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بخش ۲۱

Civil Aviation Regulation of IR.IRAN

Part 21

تایید وسایل پرنده، محصولات، قطعات و تجهیزات مربوطه و تشکیلات

طراحی و ساخت آنها

**Certification of Aircraft and Related Products, Parts and
Appliances, and of Design and Production Organizations**

۲۸ مرداد ۱۳۸۷

18 Aug 2008

AMENDMENTS

The issue of amendments is announced regularly in the CAO.IRI website, which holders of this publication should consult. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

AMENDMENTS		
No.	Date	Entered by
1	14 Mar 09	CAO.IRI

CORRIGENDA		
No.	Date	Entered by
1	14 Mar 09	CAO.IRI
2	16 Sep 13	CAO.IRI

Foreword

1. This Regulation specifies:

- (a) the issue of type-certificates, restricted type-certificates, validation of type-certificates, supplemental type-certificates and changes to those certificates;
- (b) the issue of certificates of airworthiness, export certificate of airworthiness, restricted certificates of airworthiness, permits to fly and authorized release certificates;
- (c) the issue of repair design approvals;
- (d) the showing of compliance with environmental protection requirements;
- (e) the issue of noise certificates;
- (f) the identification of products, parts and appliances;
- (g) the certification of certain parts and appliances;
- (h) the certification of design and production organization;
- (i) the issue of airworthiness directives.

2. For the definitions and abbreviations on this Regulation may refer to the CAO.IRI CS-Definitions.

3. The content of Section A is the requirement to be met by an organization or applicant of CAO.IRI Part 21 and Section B is procedure which the CAO.IRI shall follow.

21.1 General

For the purpose of this Part, "Civil Aviation Organization of the Islamic Republic of IRAN" here in after referred to as CAO.IRI shall be the Authority.

SECTION A
TECHNICAL REQUIREMENTS

SUBPART A
GENERAL PROVISIONS

21A.1 Scope

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

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

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

21A.3 Failures, malfunctions and defects

- (a) System for Collection, Investigation and Analysis of Data. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, Iranian Technical Standard Order (ITSO) authorization, major repair design approval or any other relevant approval deemed to have been issued under this Regulation shall have a system for collecting, investigating and analyzing reports of and information related to failures, malfunctions, defects or other occurrences which cause or might cause adverse effects on the continuing airworthiness of the product, part or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, ITSO authorization, major repair design approval or any other relevant approval deemed to have been issued under this Regulation. Information about this system shall be made available to all known operators of the product, part or appliance and, on request, to any person authorized under other associated implementing Regulations.
- (b) Reporting to the CAO.IRI.
1. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, ITSO authorization, major repair design approval or any other relevant approval deemed to have been issued under this Regulation shall report to the CAO.IRI any failure, malfunction, defect or other occurrence of which it is aware related to a product, part, or appliance covered by the type-certificate, restricted type-certificate, supplemental type-certificate, ITSO authorization, major repair design approval or any other relevant approval deemed to have been issued under this Regulation, and which has resulted in or may result in an unsafe condition.
 2. These reports shall be made in a form and manner established by the CAO.IRI, as soon as practicable and in any case dispatched not later than 72 hours after the identification of the possible unsafe condition, unless exceptional circumstances prevent this.
- (c) Investigation of Reported Occurrences.
1. When an occurrence reported under point (b), or under 21A.129(f)(2) or 21A.165(f)(2) results from a deficiency in the design, or a manufacturing deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, ITSO authorization, or any other relevant approval deemed to have been issued under this Regulation, or the manufacturer as appropriate, shall investigate the reason for the deficiency and report to the CAO.IRI the results of its investigation and any action it is taking or proposes to take to correct that deficiency.

2. If the CAO.IRI finds that an action is required to correct the deficiency, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, ITSO authorization, or any other relevant approval deemed to have been issued under this Regulation, or the manufacturer as appropriate, shall submit the relevant data to the CAO.IRI.

