicable, low visibility operations and Category II and/or Category III operations.

(2) The operator shall submit a configuration list detailing the pertinent hardware and software components and equipment used for the operation applied for.

(3) The operator shall submit a list of equipment/systems that must be installed and serviceable at the commencement of a low visibility operations or a Category II or III approach.

(4) All equipment required for low visibility operations, Category II and III approach operations shall be identified in the maintenance programme and MEL.

(5) The operator shall establish maintenance procedures for configuration control to ensure that the aircraft is appropriately equipped for low visibility operations, Category II and III approach operations.

(6) The operator shall ensure training for maintenance personnel on the appropriate policies and procedures for the respective type of low visibility operations, Category II and III approach operations.

(e) Extended Diversion Time Operations (EDTO)

(1) The applicant shall submit a safety risk assessment which demonstrates how an equivalent level of safety will be maintained, taking into account the following:

(i) Capabilities of the operator;

(ii) Overall reliability of the aeroplane;

(iii) Reliability of each time limited system;

(iv) Relevant information from the aeroplane manufacturer; and

(v) Specific mitigation measures.

(2) For operations beyond the threshold distance, the air operator shall meet the following requirements:

(i) For all aeroplanes:

(a) The most limiting EDTO significant system time limitation, if any indicated in the aeroplane flight manual (directly or by reference) and relevant to that particular operation is not exceeded; and

(b) The additional fuel required by the Authority shall include the fuel necessary to comply with the EDTO critical fuel scenario as established by CAAB.

(ii) For aeroplanes with two turbine engines, the aeroplane is EDTO certified and following has been verified:

(a) Airworthiness certification of the aircraft type specifically permits operations beyond the threshold time;

(b) Maturity and reliability of the propulsion system;

(c) The air operator has demonstrated the ability to maintain the level of reliability required for EDTO approval;

(d) The necessary special maintenance requirements are included as part of the maintenance programme or EDTO maintenance programme has been approved;

(3) The operator shall submit a list of EDTO significant components and systems that must be installed and serviceable for an EDTO flight.

(4) All equipment required for EDTO shall be identified in the maintenance programme and MEL.

(5) The operator shall supplement the continuing airworthiness management exposition with the maintenance procedures required to support the EDTO.

(6) The operator shall ensure training for maintenance personnel on the appropriate policies and procedures on EDTO. The operator shall also ensure that only EDTO trained maintenance personnel are authorized to perform EDTO maintenance tasks.

21.A.17 Type-certification basis

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

1. The applicable airworthiness code described in 21.A.16A that is effective on the date of issue of the type-certificate or later effective amendments elected by the holder and approved by the Competent Authority of the State of Design; and

2. Any special condition prescribed in TCDS.

21.A.18 Applicable environmental protection requirements and certification specifications

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

1. for subsonic jet aeroplanes, in Volume I, Part II, Chapters 2, 3, 4 and 14, as applicable;

2. for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6, 10 and 14 as applicable;

3. for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable;

4. for supersonic aeroplanes, in Volume I, Part II, Chapter 12, as applicable;

5. for propeller-driven STOL aeroplanes, in Volume I, Part II, Chapter 7, as applicable; and

6. for tilt-rotors, in Volume I, Part II, Chapter 13, as applicable.

(b) The applicable emission requirements for an acceptable aircraft and engine type-certificates shall be those that are prescribed in Annex 16 Volume II to the Chicago Convention:

1. for prevention of intentional fuel venting, in Volume II, Part II, Chapter 2;

2. for emissions of turbo-jet and turbofan engines intended for propulsion only at subsonic speeds, in Volume II, Part III, Chapter 2; and

3. for emissions of turbo-jet and turbofan engines intended for propulsion only at supersonic speeds, in Volume II, Part III, Chapter 3.

(c) The applicable CO2 emission requirements for an acceptable aircraft type certificates shall be of those that are prescribed in Annex 16 Volume III to the Chicago Convention.

1. for subsonic jet aeroplanes over 5700 kg and propeller-driven aeroplane over 8618 kg, in Volume III, Part II, Chapter 2 as applicable;

2. subsonic jet aeroplanes, including their derived versions, of greater than 5 700 kg maximum take-off mass, for which the application for a type certificate was submitted on or after 1 January 2020, except for those aeroplanes of less than or equal to 60 000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less;

3. subsonic jet aeroplanes, including their derived versions, of greater than 5 700 kg and less than or equal to 60 000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less, for which the application for a type certificate was submitted on or after 1 January 2023;

4. all propeller-driven aeroplanes, including their derived versions, of greater than 8618 kg maximum take-off mass, for which the application for a type certificate was submitted on or after 1 January 2020;

5. derived versions of non-CO2 -certified subsonic jet aeroplanes of greater than 5 700 kg maximum certificated take-off mass, for which the application for certification of the change in type design was submitted on or after 1 January 2023;

6. derived versions of non-CO2 certified propeller-driven aeroplanes of greater than 8 618 kg maximum certificated take-off mass, for which the application for certification of the change in type design was submitted on or after 1 January 2023;

7. individual non-CO2 -certified subsonic jet aeroplanes of greater than 5700 kg maximum certificated take-off mass, for which a certificate of airworthiness was first issued on or after 1 January 2028; and

8. individual non-CO2 -certified propeller-driven aeroplanes of greater than 8618 kg maximum certificated take-off mass, for which a certificate of airworthiness was first issued on or after 1 January 2028.

(d) An acceptable aircraft type-certificate shall have been issued in accordance with the airworthiness codes or certification specifications that provided acceptable means to demonstrate compliance with the noise, engine emission and aeroplane CO2 emission requirements laid down in paragraphs(a), (b)and (c) respectively.

21.A.19 Changes requiring a new type-certificate

Any change in design, power, thrust, or mass which is extensive as determined by the competent authority of State of Design requires an issue of new type certificate by EASA/FAA, before it can be accepted by CAAB under this Subpart.

21.A.31 Type design

The type design consists of:

(a) The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type-certification basis and environmental protection requirements;

(b) Information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;

(c) An approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable airworthiness code; and

(d) Any other data necessary to allow by comparison, the determination of the airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

21.A.61 Instructions for continued airworthiness

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

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

21.A.62 Availability of operational suitability data

The holder of the type-certificate, for which a type acceptance certificate has been issued in accordance with 21.A.15B, shall make available:

(a) at least one set of complete operational suitability data prepared in accordance with the applicable operational suitability certification basis, to all known operators of the aircraft, before the operational suitability data must be used by a training organisation or operator; and

(b) any change to the operational suitability data to all known Bangladeshi operators of the aircraft; and

(c) on request, the relevant data referred to in points (a) and (b) above, to:

1. the CAAB; and

2. any person required to comply with one or more elements of this set of operational suitability data

SUBPART C
(NOT USED)

SUBPART D — CHANGES TO TYPE-CERTIFICATES

21.A.90 Scope

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

21.A.91 Classification of changes to a type-certificate

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

21.A.92 Eligibility

(a) Only major change to a type design shall comply with the requirements of 21.A.97 under this Subpart; all other major changes to a type design shall be dealt with under Subpart E.

(b) A minor change to a type design shall comply with the requirements of 21.A.95 under this Part.

21.A.93 Application

(a) An application for approval of a change to a type design shall be made in CAAB Form-18 and shall include:

1. Description of the change identifying

   – All Parts of the type design and the approved manuals affected by the change; and

   – The certification specifications and environmental protection requirements with which the change has been designed to comply in accordance with 21.A.101.

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

21.A.95 Minor changes

(a) A minor change in a type design under this Part shall be considered for approval by the CAAB when it complies with the airworthiness standard mentioned in Part 21.A.16A and approved either:

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

(b) Minor change not based on above (a) may be approved under a method acceptable to CAAB before submitting to CAAB any substantiating or descriptive data, providing that, it is classified as such in pursuance to 21.A.91; it is determined that the characteristics of the aircraft remain acceptable; and it does not affect the aircraft—

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

21.A.96 Approval procedures for minor changes to type design

(a) In the case of a minor change to type design, the applicant, for the purpose of 21.A.95(a), shall—

1. Demonstrate that the changed product complies with the airworthiness code that is applicable to the changed product and that is in effect at the date of the approval of the change, and with the applicable environmental protection requirements laid down in 21.A.18;
2. Determine that the change can be installed in the product in conformity with the drawings and instructions;
3. Determine that the operating and maintenance instructions provide adequate information for the safe operation and continuous airworthiness of the product; and

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

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

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

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

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

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

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

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

7. A supplement to the approved flight manual; and

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

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

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

- The applicable type-certification basis; and

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

2. In the opinion of the CAAB, the design has no unsafe features.

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

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

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

21.A.97 Major changes

a) An applicant for approval of a major change shall submit a supplemental type certificate (STC) which meets Subpart E requirements.

b) CAAB may issue approval for major changes to type design or type certificate which has been accepted under Subpart B.

c) A major change will be considered for approval by CAAB under this Part, if it is approved either by-

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

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

d) Approval of a major change to a type-certificate is limited to that or those specific configuration(s) in the type-certificate upon which the change is made.