21A.3B Airworthiness directives

- (a) An airworthiness directive means a document issued or adopted by the CAO.IRI which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.
- (b) The CAO.IRI shall issue an airworthiness directive when:
 1. an unsafe condition has been determined by the CAO.IRI to exist in an aircraft, as a result of a deficiency in the aircraft, or an engine, propeller, part or appliance installed on this aircraft; and
 2. That condition is likely to exist or develop in other aircraft.
- (c) When an airworthiness directive has to be issued by the CAO.IRI to correct the unsafe condition referred to in point (b), or to require the performance of an inspection, the holder of the type-certificate, restricted type-certificate, supplemental type-certificate, major repair design approval, ITSO authorization or any other relevant approval deemed to have been issued under this Regulation, shall:
 1. Propose the appropriate corrective action or required inspections, or both, and submit details of these proposals to the CAO.IRI for approval.
 2. Following the approval by the CAO.IRI of the proposals referred to under point (1), make available to all known operators or owners of the product, part or appliance and, on request, to any person required to comply with the airworthiness directive, appropriate descriptive data and accomplishment instructions.
- (d) An airworthiness directive shall contain at least the following information:
 1. An identification of the unsafe condition;
 2. An identification of the affected aircraft;
 3. The action(s) required;
 4. The compliance time for the required action(s);
 5. The date of entry into force.

21A.4 Coordination between design and production

Each holder of a type-certificate, restricted type-certificate, supplemental type-certificate, ITSO authorization, approval of a change to type design or approval of a repair design, shall collaborate with the production organization as necessary to ensure:

- (a) The satisfactory coordination of design and production required by 21A.122 or 21A.133 or 21A.165(c)(2) as appropriate, and
- (b) The proper support of the continued airworthiness of the product, part or appliance.

SUBPART B
TYPE-CERTIFICATES, RESTRICTED TYPE-CERTIFICATES AND TYPE VALIDATION
CERTIFICATE

21A.11 Scope

This Subpart establishes the procedure for issuing type-certificates for products and restricted type-certificates for aircraft, and type validation certificate for aircraft and engine, and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21A.13 Eligibility

- (a) Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability in accordance with point 21A.14 shall be eligible as an applicant for a type-certificate or restricted type-certificate under the conditions laid down in this Subpart.
- (b) Any natural or legal person shall be eligible as an applicant for type validation certificate

21A.14 Demonstration of capability

- (a) Any organization applying for a type-certificate or restricted type-certificate shall demonstrate its capability by holding a design organization approval, issued by the CAO.IRI in accordance with Subpart J.
- (b) By way of derogation from point (a), as an alternative procedure to demonstrate its capability, an applicant may seek CAO.IRI agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Part, when the product is one of the following:
 - 1. a sailplane or a powered sailplane, a balloon, a hot air airship; or
 - 2. a small aeroplane meeting all of the following elements:
 - (i) Single piston engine, naturally aspirated, of not more than 250 hp Maximum Take-Off Power (MTOF);
 - (ii) Conventional configuration;
 - (iii) Conventional material and structure;
 - (iv) Flights under VFR, outside icing conditions;
 - (v) Maximum 4 seats including the pilot and maximum take off mass limited to 3000 lb. (1361 kg);
 - (vi) Unpressurised cabin;
 - (vii) Non-power assisted controls;
 - (viii) Basic aerobatic flights limited to +6/-3g; or
 - 3. a piston engine; or
 - 4. an engine or a propeller type-certificated under the applicable airworthiness code for powered sailplanes; or
 - 5. a fixed or variable pitch propeller.

21A.15 Application

- (a) An applicant for a type-certificate or restricted type-certificate shall complete CAO.IRI Form 30 and submit it to the CAO.IRI.

- (b) An application for an aircraft type-certificate or restricted type-certificate shall be accompanied by a three-view drawing of that aircraft and preliminary basic data, including the proposed operating characteristics and limitations.
- (c) An application for an engine or propeller type-certificate shall be accompanied by a general arrangement drawing, a description of the design features, the operating characteristics, and the proposed operating limitations, of the engine, or propeller.
- (d) An applicant for type validation certificate shall complete CAO.IRI Form 70b and submit it to CAO.IRI.

21A.16A Airworthiness codes

The CAO.IRI issued airworthiness codes as standard means to show compliance of products, parts and appliances. Such code is sufficiently detailed and specific to indicate to applicants the conditions under which certificates will be issued.

21A.16B Special conditions

- (a) The CAO.IRI shall prescribe special detailed technical specifications, named special conditions, 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 CAO.IRI finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness code.

21A.17 Type-certification basis

- (a) The type-certification basis to be notified for the issuance of a type-certificate or a restricted type-certificate shall consist of:
 - 1. The applicable airworthiness code established by the CAO.IRI that is effective on the date of application for that certificate unless:
 - (i) Otherwise specified by the CAO.IRI; or
 - (ii) Compliance with certification specifications of later effective amendments is chosen by the applicant or required under point (c) and (d).
 - 2. Any special condition prescribed in accordance with 21A.16B (a).
- (b) An application for type-certification of large aeroplanes and large rotorcraft shall be effective for five years and an application for any other type-certificate shall be effective for three years, unless an applicant shows at the time of application that its product requires a longer period of time for design, development, and testing, and the CAO.IRI approves a longer period.
- (c) In the case where a type-certificate has not been issued, or it is clear that a type-certificate will not be issued, within the time limit established under point (b); the applicant may:

1. File a new application for a type-certificate and comply with all the provisions of point (a) applicable to an original application; or
 2. File for an extension of the original application and comply with the applicable airworthiness codes that were effective on a date, to be selected by the applicant, not earlier than the date which precedes the date of issue of the type-certificate by the time limit established under point (b) for the original application.
- (d) If an applicant choose to comply with a certification specification of an amendment to the airworthiness codes that is effective after the filing of the application for a type-certificate, the applicant shall also comply with any other amendment that the CAO.IRI finds is directly related.

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

- (a) The applicable noise requirements for the issue of a type-certificate for an aircraft are prescribed according to the provisions of Chapter 1 of Annex 16, Volume I, Part II to the Chicago Convention and:
1. for subsonic jet aeroplanes, in Volume I, Part II, Chapters 2, 3 and 4, as applicable;
 2. for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6 and 10, as applicable;
 3. for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable; and
 4. for supersonic aeroplanes, in Volume I, Part II, Chapter 12, as applicable.
- (b) The applicable emission requirements for the issue of a type-certificate for an aircraft and engine are prescribed in Annex 16 to the Chicago Convention:
1. for prevention of intentional fuel venting, in Volume II, Part II, Chapter 2;
 2. for emissions of turbo-jet and turbofan engines intended for propulsion only at subsonic speeds, in Volume II, Part III, Chapter 2; 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 CAO.IRI issued certification specifications providing for acceptable means to demonstrate compliance with the noise and the emission requirements laid down in points (a) and (b) respectively.

21A.19 Changes requiring a new type-certificate

Any natural or legal person proposing to change a product shall apply for a new type-certificate if the CAO.IRI finds that the change in design, power, thrust, or mass is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis is required.

21A.20 Compliance with the type-certification basis and environmental protection requirements

- (a) The applicant for a type-certificate or a restricted type-certificate shall demonstrate compliance with the applicable type certification basis and environmental protection requirements and shall provide the CAO.IRI with the means by which such compliance has been demonstrated.
- (b) The applicant shall provide the CAO.IRI with certification programme detailing the means for

compliance demonstration. This document shall be updated as necessary during the certification process.

- (c) The applicant shall record justification of compliance within compliance established under point (b).
- (d) The applicant shall declare that it has demonstrated compliance with the applicable type certification basis and environmental protection requirements, according to the certification programme established under point (b).
- (e) Where the applicant holds an appropriate design organization approval, the declaration shall be made according to provisions of subpart J.

21A.21 Issue of a type-certificate

The applicant shall be entitled to have a product type-certificate issued by the CAO.IRI after:

- (a) demonstrating its capability in accordance with 21A.14;
- (b) submitting the declaration referred to in 21A.20(d); and
- (c) it is shown that:
 1. The product to be certificated meets the applicable type-certification basis and environmental protection requirements designated in accordance with 21A.17 and 21A.18;
 2. Any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety;
 3. No feature or characteristic makes it unsafe for the uses for which certification is requested; and
 4. The type-certificate applicant has expressly stated that it is prepared to comply with 21A.44.
- (d) In the case of an aircraft type-certificate, the engine or propeller, or both, if installed in the aircraft, have a type-certificate issued or determined in accordance with this Regulation.