21.A.101 Designation of applicable certification specifications and environmental protection requirements

An applicant for a change to a type certificate shall submit documentary evidence that the changed product complies with the type-certification basis incorporated by reference in the type-certificate, and with the applicable environmental protection requirements laid down in ICAO Annex 16.

21.A.103 Issue of approval

(a) The applicant shall be entitled to have a major change to a type design approved by the CAAB after submitting documents referred to in 21.A.97. Where a major change to an aircraft type-certificate is approved before compliance with the applicable operational suitability data certification basis is demonstrated, the applicant shall demonstrate compliance with the operational suitability data certification basis before the operational suitability data must actually be used.

(b) A minor change to a type design shall only be approved in accordance with 21.A.95 if it is shown that the changed product meets the applicable certification specifications/airworthiness code, as specified in 21.A.101.

21.A.105 Record keeping

(a) For each minor change, all relevant design information, drawings and test reports, including inspection records for the changed product tested, shall be held by the applicant at the disposal of the CAAB and shall be retained in order to provide the information necessary to ensure the continued airworthiness, continued validity of the operational suitability data and compliance with applicable environmental protection requirements of the changed product.

(b) For each major change, the relevant STC and any other data referred to in the STC, shall be held by the applicant at the disposal of the CAAB and shall be retained in order to provide the information necessary to ensure the continued airworthiness, continued validity of the operational suitability data and compliance with applicable environmental protection requirements of the changed product.

21.A.107 Instructions for continued airworthiness

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

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

SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES

21.A.111 Scope

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

21.A.111B Acceptability of supplemental type certificates

The following supplemental type certificates may be accepted by the CAAB:

(a) a supplemental type certificate issued by FAA/EASA

(b) a supplemental type certificate accepted by FAA/EASA

21.A. 112B Demonstration of capability

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

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

1. The Joint Aviation Requirements JAR-21 or Annex Part-21 to the Commission Regulation (EU) 748/ 2012 of the Commission of European Communities; or

2. The US Federal Aviation Regulations Part 21;

21.A.116 Transferability

A supplemental type-certificate for the imported product shall only be transferred and accepted by CAAB if the STC incorporated has been issued/accepted by EASA/FAA.

21.A.118 Embodiment of supplemental type certificates

(a) An STC shall be incorporated in accordance with Subpart D or M.

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

(c) The organization performing the installation of an acceptable supplemental type certificate shall ensure that it obtains all the necessary installation instructions from the holder of the supplemental type certificate.

(d) Installation of a major change to a product may be permitted, providing that, the installation is agreed by the person or organization responsible for the continuing airworthiness of the product and consented in writing by CAAB.

21.A.120 Instructions for continued airworthiness

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

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

SUBPART F
(NOT USED)

SUBPART G
(NOT USED)

SUBPART H — CERTIFICATES OF AIRWORTHINESS

21.A.171 Scope

This Subpart establishes the procedure for issuing airworthiness certificates i.e., Certificate of Airworthiness, Airworthiness Review Certificate (ARC) etc.

21.A.172 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered in the Bangladesh ('State of registry'), or its representative, shall be eligible as an applicant for an airworthiness certificate for that aircraft under this Sub-part.

21.A.173 Classification

A certificate of airworthiness shall be issued to an aircraft which conforms to a type-certificate that has been accepted in accordance with this Part, and shall be in accordance with the category and for the purpose of which the aircraft may fly as provided in 21.A.173B.

21.A.173B Categories of aircraft

(a) A certificate of airworthiness imposes conditions affecting the manner in which an aircraft may be maintained and operated, and the purposes for which it may be used. The conditions are imposed in the following manner:

1. By placing an aircraft in categories which indicate the uses for which the aircraft is approved.

2. By indicating in the airworthiness certificate or in their associated documents the detailed limitations which must be observed.

(b) The categories and purposes of which the aircraft may fly in accordance with a certificate of airworthiness shall be as follows:

1. Commercial Air Transport Operations (CAT);

2. Aerial Operation;

3. General Aviation.

21.A.174 Application

(a) Pursuant to 21.A.172, an application for a Certificate of Airworthiness & Airworthiness Review Certificate (ARC) shall be made in CAAB Form 24 along with all the necessary documents and fees.

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

1. The category of aircraft applied for;

2. With regard to new aircraft,

— For an aircraft which is the "First of Type", the required documentation specified in both Tables A and B below must be provided to the CAAB.

— For a "Series" aircraft, being an aircraft of which has previously been issued a Certificate of Airworthiness by CAAB, the required documentation specified in Table B must be provided.

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

	Table-A: Documentation / Publications	
(i)	Type Certificate (State of Design). Statement of applicable design certification standard required if not referenced in Type Certificate Data Sheet. The TC shall be acceptable in accordance with Subpart B of this Part.	*
(ii)	Maintenance Manual and Illustrated Parts Catalogue (IPC)	*
(iii)	Overhaul Manual	*
(iv)	Structure Repair Manual	
(v)	Non-Destructive Testing (NDT) Manual	*
(vi)	Wiring Diagrams Manual	*
(vii)	Maintenance Review Board Report	*
(viii	Maintenance Planning Document	*
(ix)	Service Life & Time Limits Manual, unless data is contained in another publication	*
(x)	Antenna Performance Patterns Report	*

	Table-A: Documentation / Publications	
(xi)	Aircraft Flight Manuals/Pilots Operating Manual/Owners Manual.	*
(xii)	Electrical Load Analysis Report	*
(xiii)	Noise Type Certificate Including noise data, unless published in Flight Manual	*

	Table-B: Documentation / Publications	
(i)	Export Certificate of Airworthiness issued in accordance with the rules of the Competent Authority of the State of Design	*
(ii)	Copy of type certificate data sheet (TCDS) associated with the type certificate which has been previously accepted or which is subject for acceptance in accordance with Subpart B of this Part	*
(iii)	List of any Equivalent Safety Findings included as part of the Certification	*
(iv)	Copy of each Supplemental Type Certificate (STC) embodied on the aircraft/engines/and or propellers. Applicant must establish the acceptability of each STC in accordance with Subpart E of this Part.	*
(v)	Statement of Compliance with Airworthiness Directives (ADs) issued by the State of Design or those effective under "grandfather" provisions. Alternative Means of Compliance approved by the State of Design must be declared.	*
(vi)	Certification Maintenance Requirements (CMR). CMR status and compliance, as applicable to aircraft type.	*
(vii)	Aircraft/Engine/Propeller/APU Log Books	**
(viii)	Aircraft Flight Manuals/Pilots Operating Manual/Owner's Manual. ***Note:*** *view only where the CAAB is already in possession of applicable Flight Manual*	**
(ix)	Weight and Balance Manual. View only where the CAAB is already in possession of a Weight and Balance Manual, which is generic to the aircraft type.	*

	Table-B: Documentation / Publications	
(x)	Weighing Report. Individual aircraft weighing record.	**
(xi)	Flight Test Report. For new aircraft, a copy of manufacturer's Flight Test completion declaration.	*
(xii)	Letter of Definition/Letter of Conformity. Copy should also be supplied to the CAAB	*
(xiii)	Statement of Build Standard. (a) Master Change List (b) Production Revision Record (c) Service Bulletin Standard	*
(xiv)	List of Manufacturing Concessions/ Deviations	*
(xv)	Declaration of compliance with Additional National Design Requirements, if any notified by the Authority to the Competent	
(xvi)	Cabin Configuration Control. Copy of configuration drawing (LOPA), including locations of safety equipment installed.	*
(xvii)	Revision to electrical Load Analysis. Copy of any changes to document required by Table A.	*
(xviii)	Radio Equipment List, including approval status.	*
(xix)	Software Criticality List. (Class 1, 2 & 3 software declaration)	*
(xx)	TX Mod 'S' code programme. (Declaration of Mode 'S' code)	*
(xxi)	ELT Code programme. (Declaration of ELT code (406Mhz)	*
(xxii)	SELCAL Code. (Declaration of SELCAL code)	*
(xxiii)	FDR/CVR Compliance Statement (a) FDR Data Frame Layout Document (b) CVR recording performance	**
(xxiv)	List Derogations, Waivers and exemptions from the Type Certificate which must be authorized in writing by the Authority.	*

	Table-B: Documentation / Publications	
(xxv)	Registration of Aircraft. Aircraft registration process must be competed. Confirmation required of the aircraft de-registration from the Competent Authority of the last State of Registry.	**
(xxvi)	Compass Check Certificate. Deviation cards installed.	**
(xxvii)	List of Placards and Markings	**
(xxviii)	List of equipment incorporated, including items of equipment not necessarily installed by the manufacturer.	*
(xxix)	Compliance document against the requirements of ANO Part-IDE.	*

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

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

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

21.A.175 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications/airworthiness code shall be presented in English and where applicable in Bengali.