21A.23 Issue of a restricted type-certificate

- (a) For an aircraft that does not meet the provisions of 21A.21(c), the applicant shall be entitled to have a restricted type-certificate issued by the CAO.IRI after:
 1. complying with the appropriate type-certification basis established by the CAO.IRI ensuring adequate safety with regard to the intended use of the aircraft, and with the applicable environmental protection requirements;
 2. expressly stating that it is prepared to comply with 21A.44.
- (b) The engine or propeller installed in the aircraft, or both, shall:
 1. have a type-certificate issued or determined in accordance with this Regulation; or
 2. have been shown to be in compliance with the certification specifications necessary to ensure safe flight of the aircraft.

21A.31 Type design

- (a) The type design shall consist of:
 1. The drawings and specifications, and a listing of those drawings and specifications, necessary

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

(b) Each type design shall be adequately identified.

21A.33 Inspection and tests

- (a) The applicant shall perform all inspections and tests necessary to show compliance with the applicable type-certification basis and environmental protection requirements.
- (b) Before each test required by point (a) is undertaken, the applicant shall have determined:
 1. For the test specimen:
 - (i) That materials and processes adequately conform to the specifications for the proposed type design;
 - (ii) That parts of the products adequately conform to the drawings in the proposed type design;
 - (iii) That the manufacturing processes, construction and assembly adequately conform to those specified in the proposed type design; and
 2. That the test equipment and all measuring equipment used for tests are adequate for the test and are appropriately calibrated.
- (c) The applicant shall allow the CAO.IRI to make any inspection necessary to check compliance with point (b).
- (d) The applicant shall allow the CAO.IRI to review any report and make any inspection and to perform or witness any flight and ground test necessary to check the validity of the declaration of compliance submitted by the applicant under 21A.20 (b) and to determine that no feature or characteristic makes the product unsafe for the uses for which certification is requested.
- (e) For tests performed or witnessed by the CAO.IRI under point (d):
 1. The applicant shall submit to the CAO.IRI a statement of compliance with point (b); and
 2. No change relating to the test that would affect the statement of compliance may be made to a product, part or appliance between the time compliance with point (b) is shown and the time it is presented to the CAO.IRI for test.

21A.35 Flight Tests

- (a) Flight testing for the purpose of obtaining a type-certificate shall be conducted in accordance with conditions for such flight testing specified by the CAO.IRI.
- (b) The applicant shall make all flight tests that the CAO.IRI finds necessary:
 1. To determine compliance with the applicable type-certification basis and environmental protection requirements, and
 2. To determine whether there is reasonable assurance that the aircraft, its parts and appliances

are reliable and function properly for aircraft to be certificated under this Part.

(c) (Reserved)

(d) (Reserved)

(e) (Reserved)

(f) The flight tests prescribed in point (b)(2) shall include:

1. For aircraft incorporating turbine engines of a type not previously used in a type-certificated aircraft, at least 300 hours of operation with a full complement of engines that conform to a type-certificate; and
2. For all other aircraft, at least 150 hours of operation.

21A.41 Type-certificate and restricted type-certificate

The type-certificate and restricted type-certificate are both considered to include 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 CAO.IRI records compliance, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The aircraft type-certificate and restricted type-certificate, in addition, both include the type-certificate data sheet for noise. The engine type-certificate data sheet includes the record of emission compliance.

21A.44 Obligations of the holder

Each holder of a type-certificate or restricted type-certificate shall:

- (a) undertake the obligations laid down in 21A.3, 21A.3B, 21A.4, 21A.55, 21A.57 and 21A.61; and, for this purpose, shall continue to meet the qualification requirements for eligibility under 21A.14; and
- (b) specify the marking in accordance with Subpart Q.

21A.47 Transferability

Transfer of a type-certificate or restricted type-certificate may only be made to a natural or legal person that is able to undertake the obligations under 21A.44, and, for this purpose, has demonstrated its ability to qualify under the criteria of 21A.14.