21.A.177 Amendment or modification

An airworthiness certificate may be amended or modified only by CAAB.

21.A.179 Transferability and return of airworthiness certificates

(a) Where ownership of an aircraft has changed:

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

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

(b) Where ownership of an aircraft has changed, such airworthiness certificate shall be transferred together with the aircraft provided the aircraft remains on the Bangladesh civil aircraft register.

21.A.180 Inspections

(a) The applicant shall provide access and arrange for CAAB to inspect the aircraft and examine its relevant compliance documents and records at the location where such inspection and examination can be conducted.

(b) The applicant shall ensure necessary arrangements with an appropriately rated maintenance organization/ AMEs for the type of aircraft to assist with the inspection.

(c) Special attention is to be made to avoid unexpected grounding time of the aircraft whiling rectifying any defects/non-compliances if observed during the inspection. At all times, the aircraft shall be prepared to facilitate the inspector(s) to carry out a necessary physical survey of aircraft such as avionic system, control system, emergency equipment, engines, propellers, landing gears etc.

(d) The satisfactory inspection conducted by CAAB with respect to the design standard, manufacturers recommendation and compliance with CAAB's requirements will render the aircraft eligible for issuance of non-expiry C of A (CAAB Form-25) along with ARC (CAAB Form15a) (valid for one year).

(e) All costs of CAAB officials in connection with the inspection for issuance of C of A and ARC shall be borne by the applicant following CAAB rules. The holder of the airworthiness certificate shall provide access to the aircraft for which that airworthiness certificate has been issued upon request by CAAB.

21.A.181 Duration and continued validity

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

1. Compliance with the applicable type-design and continuing airworthiness requirements; and
2. The aircraft remaining on the Bangladesh civil aircraft register; and
3. The type-certificate under which it is issued not being previously invalidated by the Competent Authority of the State of Design.
4. The certificate not being surrendered or revoked.

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

21.A.182 Aircraft identification

Each applicant for an airworthiness certificate under this Subpart shall demonstrate that its aircraft is identified in accordance with the airworthiness requirement of the Competent Authority of the State of Design.

21.A.183 Issue of certificates of airworthiness

(a) The CAAB shall issue a certificate of airworthiness for:

1. New aircraft:
   (i) Upon presentation of the documentation required by 21.A.174 (b)(2).
   (ii) When the aircraft conforms to an approved design and is in condition for safe operation. This includes inspections by CAAB.
2. Used aircraft:
   (i) Upon presentation of the documentation required by 21.A.174 (b)(2) or 21.A.174(b)(3), demonstrating that:

   —the aircraft conforms to a type design approved under a type-certificate and any supplemental type- certificate validated in accordance with this Part, change or repair deemed approved under this Part, and to applicable airworthiness directives, and

—the aircraft has been inspected in accordance with the applicable provisions of Part M; and

(ii) When the aircraft conforms to an approved design and is in a condition for safe operation. This includes inspections by the CAAB.

(b) For an aircraft which is the "First of Type", the CAAB shall notify the competent authority of the State of Design that it has entered on its National Civil Aircraft Register such aircraft type

21.A.184 Refusal to issue of certificates of airworthiness

(a) CAAB reserves the right to refuse issuance of Certificate of Airworthiness & ARC to an aircraft in the following circumstances:

1. The aircraft does not remain in conformity with the type design approved by the Competent Authority of the State of Design;
2. existence of a potential safety threat regarding airworthiness of the aircraft;
3. required document(s) have not been made available;
4. false information has been furnished;
5. Certificate of Registration has not been issued;

(b) In case of refusal of an aircraft for issuance of C of A & ARC, any cost incurred by the applicant during inspection/after inspection shall not be claimed against CAAB.

(c) In case of failure of the applicant to comply with the relevant requirements for issuance of C of A & ARC in respect of the aircraft already imported in Bangladesh, the applicant shall take necessary action to ensure that the aircraft is taken back from Bangladesh within 30 (thirty) days from the date of issuance of rejection letter by CAAB at the cost of the applicant/operator/owner as applicable.

21.A.185 Renewal of Airworthiness Certificate

(a) An aircraft, with CAAB issued C of A, may not fly unless it has a valid ARC. ARC is valid for a period of up to one year.

(b) For renewal of ARC, the applicant (owner/operator) shall submit the application following CAAB Form-26 along with relevant documents as mentioned in the application form and applicable fees.

(c) The application for renewal ARC shall be subjected to evaluation. To ensure compliance with the CAAB's requirements outlined in M.A 710 of ANO Part-M, CAAB shall conduct a technical inspection of the aircraft at the maintenance/operational base as far as practicable. Owing to ease of access to the aircraft as well as aircraft records (since last renewal) pertaining to maintenance, continuing airworthiness etc., the aircraft shall be prepared to permit access to its structure, control system, equipment, and installations for inspection as required by the CAAB shall be performed. It shall be the responsibility of the applicant to provide personnel and equipment so that the required inspection may be satisfactorily carried out. All costs of CAAB officials in connection with the inspection for renewal of ARC shall be borne by the applicant following CAAB rules.

21.A.186 Training

(a) Each applicant for an airworthiness certificate for the first aircraft of the type registered
under the applicant's name, shall provide Maintenance Type Training (B1 & B2) and flight crew type training for sufficient numbers CAAB inspectors. .

(b) Each holder of a valid airworthiness certificate for a type accepted aircraft shall provide:

1. A minimum of one flight duty period per year to CAAB Inspector(s); and
2. A minimum of one day maintenance experience per year to CAAB Inspector(s).

21.A.187 Carriage of airworthiness certificates on board aircraft

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

(b) On flights beginning and ending in Bangladesh without passing any other country, the airworthiness certificate may be kept safely and secured elsewhere.

SUBPART I — NOISE CERTIFICATES

21.A.201 Scope

This Subpart establishes the procedure for issuing noise certificates.

21.A.203 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered in the Bangladesh (State of registry), or its representative, shall be eligible as an applicant for a noise certificate for that aircraft under this Subpart.

21.A.204 Application

(a) An application for a noise certificate shall be made in CAAB Form-44.

(b) Each application shall include:

1. with regard to new aircraft:

(i) An acceptable aircraft type-certificate under this Part, where such type- certificate and associated type certificate data sheet has reference to applicable noise standard of which the aircraft is type-certificated, or

A statement of conformity issued by the production organization/exporting CAAB that the aircraft conforms to an approved design, and

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

2. with regard to used aircraft:

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

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

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

21.A.205 Issue of noise certificates

CAAB shall issue a noise certificate upon presentation of the documents required by 21.A.204(b).

21.A.207 Amendment or modification

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

21.A.210 Inspections

The holder of the noise certificate shall provide access to the aircraft for which that noise certificate has been issued upon request by the CAAB for inspection.

21.A.211 Duration and continued validity

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

1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements;
2. the aircraft remaining on the Bangladesh civil aircraft register;
3. the type acceptance certificate under which it is issued not being previously invalidated by the Competent Authority of the State of Design; and
4. the certificate not being surrendered or revoked by the CAAB.

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

21.A.212 Carriage of noise certificates on board aircraft

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

SUBPART J

(NOT USED)

SUBPART K — PARTS AND APPLIANCES

21.A.301 Scope

This Subpart establishes the procedure relating to the approval of Parts and appliances.

21.A.303 Acceptability of Parts and appliances

The acceptance of Parts and appliances to be installed in a type-certificated product shall meet the following requirements:

(a) compliance with applicable requirements in conjunction with the type-certification procedures for the product in which it is to be installed; or

(b) compliance with Subpart- O; or

(c) in the case of standard Parts, in accordance with officially recognized Standards.

AMC 21.A.303(c) Standard Parts

1. In this context a Part is considered as a 'standard Part' where it is designated as such by the design approval holder responsible for the product, Part or appliance, in which the Part is intended to be used. In order to be considered a 'standard Part', all design, manufacturing, inspection data and marking requirements necessary to demonstrate conformity of that Part should be in the public domain and published or established as Part of officially recognized Standards, or

2. For sailplanes and powered sailplanes, where it is a non-required instrument and/or equipment certified under the provision of CS 22.1301(b) or equivalent, if that instrument or equipment, when installed, functioning, functioning improperly or not functioning at all, does not in itself, or by its effect upon the sailplane and its operation, constitute a safety hazard.

   'Required' in the term 'non-required' as used above means required by the applicable certification specifications (CS 22.1303, 22.1305 and 22.1307 or equivalent) or required by the relevant operating regulations and the applicable Rules of the Air or as required by Air Traffic Management (e.g. a transponder in certain controlled airspace).

Examples of equipment which can be considered standard Parts are electrical variometers, bank/slip indicators ball type, total energy probes, capacity bottles (for variometers), final glide calculators, navigation computers, data logger / barograph / turnpoint camera, bug-wipers and anti-collision systems.

Equipment which must be approved in accordance to the certification specifications shall comply with the applicable TSO or equivalent and is not considered a standard Part (e.g. oxygen equipment).

21.A.307 Release of Parts and appliances for installation

A Part or appliance shall be eligible for installation in a type accepted product when it is in a condition for safe operation, and it is:

(a) accompanied by an authorized release certificate (CAAB Form 1 or equivalent), certifying that the item was manufactured in conformity to approved design data and is marked in accordance with Subpart Q; or

(b) a standard Part.

21.A.313 Material

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

(b) Material both raw and consumable shall only be accepted when satisfied that it is to the required specification. The material and or its packaging shall be marked with the specification and where appropriate the batch number. All material shall be accompanied by documentation clearly relating to the particular material and containing a conformity (to specification) statement including both the manufacturing and supplier source. If the material is subject to special conditions such as storage condition or life etc. this shall be included on the documentation and / or material packaging. The material specification is normally identified in the TC holder's data.

21.A.315 Unapproved parts

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

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

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

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

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

21.A.317 Unapproved parts reporting

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

(b) The report shall include the following information:

1. The part description and from where received;

2. The part and (if applicable) serial numbers;

3. Particular colours, markings, dimensions and features common to the unapproved part which distinguish it from the genuine item; and

4. The nature of any accompanying documentation.

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

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

21.A.319 Disposal of scrapped parts

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

1. Parts with non-repairable defects, whether visible or not to the naked eye;

2. Parts that are not within the specifications set forth by the approved type design, and cannot be brought into conformity with applicable specifications;

3. Parts and materials for which further processing or rework cannot make them eligible for certification under an approved system;

4. Parts subjected to unacceptable changes of type design or rework that is irreversible;

5. Life-limited parts that have reached or exceeded their life limits, or have missing or incomplete records;

6. Parts that cannot be returned to an airworthy condition due to exposure to extreme forces or heat; and

7. Principal structural elements removed from a high-cycle aircraft for which conformity cannot be accomplished by complying with the mandatory requirements applicable to aging aircraft.

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

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

SUBPART L - EXPORT CERTIFICATE OF AIRWORTHINESS

21.A.320 Scope

This Subpart establishes the procedural requirements for the issue of Export Certificates of Airworthiness and the rules governing the responsibilities of the holder.

21.A.323 Eligibility

Any natural or legal person under whose name an aircraft is registered, or its representative, shall be eligible as an applicant for an Export Certificate of Airworthiness for that aircraft under this Subpart.

21.A.325 Export Certificate of Airworthiness

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

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

1. The Competent Authority responsible for airworthiness in the country in which the aircraft is to be registered that may issue a Certificate of Airworthiness; or
2. The CAAB that may, in conjunction with the Export Certificate of Airworthiness, issue an airworthiness certificate under Subpart H such as would permit the delivery of the aircraft to its destination.

21.A.327 Application

(a) An application for an Export Certificate of Airworthiness shall be made on the CAAB Form -44.

(b) Each application for an Export Certificate of Airworthiness shall include:

1. An airworthiness review certificate issued in accordance with Part M or by CAAB;
2. A weight and balance report with a loading schedule;
3. The flight manual used;
4. Historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations, if any.

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

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

21.A.329 Issue of Export Certificates of Airworthiness

(a) An Export Certificate of Airworthiness shall be issued to an aircraft found at the time of the issue to be in compliance with the airworthiness requirements of CAAB and the aircraft is such that an airworthiness certificate has previously been issued in accordance with this Part.

(b) If any of the following derogations is found at the time of the issue of the Export Certificate of Airworthiness, it shall be listed on the front of the Export Certificate of Airworthiness:

1. Significant deviations from the approved build standard.

2. Derogations from the airworthiness requirements of the CAAB.

3. Any special requirements of the importing country with which compliance has not been shown, if previously notified to the CAAB.

4. Mandatory modifications and inspections with which compliance has not been shown.

(c) Any item listed in accordance with paragraph (b) shall be confirmed, in writing, to be acceptable to the importing country prior to the issue of the Export Certificate of Airworthiness.

(d) Inspection of the aircraft shall be performed by CAAB Inspector(s) to ensure compliance with this subpart at the location where the aircraft is being maintained.

21.A.335 Responsibilities of the holder

The holder of an Export Certificate of Airworthiness shall—

(a) Forward to the Competent Authority of the importing country all documents and information necessary for the proper operation of the aircraft being exported, e.g. Flight Manuals, maintenance manuals, Service Bulletins, and assembly instructions, and such other material as is stipulated in the special requirements of the importing country. The documents, information, and material may be forwarded by any means consistent with the special requirements of the importing country;

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

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

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

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

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

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

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

21.A.337 Performance of inspections and overhaul

Unless otherwise provided for in this Part, the inspection and overhaul required for Export Certificate of Airworthiness must be performed by the following:

(a) An appropriately approved Part M Subpart F Maintenance Organization, for aircraft not listed in Part M.A.201 (f) and (g).

(b) An appropriately approved Part 145 Maintenance Organization, for all aircraft other than prescribed in paragraph (a).

SUBPART M — REPAIRS

21.A.431 Scope

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

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

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

d) A repair to an ETSO or TSO article shall be treated as a change to the ETSO or TSO design, respectively and shall be processed in accordance with the applicable rules of the Competent Authority of the State of Design concerned.

21.A.432 Eligibility

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

21.A.433 Repair design

(a) The applicant for approval of a repair design shall:

1. submit evidence of compliance with the type-certification basis and environmental protection requirements incorporated by reference in the type-certificate or supplemental type- certificate, as applicable, or those in effect on the date of application (for repair design approval), plus any amendments to those certification specifications/airworthiness code or special conditions the State of Design/CAAB finds necessary to establish a level of safety equal to that established by the type-certification basis incorporated by reference in the type-certificate, supplemental type-certificate or ETSO/TSO authorization.

2. Submit all necessary substantiation data, when requested by the CAAB.

3. Declare compliance with the certification specifications/airworthiness code and environmental protection requirements of subparagraph (a)(1).

(b) Where the applicant is not the type-certificate or supplemental type-certificate or ETSO/TSO authorization holder, as applicable, the applicant may comply with the requirements of paragraph (a) through the use of its own resources or through an arrangement with the type-certificate or supplemental type-certificate or ETSO/TSO authorization holder as applicable.

AMC 21.A.433 (a) Repair design and Record Keeping

1. Relevant substantiation data associated with a new major repair design and record keeping should include:

   a. damage identification and reporting source,

   b. major repair design approval sheet identifying applicable specifications and references of justifications,

   c. repair drawing and/or instructions and scheme identifier,

   d. correspondence with the TC, STC, or ETSO/TSO authorization holder, if its advice on the design has been sought,

   e. structural justification (static strength, fatigue, damage tolerance, flutter etc.) or references to this data,

   f. effect on the aircraft, engines and/or systems, (performance, flight handling, etc., as appropriate)

   g. effect on maintenance programme,

   h. effect on Airworthiness limitations, the Flight Manual and the Operating Manual,

   i. weight and moment change,

   j. Special test requirements.

2. Relevant minor repair documentation includes paragraphs 1(a) and (c). Other points of paragraph 1 may be included where necessary. If the repair is outside the approved data, justification for classification is required.

3. Special consideration should be given to repairs that impose subsequent limitations on the Part, product or appliance, (e.g., engine turbine segments that may only be repaired a finite number of times, number of repaired turbine blades per set, oversizing of fastener holes, etc.).

4. Special consideration should also be given to Life Limited Parts and Critical Parts, notably with the involvement of the type-certificate or STC holder, when deemed necessary under 21.A.433(b).

5. Repairs to engine or APU critical Parts would normally only be accepted with the involvement of the TC holder.

21.A.435 Classification of repairs

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

(b) A repair is deemed classified as ‘major’ or ‘minor’ under paragraph (a) when such classification is determined either -

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

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

21.A.437 Issue of a repair design approval

When it has been declared and has been shown that the repair design meets the applicable certification specifications and environmental protection requirements of 21.A.433(a)(1), it will be considered for approval by CAAB under this Part, if it is approved either by-:

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

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

21.A.439 Production of Repair Parts

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

(a) By an organization appropriately approved by the Competent Authority of the State of Design

(b) By a maintenance organization appropriately approved by the CAAB.

21.A.441 Repair embodiment

(a) The embodiment of a repair shall be made by a maintenance organization appropriately approved by the CAAB, or by a production organization appropriately approved by the Competent Authority of the State of Design.