21A.51 Duration and continued validity

- (a) A type-certificate, restricted type-certificate and type validation certificate shall be issued for an unlimited duration. They shall remain valid subject to:
 1. The holder remaining in compliance with this Part; and
 2. The certificate not being surrendered or revoked under the applicable administrative procedures established by the CAO.IRI.
- (b) Upon surrender or revocation, the type-certificate, restricted type-certificate and type validation certificate shall be returned to the CAO.IRI.

21A.55 Record keeping

All relevant design information, drawings and test reports, including inspection records for the product tested, shall be held by the type-certificate or restricted type-certificate holder at the disposal of the CAO.IRI and shall be retained in order to provide the information necessary to ensure the continued airworthiness and compliance with applicable environmental protection requirements of the product.

21A.57 Manuals

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

21A.61 Instructions for continued airworthiness

- (a) The holder of the type-certificate or restricted type-certificate shall furnish 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, to each known owner of one or more aircraft, engine or propeller upon its delivery or upon issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later and thereafter make those instructions available on request to any other person required to comply with any of the terms of those instructions. The availability of some manual or portion of the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight-hours/cycles.
- (b) In addition, changes to the instructions for continued airworthiness shall be made available to all known operators of the product and shall be made available on request to any person required to comply with any of those instructions. A program showing how changes to the instructions for continued airworthiness are distributed shall be submitted to the CAO.IRI.

21A.67 Type Validation Certificate

- (a) If an aircraft or an engine has been designed, constructed and type-certificated in another ICAO contracting State, the certification process generally reduces to examination of the type design record and the certification documents held by the State which initially certificated the product (State of Design).
- (b) Points 21A.67 and 21A.69 become effective on 10 August 2008. All CAO.IRI registered aircraft and related engine types before this effective date are considered as Type Validated.
- (c) On and after 10 August 2008, all imported new types of aircraft and engine which has not received type certificate from CAO.IRI shall be Type Validated according to this point.
- (d) An applicant for the issue of a type validation certificate for aircraft or engine must provide the CAO.IRI with evidence that :
 - 1. the aircraft or engine meet the applicable
 - (i) airworthiness specification; and
 - (ii) environmental protection requirements and effective at the date assigned in the foreign

- type certificate or an equivalent document, unless another date is specified in writing by the CAO.IRI; and
2. the aircraft or engine meets any special conditions imposed under the foreign type certification or as specified in writing by the CAO.IRI under point 21A.16B; and
 3. any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and
 4. there is no feature or characteristic of the product type that makes it unsafe for the intended use.

21A.69 Data requirements

The applicant shall be entitled to have aircraft or engine type validation certificate issued by CAO.IRI after complying with followings:

- (a) providing the CAO.IRI with :
1. evidence that
 - (i) the type design has been approved by an ICAO contracting State by the issue of a type certificate or an equivalent document; and
 - (ii) the type certificate or equivalent document is considered to be valid by the State of Design; and
 2. details of the airworthiness requirements complied with, for the issue of the type certificate or equivalent document specified in point (a).1, including:
 - (i) the airworthiness design standards; and
 - (ii) the effective date of the standards; and
 - (iii) any special condition imposed under the foreign type certification; and
 - (iv) any requirement not complied with and any compensating factor that provides an equivalent level of safety acceptable to the CAO.IRI; and
 - (v) any airworthiness limitation; and
 3. details of the information required in regarding environmental protection; and
 4. a list identifying the data submitted for the issue of the type certificate or equivalent document specified in point (a).1, showing compliance with the applicable airworthiness design standards; and
 5. for an aircraft, a copy of the flight manual approved under the type certificate or equivalent document specified in point (a).1 or, if the applicable design standards do not require a flight manual to be provided, a flight manual meeting the certification specification prescribed by CAO.IRI; and
 6. if required by the CAO.IRI,
 - (i) a copy of the maintenance manual for the product ; and
 - (ii) a copy of the current service information issued by the manufacturer of the product; and
 - (iii) a copy of an illustrated parts catalogue for the product; and
 7. evidence that the manufacturer, or holder of the type certificate or equivalent document specified in point (a).1, has agreed to provide the CAO.IRI with a copy of every amendment and reissue of the documents prescribed in points (a).5 and (a).6.
- (b) If the product referred to in point (a) is an aircraft type, the information required under point (a).6 must include the engine, and propeller, if applicable.
- (c) The manuals, placards, listing and instrument markings required by the applicable airworthiness and noise (where applicable) requirements are presented in English and/or Persian as appropriate.

- (d) CAO.IRI may specify in writing the range of serial numbers or models of products to which the type validation certificate relates, or redefine the applicability of the certificate if the requirements under rules 21A.67 and 21A.69 are satisfied for any additional product.

SUBPART C
(NOT APPLICABLE)

SUBPART D
CHANGES TO TYPE-CERTIFICATES
AND RESTRICTED TYPE-CERTIFICATES

21A.90A Scope

This Subpart establishes the procedure for the approval of changes to type designs and type-certificates, and establishes the rights and obligations of the applicants for, and holders of, those approvals. This subpart also defines standard changes that are not subject to an approval process under this subpart. In this Subpart, references to type-certificates include type-certificate and restricted type-certificate.

21A.90B Reserved

21A.91 Classification of changes in type design

Changes in type design are classified as minor and major. A ‘minor change’ is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, or other characteristics affecting the airworthiness of the product. Without prejudice to 21A.19, all other changes are ‘major changes’ under this Subpart. Major and minor changes shall be approved in accordance with 21A.95 or 21A.97 as appropriate, and shall be adequately identified.

21A.92 Eligibility

- (a) Only the type-certificate holder may apply for approval of a major change to a type design under this Subpart; all other applicants for a major change to a type design shall apply under Subpart E.
- (b) Any natural or legal person may apply for approval of a minor change to a type design under this Subpart.

21A.93 Application

An applicant for an approval of a change to a type design shall complete CAO.IRI Form 31 or CAO.IRI Form 32 and submit it to the CAO.IRI and shall include:

- (a) A description of the change identifying
 1. All parts of the type design and the approved manuals affected by the change; and
 2. The certification specifications and environmental protection requirements with which the change has been designed to comply in accordance with 21A.101.
- (b) Identification of any re-investigations necessary to show compliance of the changed product with the applicable certification specifications and environmental protection requirements.

21A.95 Minor changes

Minor changes in a type design shall be classified and approved either:

- (a) By the CAO.IRI; or
- (b) By an appropriately approved design organization under a procedure agreed with the CAO.IRI.

21A.97 Major changes

- (a) An applicant for approval of a major change shall:
1. Submit to the CAO.IRI substantiating data together with any necessary descriptive data for inclusion in the type design;
 2. Demonstrate that the changed product complies with applicable certification specifications and environmental protection requirements, as specified in 21A.101;
 3. Comply with point 21A.20(b), (c) and (d); and
 4. Where the applicant holds an appropriate design organization approval, make the declaration referred to in point 21.A.20(d) according to the provisions of Subpart J;
 5. Comply with 21A.33 and, where applicable, 21A.35.
- (b) Approval of a major change in a type design is limited to that or those specific configuration(s) in the type design upon which the change is made.

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

- (a) An applicant for a change to a type-certificate shall 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 application for the change, unless compliance with certification specifications of later effective amendments is chosen by the applicant or required under points (e) and (f), and with the applicable environmental protection requirements laid down in 21A.18.
- (b) By derogation from point (a), an applicant may show that the changed product complies with an earlier amendment of the airworthiness code defined in point (a), and of any other certification specification the CAO.IRI finds is directly related. However, the earlier amended airworthiness code may not precede the corresponding airworthiness code incorporated by reference in the type-certificate. The applicant may show compliance with an earlier amendment of an airworthiness code for any of the following:
1. A change that the CAO.IRI finds not to be significant. In determining whether a specific change is significant, the CAO.IRI considers the change in context with all previous relevant design changes and all related revisions to the applicable certification specifications incorporated in the type-certificate for the product. Changes that meet one of the following criteria are automatically considered significant:
 - (i) The general configuration or the principles of construction are not retained.
 - (ii) The assumptions used for certification of the product to be changed do not remain valid.
 2. Each area, system, part or appliance that the CAO.IRI finds is not affected by the change.
 3. Each area, system, part or appliance that is affected by the change, for which the CAO.IRI finds that compliance with an airworthiness code described in point (a) would not contribute materially to the level of safety of the changed product or would be impractical.
- (c) An applicant for a change to an aircraft (other than a rotorcraft) of 2 722 kg (6 000 lbs.) or less maximum weight or to a non-turbine rotorcraft of 1 361 kg (3 000 lbs.) or less maximum weight may show that the changed product complies with the type-certification basis incorporated by reference in the type-certificate. However, if the CAO.IRI finds that the change is significant in an area, the CAO.IRI may designate compliance with an amendment to the type-certification basis incorporated by reference in the type-certificate, in effect at the date of the application, and