(b) The organization performing the repair shall obtain from the design organization all the necessary installation instructions.

21.A.443 Limitations

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

21.A.445 Unrepaired damage

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

1. The Competent Authority of the State of Design, or
2. An appropriately approved design organization under a procedure agreed with the Competent Authority of the State of Design.

Any necessary limitations shall be processed in accordance with the procedures of 21.A.443.

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

21.A.447 Record keeping

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

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

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

AMC 21.A.447 Record Keeping

(Refer to AMC 21.A.433(a))

21.A.449 Instructions for continued airworthiness

(a) The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, Part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with CAAB. Those changes to the instructions shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. The availability of some manual or portion of the changes to the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight— hours/cycles.

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

SUBPART N

(NOT USED)

SUBPART O — TECHNICAL STANDARD ORDER AUTHORIZATIONS

21.A.601 Scope

(a) The CAAB does not issue technical standard order (TSO) authorizations.

21.A.601B Acceptability of foreign TSO authorizations

The following foreign TSO authorizations may be accepted by the CAAB:

(a) a TSO authorization issued by FAA/EASA

(b) a TSO authorization accepted by FAA/EASA

SUBPART P — PERMIT TO FLY

21.A.701 Scope

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

1. showing compliance with regulations or certification specifications;
2. flying the aircraft for customer acceptance;
3. delivering or exporting the aircraft;
4. exhibition and air show;
5. flying the aircraft to a location where maintenance to be performed, or to a place of storage;
6. flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
7. record breaking, air racing or similar competition;
9. flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;
10. for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness is not appropriate.

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

21.A.703 Eligibility

(a) Any natural or legal person shall be eligible as an applicant for a permit to fly except for a permit to fly requested for the purpose of point 21.A.701(a)(10) where the applicant shall be the owner.

(b) A person eligible for an application for permit to fly, is also eligible for application for the approval of the flight conditions.

21.A.707 Application for permit to fly

(a) Pursuant to point 21.A.703 and when the applicant has not been granted the privilege to issue a permit to fly, an application for a permit to fly shall be made in a CAAB Form-21.

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

1. the purpose(s) of the flight(s), in accordance with 21.A.701;
2. the ways in which the aircraft does not comply with the applicable airworthiness requirements;
3. the flight conditions approved in accordance with 21.A.710.

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

21.A.708 Flight conditions

Flight conditions include:

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

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

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

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

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

21.A.709 Application for approval of flight conditions

(a) Pursuant to point 21.A.707(c) and when the applicant has not been granted the privilege to approve the flight conditions, an application for approval of the flight conditions shall be made:

1. when approval of the flight conditions is related to the safety of the design, to the Competent Authority of the State of Design in a form and manner established by that CAAB; or

2. when approval of the flight conditions is not related to the safety of the design, to CAAB in CAAB Form-18B.

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

1. the proposed flight conditions;

2. the documentation supporting these conditions; and

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

AMC 21.A.709(b) Submission of documentation supporting the establishment of flight conditions

Together with the application, the documentation required by 21.A.709(b) must be submitted with the approval form (CAAB Form 18B), completed with all relevant information. If the complete set of data is not available at the time of application, the missing elements can be provided later. In such cases, the approval form must be provided only when all data are available, to allow the applicant to make the statement required in box 9 of the form.

When the flight conditions are approved under a privilege, this form should be used by the approved organization to document the approval.

21.A.710 Approval of flight conditions

(a) When approval of the flight conditions is related to the safety of the design, the flight conditions shall be approved

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

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

(b) When approval of the flight conditions is not related to the safety of the design, the flight conditions shall be approved by CAAB, or the appropriately approved organization that will also issue the permit to fly.

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

21.A.711 Issue of a permit to fly

(a) The CAAB may issue a permit to fly (CAAB Form 20a):

1. Upon presentation of the data required by 21.A.707; and

2. When the conditions of 21.A.708 have been approved in accordance with 21.A.710; and

3. When the CAAB, through its own investigations, which may include inspections, or through procedures agreed with the applicant, is satisfied that the aircraft conforms to the design defined under 21.A.708 before flight.

(b) An appropriately approved continuing airworthiness management organization may issue a permit to fly (Form 20b) under privileges granted under point Part-M.A.711 of ANO Part-M, when the flight conditions referred to in 21.A.708 have been approved in accordance with 21.A.710.

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

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

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

21.A.713 Changes

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

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

21.A.715 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented to CAAB in English and where applicable in Bengali.

21.A.719 Transferability

A permit to fly is not transferable.

21.A.721 Inspections

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

21.A.723 Duration and continued validity

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

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

(b) Notwithstanding subparagraph (a), a permit to fly issued for the purpose of 21.A.701(10) may be issued for unlimited duration.

(c) Upon surrender or revocation, the permit to fly shall be returned to the CAAB.

21.A.725 Renewal of permit to fly

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

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

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

(a) Flights over or into another country by an aircraft in respect of which a permit to fly has been issued, shall require the permission of the Competent Authority of that country.

21.A.729 Record-keeping

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

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

SUBPART Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

21.A.803 Handling of Identification Data

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

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

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

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

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

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

REPEAL AND SAVINGS

1. This ANO Part-21 will repeal and savings as per the followings:

(a) As soon as may be after the commencement of this ANO Part-21, the ANO(AW) A.1, ANO(AW) A.3, ANO(AW) A.4, ANO(AW) A.6, ANO(AW) B.8, ANO(AW) B.18, ANO(AW) B.19, ANO(AW) E.9, and CAD-AIR 21/2021 shall stand repealed.

(b) Despite such repeal under paragraph (a),

1. any act done, measures taken, works done, any order, circular, or notice issued, certificate, license or permit given or any agreement entered into or document signed under the said ANO (AW) A.1, ANO(AW) A.3, ANO(AW) A.4, ANO(AW) A.6, ANO(AW) B.8, ANO(AW) B.18, ANO(AW) B.19, ANO(AW) E.9, and CAD-AIR 21/2021 shall be deemed to have done, taken, entered, issued, given, made or signed under this ANO;

2. any proceeding, going on or pending, shall, in so far as possible, be disposed of under this ANO; and

(c) any suit and other legal proceedings instituted before any court shall, if pending, be disposed of in such way as if the said ANO(AW) A.1, ANO(AW) A.3, ANO(AW) A.4, ANO(AW) A.6, ANO(AW) B.8, ANO(AW) B.18, ANO(AW) B.19, ANO(AW) E.9, and CAD-AIR 21/2021 had not been repealed

CAAB Form 1 – Authorized Release Certificate
(Refer to PART-M)

CAAB Form 15a – Airworthiness Review Certificate
(Refer to PART-M)

CAAB Form-17

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

APPLICATION FOR ACCEPTANCE OF CERTIFICATE OF TYPE APPROVAL

01.	Name of the Organization	:	
02.	Name of the Applicant	:	
03.	Address	:	
04.	Contact person of the Organization	:	
05.	Telephone	:	
06.	Fax	:	
07.	E-mail	:	
08	Product Identification ☐ Type Certificate ☐ Supplemental Type Certificate ☐ Others		
09.	Information on payment on fees: Deposit Slip No. _____ Date_____ Amount Tk. _____(in words)_____		
10 (a) Fixed Wing Aircraft			
Large Aeroplanes (CS-25/FAR-25) ☐ Over 5,700 Kgs	Small/Light Aeroplanes (CS-23/FAR-23, CS-22, CS-VLA) ☐ Over 5,700 Kg up to 8,620 Kg (including commuter) ☐ Over 1,000 Kg up to 5,700 Kg ☐ Up to 1000 Kg ☐ VLA powered sailplanes, sailplanes		

10 (b) Rotorcraft	☐ Transport Category (CS-29/ FAR-29)	☐ Normal Category (CS-27/FAR-27)	☐ Light Category (CS-VLR)
10 (c) Power plant Engines (CS-E/FAR-33) ☐ Reciprocating ☐ Turboprop ☐ Turbojet		10 (d) Propeller (CS-P/FAR-35)	
11. Type and Model of the Aircraft			
12. (a) TC No. (b) TCDS No.			
13. Restriction (if applicable)			
14. List of documents enclosed (a) Type Certificate (b) Type Certificate Data Sheet (c) Certification Compliance Book or Certification of Basis Books			
15.	Applicant's declaration		
I do hereby state that the information contained herein is correct and complete. Moreover, I agree to pay the fees levied by the Chairman in respect of the acceptance of a Type Certificate/Restricted Type Certificate or approval of a derivative and am aware of the consequences of non-payment.			
16.	Signature & Date	Name & Designation:	
This application should be sent by regular mail to: CHAIRMAN, CAAB HEADQUARTERS, KURMITOLA, DHAKA-1229, ATTENTION: Airworthiness & Engineering Division			

Note- Application for Type Certificate of restricted Type Certificate will be charged as mentioned in the ANO (AW) A.10.