any certification specification that the CAO.IRI finds is directly related, unless the CAO.IRI also finds that compliance with that amendment or certification specification would not contribute materially to the level of safety of the changed product or would be impractical.

- (d) If the CAO.IRI finds that the airworthiness code in effect at the date of the application for the change does not provide adequate standards with respect to the proposed change, the applicant shall also comply with any special conditions, and amendments to those special conditions, prescribed under the provisions of 21A.16B, to provide a level of safety equivalent to that established in the airworthiness code in effect at the date of the application for the change.
- (e) An application for a change to a type-certificate for large aeroplanes and large rotorcraft is effective for five years, and an application for a change to any other type-certificate is effective for three years. In a case where the change has not been approved, or it is clear that it will not be approved under the time limit established under this point, the applicant may:
 - 1. File a new application for a change to the type-certificate and comply with all the provisions of point (a) applicable to an original application for a change; or
 - 2. File for an extension of the original application and comply with the provisions of point (a) for an effective date of application, to be selected by the applicant, not earlier than the date which precedes the date of approval of the change by the time period established under this point for the original application for the change.
- (f) If an applicant chooses to comply with a certification specification of an amendment to the airworthiness codes that is effective after the filing of the application for a change to a type, the applicant shall also comply with any other certification specification that the CAO.IRI finds is directly related.

21A.103 Issue of approval

- (a) The applicant shall be entitled to have a major change to a type design approved by the CAO.IRI after:
 - 1. submitting the declaration referred to in 21A.97(a)(3); and
 - 2. It is demonstrated that:
 - (i) The changed product meets the applicable certification specifications and environmental protection requirements, as specified in 21A.101;
 - (ii) Any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and
 - (iii) No feature or characteristic makes the product unsafe for the uses for which certification is requested.
- (b) A minor change to a type design shall only be approved in accordance with 21A.95 if it is shown that the changed product meets the applicable certification specifications, as specified in 21A.101.

21A.105 Record keeping

For each 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 CAO.IRI and shall be retained in order to provide the information necessary to ensure the continued airworthiness and compliance with applicable environmental protection requirements of the changed product.

21A.107 Instructions for continued airworthiness

- (a) The holder of a minor change approval to type design shall furnish 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, to each known owner of one or more aircraft, engine, or propeller incorporating the minor change, upon its delivery, or upon issuance of the first certificate of airworthiness for the affected aircraft, whichever occurs later, and thereafter make those variations in instructions available, on request, to any other person required to comply with any of the terms of those instructions.
- (b) In addition, changes to those variations of the instructions for continued airworthiness shall be made available to all known operators of a product incorporating the minor change and shall be made available, on request, to any person required to comply with any of those instructions.

21A.109 Obligations and IPA marking

The holder of a minor change approval to type design shall:

- (a) undertake the obligations laid down in 21A.4, 21A.105 and 21A.107; and
- (b) specify the marking, including IPA (Iranian Part Approval) letters, in accordance with 21A.804 (a).

SUBPART E
SUPPLEMENTAL TYPE-CERTIFICATES

21A.111 Scope

This Subpart establishes the procedure for the approval of major changes to the type design under supplemental type certificate procedures, and establishes the rights and obligations of the applicants for, and holders of, those certificates.

21A.112A Eligibility

Any natural or legal person ('organization') that has demonstrated, or is in the process of demonstrating, its capability under 21A.112B shall be eligible as an applicant for a supplemental type-certificate under the conditions laid down in this Subpart.