CAAB Form-18

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

APPLICATION FOR APPROVAL OF THE DESIGN OF MODIFICATION AND THE DESIGN OF REPAIR

TYPE OF APPROVAL: □ **Design of Modification** □ **Design of Repair** **Classification of Modification/Repair:** □ **Major** □ **Minor**			
1. Type Certificate Holder			
2. Type Certificate Data Sheet		Aircraft/Product Type	
3. Model		Serial Number(s)	
APPLICANT DETAILS			
4. Name of the organization			
5. Address of the Organization			
6. Foreign Approval Details			
7. State of Design			
CONTACT DETAILS			
8. Name & Position			
9. Correspondence Address			
10. Email, Phone etc.			
TYPE OF MODIFICATION/REPAIR			
11. Modification	□ Significant □ Non-Significant		
12. Repair			
13. Description of Modification/Repair			
14. Purpose of Modification/Repair			
15. Affected Area (including Manuals)			

16. Certification Basis & Amendment Level (Environmental Standards if applicable)		
17. Justification		
18. List of Data (Ref. no & Title)		
19. List of Submitted documents		
20. Applicant's Declaration: I do hereby certify that the above statements are true and that the product(s) described here is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks", above. Date: Signature of the authorized person, name & designation		

CAAB Form-18B

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

FLIGHT CONDITIONS FOR A PERMIT TO FLY – APPROVAL FORM

1. Applicant *[Name of the organization providing the flight conditions and associated substantiations]*	**2. Approval Form No:** **Issue:** *[Number & issue for traceability purpose]*

3. Aircraft Manufacturer/Type	**4. Serial Number (s):**

5. Purpose:
[Purpose in accordance with 21.A.701 (a)]

6. Aircraft Configuration
The above aircraft for which a permit to fly is requested is defined to [add reference to the document(s) identifying the configuration of the aircraft]

[For changes(s) affecting the initial approval form: description of change(s).This form must be re-issued]

7. Substantiation
[References to the document(s) justifying that the aircraft (as described in 6) can perform the intended flight(s) safety under the defined conditions or restrictions]

[For changes(s) affecting the initial approval form: description of change(s).This form must be re-issued]

8. Conditions/Restrictions
The above aircraft must be used with the following conditions or restrictions

[Details of these conditions/restrictions, or reference to relevant document, including specific maintenance instructions and conditions to perform these instructions]

9. Statement
The flight conditions have been established and justified in accordance with 21.A.708.
The aircraft as defined in block 6 above has no features and characteristics making it unsafe for the intended operation under the identified conditions & restrictions.

[when approved under a privilege of an approved organization]
10. Approved under: [ORGANIZATION APPROVAL NUMBER]

11. Date of issue	**12. Name & Signature** *[Authorized signatory]*

[CAAB approval, when not approved under a privilege of an approved organization]
13. Approval & date

CAAB Form-20a

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

PERMIT TO FLY

Permit No 21P /YYYY /XX

This permit to fly is issued pursuant to CAAB ANO Part-21 and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid within Bangladesh

This permit is also valid for flight to and within other states provided separate approval is obtained from the competent authorities of such States:

1. Nationality & Registration Marks	
2. Aircraft Manufacturer/Type	
3. Aircraft Serial Number	

4. **The permit covers:** *[purpose in accordance with Part-21.A.701 (a)]*

5. Holder**:** *[in case of a permit to fly issued for the purpose of Part-21.A.701 (a) (15) this should state 'the registered owner']*

6. Conditions/Remarks:

7. Validity period:

8. Place & date of issue:	9. Signature & Name of CAAB representative:

CAAB Form 20b

PERMIT TO FLY

(Civil Aviation Authority of Bangladesh having issued the organization approval under which the Permit To Fly is issued)

Permit No 21P /YYYY /XX

This permit to fly is issued pursuant to CAAB ANO Part-21 and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid within Bangladesh

This permit is also valid for flight to and within other states provided separate approval is obtained from the competent authorities of such States:

Name & Address of the Organization Issuing the permit to fly	

1. Nationality & Registration Marks	
2. Aircraft Manufacturer/Type	
3. Aircraft Serial Number	

4. The permit covers: *[purpose in accordance with Part-21.A.701 (a)]*

5. Holder**:** *[Organization issuing the permit to fly]*

6. Conditions/Remarks:

7. Validity period:

8. Place & date of issue:	**9. Authorized Signature:** **Name:** **Approval Reference No:**

CAAB Form-21

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

APPLICATION FOR A PERMIT TO FLY

1. Applicant	
2. Aircraft Nationality & Identification Marks	
3. Aircraft owner	
4. Aircraft Manufacturer/Type	
5. Serial Number (s)	

6. Purpose of Flight

[Use terminology of 21.A.701 (a) and add any additional information for accurate description of the purpose, e.g. place, itinerary, duration…]

[For an application due to a change of purpose (ref. 21.A.713): reference to initial request and description of new purpose]

7. Expected target date(s) for the flight(s) and duration	

8. Aircraft configuration as relevant for the permit to fly

8.1 The above aircraft for which a permit to fly is requested is defined in *[add reference to the document(s) identifying the configuration of the aircraft. Same as required in AMC 21.A.263(c)(6) or AMC 21.A.709(b) application approval form 18A or 18B, box 6]*

8.2 The aircraft is in the following situation related to its maintenance schedule:

[Describe status]

9. Approval of flight conditions

[if not available at the time of application, indicate reference of request for approval]

Reference to:

1. CAAB approval, if flight conditions are approved by CAAB; or
2. DOA approval form, if approved under DOA privilege.

10. Date	**11. Name & Signature**

CAAB Form-24

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

Application for Issuance of Certificate of Airworthiness

PART I – General Information

1. Name of the registered owner .....
2. Address (in full) of the registered owner with Telephone Number .....
3. Name & address of applicant with Telephone Number .....

AIRFRAME

Aircraft Registration		Serial Number	
Previous Registration		Status	☐ New ☐ Used
TC Holder		Type Designation	
TCDS Number		Issue and Revision No.	
CAAB's Type Acceptance	☐ Yes ☐ No	Age of the aircraft	
Max. Take-off Mass	Kg	Max. Landing Mass	Kg
Weight variant		MOPSC	_____ ☐ LOPA attached
Airworthiness Category		Entry into service date	
Total Time Since New		Total cycles Since New	

ENGINES

Engine Manufacturer		Engine Type Designation		
TCDS Number		Issue and Revision No.		
	# 1	**# 2**	**# 3**	**# 4**
Engine Serial Number				
Date of installation				
Total Hours Since New				
Total Cycles Since New				
HSI Due/Overhaul Due				

PROPELLERS/ROTOR (Assembly)

Manufacturer		Prop/Rotor Type Designation		
TCDS Number		Issue and Revision No.		
	# 1	**# 2**	**# 3**	**# 4**
Prop Serial Number				
Date of installation				
Total Hours Since New				
Total Cycles Since New				
HSI Due/Overhaul Due				

APU

APU Manufacturer		APU Type Designation	
APU Serial Number			
Total Hours Since New			
Total Cycles Since New			

CERTIFICATION *(Certificate reference & date to be mentioned where applicable)*

Statement of Conformity to Type Design:		
Registration history since Production		
Certificates of the exporting country	Country of export	

Certificate of Registration	Certificate of Airworthiness
Noise Certificate	Last Operator AOC
Export C of A:	
Insurance Certificate	
AOC of the last operator	
Airworthiness Review Recommendation:	☐ Check Flight (for imported aircraft) Date:
Certificate of release to service of last base maintenance or certificate of conformity from the Manufacturer	

Copies/reports to be submitted for each item above.

CHANGES TO TYPE CERTIFICATE (*All changes must be substantiated by approvals or STC's)*

1	Description	
	Change No. or EASA/FAA STC no.	STC ref.
	AFM Supplements Ref:	
	ICA's	
	MMEL Supplements	
	Other Documents	
2	Description	
	Change No. or EASA/FAA STC no.	STC ref.
	AFM Supplements Ref:	
	ICA's	
	MMEL Supplements	
	Other Documents	

3	Description		
	Change No. or EASA/FAA STC no.	STC ref.	
	AFM Supplements Ref:		
	ICA's		
	MMEL Supplements		
	Other Documents		
4	Description		
	Change No. or EASA/FAA STC no.	STC ref.	
	AFM Supplements Ref:		
	ICA's		
	MMEL Supplements		
	Other Documents		
5	Description		
	Change No. or EASA/FAA STC no.	STC ref.	
	AFM Supplements Ref:		
	ICA's		
	MMEL Supplements		
	Other Documents		

Note: Additional pages may be used if required

REPAIRS *(All repairs must be substantiated by approvals)*

List of Repairs Reference	Date of last update

CURRENT MAINTENANCE STATUS

AMP approval reference		Date of Revision	
List of Safe life ALI/LLP		Date of last update	
List of CMR		Date of last update	
List of Damage Tolerant ALI/Structure		Date of last update	
List of Ageing Systems Maintenance		Date of last update	
List of ALI for EWIS		Date of last update	
List CDCCL & SSID		Date of last update	
List of components having retirement life		Date of last update	

List shall contain at least the following information:

(a) Task card number/Part no. (b) Description of the required action/component serial number; (c) The method of compliance; (d) Date/FH/Cycles of accomplishment; (e) Interval/remaining life (in Flight Hours/Landings/Calendar); and (f) Next Due.

CURRENT STATUS AIRWORTHINESS DIRECTIVES

List of ADs (Airframe) Reference		Date of last update	
List of ADs (Engines) Reference		Date of last update	
List of ADs (Propellers) Reference		Date of last update	
List of ADs (appliances) Reference		Date of last update	

List will contain at least the following information:

(a) AD number and latest revision date; (b) Description of the required action; (c) The method of compliance;

(d) The time in service and the date of AD accomplishment; (e)Type of AD: **one time/repeat/not applicable**; and

(f) For ADs having requirements for recurring actions the date of AD accomplishment and when the next recurring action is due (date, hours, cycles, etc.).

SERVICE BULLETINS

List of embodied service bulletins	Date of last update	

MANUALS/DOCUMENTS/REPORTS ETC.*(Copies/reports to be submitted for each item above)*

AMP Reference:	Revision date
AFM Reference:	Revision date
MEL Reference:	Revision date
DENT and BUCKLE CHART Ref	Revision date
Recent Mass & Balance Report Ref	Issue date
List of Manuals accessed from Manufacturer	Date
Check Flight Report	Date
Flammability Report	Date
Electrical Load analysis	Date
CVR intelligibility check (CRS)	Date
FDR read-out intelligibility check	Date
Recent Weight & Balance report	Date
ANO Part –IDE compliance List	Date
ECTM/ECM analysis report	Date
Last borescope report for engine(s) if applicable	Date
Engine last HIS/Overhaul report	Date
Bridging Inspection report	Date
Recent Compass Swing Report	Date
Status report on maintenance tasks associated with SPA	Date
Status report on maintenance tasks associated with modification, Repair	Date
List of Acceptable Deferred Defects	Date

Copy of signed Lease/Purchase Agreement/proof of ownership	Date
Fireproof Plate Installation	Date
Registration Marks Installation:	Date
De-Registration	Date
List of Critical Software	

AIRCRAFT CAPABILITY

	YES	NO	Remarks *(include* AFM section or equivalent , SBs incorporated (if applicable), etc) ***Notes**: If yes, separate application to be submitted to CAAB for inclusion in the Operation Specification of AOC. Please mention reference of those applications:*
MNPS	☐	☐	
RVSM	☐	☐	
EDTO/ETOPS	☐	☐	
NON-EDTO/ETOPS	☐	☐	
Low visibility operations	☐	☐	Category:
RNAV (RNP 10)	☐	☐	
RNP 4	☐	☐	
RNAV 1 (PRNAV)	☐	☐	
RNP APCH (LNAV &LNAV/VNAV)	☐	☐	
RNP APCH (LPV)	☐	☐	
RNP AR APCH	☐	☐	
ACAS II collision avoidance ver. 7.1	☐	☐	
Electronic Flight Bag	☐	☐	
CPDLC	☐	☐	
ADS-B	☐	☐	
Other capabilities	☐	☐	

PART II – Inspection Items

No.	Description	YES	NO	N/A
	Remarks: **Enter reference to applicable documents providing information/justification of compliance/No compliance or reason what item is not applicable.**			

CONTINUING AIRWORTHINESS MANAGEMENT

1	Is the operator approved, as part of the air operator certificate issued by the competent authority, pursuant PART M for this aircraft type? *Note: Only for commercial air transport.*	☐	☐	☐
	Remarks:			

2	Does the Continuing Airworthiness Management Exposition includes this aircraft Type/variant?	☐	☐	☐
	Remarks:			

3	Does the owner contract (Appendix 1 to Part-M)the tasks associated with continuing airworthiness to a continuing airworthiness management organisation approved in accordance with Section A, Subpart G of Part M? *Note: applicable to private aircraft and large aircraft.*	☐	☐	☐
	Remarks:			

4	Training and man-power resources need analyses.	☐	☐	☐
	Remarks:			

No.	Description	YES	NO	N/A
	Remarks: **Enter reference to applicable documents providing information/justification of compliance/No compliance or reason what item is not applicable.**			

5	Subscription and access to the applicable maintenance data. May include, but are not necessarily limited to: Airframe maintenance data, engine(s) maintenance data, propeller(s) maintenance data, APU maintenance data.	☐ ☐ ☐
	Remarks:	

6	Engine health monitoring contracted to: _____	☐ ☐ ☐
	Remarks:	

7	Maintenance contract covering base and line maintenance with: *(Only for commercial air transport.)* _____ _____	☐ ☐ ☐
	Remarks:	

AIRCRAFT MAINTENANCE PROGRAMME

8	Is the Aircraft Maintenance Programme (AMP) reflecting the latest TC holder's recommendations and National Requirements (IAN 03 (→)) approved by TM-CAD and available to staff, contractors, and subcontractors?	☐ ☐ ☐
	Remarks:	

9	Aircraft Maintenance Programme transfer check or inspection from the previous AMP to the proposed one. AMP bridging check date: ___/___/_____.	☐ ☐ ☐
	Remarks:	

10	Are all compliance requirements (AMP) set correctly in the maintenance tracking system (Company software). Tracking system verification date: ___/___/_____.	☐ ☐ ☐
	Remarks:	

11	Are all instructions for continuing airworthiness resulting from Modifications to the Type design included in the AMP?	☐	☐	☐
	Remarks:			

10	Are all instructions for continuing airworthiness resulting from repairs included in the AMP?	☐	☐	☐
	Remarks:			

12	Are all repetitive ADs related to Maintenance included into the AMP?	☐	☐	☐
	Remarks:			
No.	**Description**	**YES**	**NO**	**N/A**
	Remarks: **Enter reference to applicable documents providing information/justification of compliance/No compliance or reason what item is not applicable.**			

AIRCRAFT FLIGHT MANUAL

13	Is the Aircraft Flight Manual (AFM) on board at the latest available revision?	☐	☐	☐
	Remarks:			

14	Does the AFM reflect the current status/configuration of the aircraft?	☐	☐	☐
	Remarks:			

15	Does the Aircraft Flight Manual (AFM) include all applicable supplements?	☐	☐	☐
	Remarks:			

TYPE DESIGN / MODIFICATIONS

16	Is the aircraft in conformity with the TCDS?	☐	☐	☐
	Remarks:			

17	Are all modifications approved and properly recorded in the Aircraft airworthiness records?	☐	☐	☐
	Remarks:			

REPAIRS

18	Are all repairs approved and properly entered and certified in the aircraft continuing airworthiness records.	☐	☐	☐
	Remarks:			

19	Are all unrepaired damages assessed against the latest published approved data and properly recorded.	☐	☐	☐
	Remarks:			

DEFECTS

20	Are all defects closed and properly entered and certified in the aircraft continuing airworthiness records?	☐	☐	☐
	Remarks:			

21	Are all deferred defects identified and deferred in accordance with approved data, recorded, and properly set in the defect management system?	☐	☐	☐
	Remarks:			

ON BOARD DOCUMENTS

22	Are all aircraft certificates on board? May include, but are not necessarily limited to: Certificate of Registration, Certificate of Airworthiness, ARC, Noise Certificate, Radio Station Licence, Radio Apparatus Sheet, AFM status Sheet and Insurance.	☐	☐	☐
	Remarks:			

23	Are all manuals necessary for operations on board? May include, but are not necessarily limited to: Technical Log, Aircraft Flight Manual , Dent & Buckle Chart, Mass and balance schedule Etc.	☐	☐	☐
	Remarks:			

No.	**Description**	**YES**	**NO**	**N/A**
	Remarks: **Enter reference to applicable documents providing information/justification of compliance/No compliance or reason what item is not applicable.**			

AIRWORTHINESS DIRECTIVES

24	Are all Ads applicable to the airframe, engine(s), propeller(s) and equipment incorporated in the AD-Status, including their revisions?	☐	☐	☐
	Remarks:			

MASS AND BALANCE

25	Is the Mass & Balance report valid and reflecting the current configuration of the aircraft? Mass & Balance Report Ref: _____ dated: __/__/___.	☐	☐	☐
	Remarks:			

LIFE LIMITED COMPONENTS

26	Are all components affected by scheduled maintenance (certified/ service life limit) not exceeding the operating limitation and properly set into the component control system?	☐	☐	☐
	Remarks:			

I/we hereby confirm that the above data is correct and complete.

Name: Position:

Signature: Date:

CAAB Form 25

Peoples Republic of Bangladesh

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

CERTIFICATE OF AIRWORTHINESS

Certificate No. .

1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
4. Categories and/or Operation		
5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944, Section 6 of Civil Aviation Act 2017, ANO Part-21 and [……*Airworthiness Code*] in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. 6. Limitations/Remark:		
7. Date of issue:	8. Signature: *For the Chairman, Civil Aviation Authority of Bangladesh*	
9. This Certificate of Airworthiness is valid unless revoked by the Civil Aviation Authority of Bangladesh. A current Airworthiness Review Certificate shall be attached to this certificate.		

This certificate shall be carried on board during all flights

CAAB Form 25 — Issue 1

CAAB Form-26

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

Application for renewal of Airworthiness Review Certificate

1. Aircraft Type :
2. Aircraft Registration No. :
3. Aircraft serial No. :
4. Certificate of airworthiness no. :_____
5. Airworthiness Review Certificate No. :_____ Date of expiry:_____
6. Category of operation :
7. Max. Certified take-off mass of the aircraft:
8. Name and address of the registered owner:
9. Name and address of the applicant :
10. Utilization during the last twelve (12) months:
11. Aircraft Hours
    (a) TAT : as on date_____
    (b) TAC : as on date_____
    (c) Since Last ARC Renewal : TAT_____TAC_____

12. Engine as on _____ (Specify date)_____

Position	Serial No.	TSN	TSO	TBO (RS)

13. Propeller as on _____ (Specify date)

Position	Serial No.	TSN	TSO	TBO (RS)

14. Details of Scheduled Maintenance Since Last renewal of the ARC:

S/L	Type of Check	A/C Hrs./Calendar period	Place	Date

15. Details of Unscheduled Maintenance Since Last renewal of the ARC:

S/L	Description of Defects	Rectification Action Taken	A/C Hrs./Calendar period	Place	Date

16. Record of work: Major Repair and Modification carried out since last ARC renewal:

Brief description of Work / Major/ Repair /Modification	SB/Repair Order No.	Accomplished on (Specify date)

17. List of all AD(s) and CAAB mandatory inspection complied with since last ARC renewal:

AD No. and Rev. No.	Brief description	Date Accomplished

18. List of all non-applicable AD(s) [with brief reason of non-applicability]:

AD No. and Rev. No.	Brief description	Reason of non-applicability

19. List of all outstanding AD(s) [with brief reason]:

AD No. and Rev. No.	Brief description	Reason

20. List of all SB(s) incorporated since last ARC renewal:

SB No. and Rev. No.	Brief description	Date accomplished

21. Record of major component (AMP/AMS items) change since last ARC renewal:

Nomenclature	AMS / AMP task /item no.	Scheduled or Un-scheduled	Remarks

22. Abnormal occurrence if any (Overweight Landing, Lightning Strike etc.):

Brief description	Flight No. and date	Place of occurrence

23. Flight Test: (a) Last done on:_____ (b) Next due on: _____

24. Weighing: (a) Last done on: _____ (b) Next due on:_____

25. Bank Deposit Slip No.

26. Place where the Aircraft will be available for Inspection & Date:

27. List of Continuing Airworthiness Record as per M.A 305:

I / We, hereby certify that the above particulars are true in every respect and;

(a) the statements are based on official records maintained in the Continuing Airworthiness Management Organization (CAMO);

(b) the aircraft has been maintained as per the CAAB approved Maintenance Program/Schedule;

(c) No unapproved modifications have been embodied on the aircraft;

(d) All Service Bulletins affecting safety of the aircraft have been incorporated;

(e) all applicable mandatory modifications / inspections and ADs have been incorporated;

(f) the aircraft is in airworthy condition;

Submitted by: CAMO Manager	Checked by: Quality Assurance Manager

CAAB Form -44

CIVIL AVIATION AUTHORITY OF BANGLADESH

Airworthiness & Engineering Division

APPLICATION FOR NOISE CERTIFICATE

APPLICANT & AIRCRAFT DETAILS:								
1. Name & Address of owner								
2. Aircraft Registration			Aircraft MSN					
3. Type Certificate Holder								
4. Maximum Take-Off mass (kg)			Maximum Landing mass (kg)					
Type	**Make and model**	**FSN / MSN**	**Serial numbers**	**TCDS No.**	**Operating time (hours)**			
					TSN		CSN	
a) Aircraft								
b) Engine(s)								
c) Propeller(s)								
AIRCRAFT NOISE PARTICULARS								
5. Noise Certification Standard								
Lateral / Full-Power Noise Level[1]		Approach Noise Level[1]		Flyover Noise Level[1]		Over flight Noise Level[1]		Take-off Noise Level[1]
Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:								

SUPPORTING DOCUMENTS		
6. Aircraft Flight Manual		Certificate of Noise of the exporting country
7. Noise TCDS		
8. Applicant's Declaration: I do hereby certify that the above statements are true and that the product(s) described here is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks", above.		

[1] *These boxes may be omitted depending on noise certification standard.*

CAAB Form-45

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

NOISE CERTIFICATE

Noise Certificate No: .

1. Nationality and Registration Marks	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
4. Engine	5. Propeller[1]	
6. Maximum Take-off Mass (lbs.)	7. Maximum Landing Mass (lbs.)[1]	8. Noise Certification Standard
9. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards: **None**		

10. Lateral / Full-Power Noise Level[1]	11. Approach Noise Level[1]	12. Flyover Noise Level[1]	13. Overflight Noise Level[1]	14. Take-off Noise Level[1]
15. Remarks:				
16. This Noise Certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated 7 December 1944 and Regulation CAAB ANO Part-21 in respect of the abovementioned aircraft, which is considered to comply with the indicated noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.				
17. Date of issue:	18. Signature: *For the Chairman, Civil Aviation Authority of Bangladesh*			

[1] *These boxes may be omitted depending on noise certification standard.*

CAAB Form-46

CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

APPLICATION FOR ISSUE OF EXPORT CERTIFICATE OF AIRWORTHINESS

APPLICANT DETAILS:						
1. Name of CAMO						
2. Address of CAMO						
3. Name & Job Title of the applicant						
4. Applicant Contact Details						
PRODUCT DETAILS						
5. Aircraft Registration		Aircraft MSN				
6. Type Certificate Holder						
Type	**Make and model**	**FSN / MSN**	**Serial numbers**	**TCDS No.**	**Operating time (hours)**	
					TSN	CSN
a) Aircraft						
b) Engine(s)						
c) Propeller(s)						
OWNER & EXPORT DETAILS						
7. Name of owner						
8. Address of the owner						
9. Country of Export						
10. Name & Address of importer						
11. Special requirements of the importing country						
12. Proposed place and date of aircraft inspection						

SUPPORTING DOCUMENTS			
13. Airworthiness Review Certificate		Status of AD/SB	
14. Mass & Balance Report		Status of AMP compliance	
15. Report of recent test flight		Status of LLP/Hard time component	
16. Dent & Buckle Chart			
17. Has proper preventive treatments been applied to products susceptible to rapid corrosion? □Yes □No			
18. Remarks:			
19. Applicant's Declaration: I do hereby certify that the above statements are true and that the product(s) described here is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remarks", above. Date: Signature of the authorized person, name & designation			

CAAB Form-47

Peoples Republic of Bangladesh
CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Division

EXPORT CERTIFICATE OF AIRWORTHINESS

Certificate No EXXP /YYYY /XX

THIS CERTIFIES that the aircraft identified below and detailed in [INSERT TYPE CERTIFICATE NO. OF EXPORTING STATE] has been examined and, as of the date of this certificate, is considered airworthy in accordance with the regulations of [INSERT EXPORTING STATE].

The aircraft is in compliance with the Special Requirements of the Importing State as filed with the Civil Aviation Authority of Bangladesh, except as noted below.

This certificate does not attest to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Aircraft: _____

Manufacturer: _____

Model: _____

Serial No.: _____

□ New □ Used

State to which exported (if known): _____

Exceptions: _____

_____ _____

Signature of Approving Officer Date :

Specify installed engines (manufacturer, model and serial number) and, if applicable, installed propellers (manufacturer, model and serial number).

List the applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine and propeller. Listed applicable specifications or Type Certificate Data Sheet(s), if not attached to this Export Certificate, will have been forwarded to the appropriate governmental office of the importing State.

মোঃ তাজিম-উর-রহমান, উপপরিচালক (উপসচিব), বাংলাদেশ সরকারী মুদ্রণালয়, তেজগাঁও, ঢাকা কর্তৃক মুদ্রিত।
মোঃ নজরুল ইসলাম, উপপরিচালক (উপসচিব), বাংলাদেশ ফরম ও প্রকাশনা অফিস,
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