21A.112B Demonstration of capability

- (a) Any organization applying for a supplemental type-certificate shall demonstrate its capability by holding a design organization approval, issued by the CAO.IRI in accordance with Subpart J.
- (b) By way of derogation from point (a), as an alternative procedure to demonstrate its capability, an applicant may seek CAO.IRI agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart.

21A.113 Application for a supplemental type-certificate

- (a) An applicant for a supplemental type-certificate shall complete CAO.IRI Form 33 and submit it to the CAO.IRI.
- (b) An application for a supplemental type-certificate shall include the descriptions and identification required by 21A.93. In addition, such an application shall include a justification that the information on which those identifications are based is adequate either from the applicant's own resources, or through an arrangement with the type-certificate holder.

21A.114 Showing of compliance

Any applicant for a supplemental type-certificate shall comply with 21A.97.

21A.115 Issue of a supplemental type-certificate

The applicant shall be entitled to have a supplemental type-certificate issued by the CAO.IRI after:

- (a) submitting the declaration referred to in point 21.A.20(d); and
- (b) it is demonstrated that:
 - 1. the changed product meets the applicable certification specifications and environmental protection requirements, as specified in point 21.A.101;
 - 2. any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety; and

3. no feature or characteristic makes the product unsafe for the uses for which certification is requested.
- (c) demonstrating its capability in accordance with point 21.A.112B;
- (d) where, under point 21.A.113(b), the applicant has entered into an arrangement with the type-certificate holder,
1. the type-certificate holder has advised that it has no technical objection to the information submitted under point 21.A.93; and
 2. the type-certificate holder has agreed to collaborate with the supplemental type-certificate holder to ensure discharge of all obligations for continued airworthiness of the changed product through compliance with points 21.A.44 and 21.A.118A.

21A.116 Transferability

A supplemental type-certificate shall only be transferred to a natural or legal person that is able to undertake the obligations of 21A.118A and for this purpose has demonstrated its ability to qualify under the criteria of 21A.112B.

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

- (a) Minor changes to that part of a product covered by a supplemental type-certificate shall be classified and approved in accordance with Subpart D.
- (b) Each major change to that part of a product covered by a supplemental type-certificate shall be approved as a separate supplemental type-certificate in accordance with this Subpart.
- (c) By way of derogation from point (b), a major change to that part of a product covered by a supplemental type certificate submitted by the supplemental type-certificate holder itself may be approved as a change to the existing supplemental type-certificate.

21A.118A Obligations and IPA marking

Each holder of a supplemental type-certificate shall:

- (a) undertake the obligations:
1. Laid down in 21A.3, 21A.3B, 21A.4, 21A.105, 21A.119 and 21A.120;
 2. Implicit in the collaboration with the type-certificate holder under 21A.115(c)(2);
- and for this purpose continue to meet the criteria of 21A.112B
- (b) specify the marking, including IPA letters, in accordance with 21A.804 (a).

21A.118B Duration and continued validity

- (a) A supplemental type-certificate shall be issued for an unlimited duration. It shall remain valid subject to:
1. The holder remaining in compliance with this Part; and
 2. the certificate not being surrendered or revoked under the applicable administrative procedures established by the CAO.IRI.
- (b) Upon surrender or revocation, the supplemental type-certificate shall be returned to the CAO.IRI.

21A.119 Manuals

The holder of a supplemental type-certificate shall produce, maintain, and update master copies of variations in the manuals required by the applicable type-certification basis and environmental protection requirements for the product, necessary to cover the changes introduced under the supplemental type-certificate, and furnish copies of these manuals to the CAO.IRI on request.

21A.120 Instructions for continued airworthiness

- (a) The holder of the supplemental type-certificate for an aircraft, engine, or propeller, shall furnish at least one set of the associated variations to the instructions for continued airworthiness, prepared in accordance with the applicable type-certification basis, to each known owner of one or more aircraft, engine, or propeller incorporating the features of the supplemental type-certificate, upon its delivery, or upon issuance of the first certificate of airworthiness for the affected aircraft, whichever occurs later, and thereafter make those variations in instructions available, on request, to any other person required to comply with any of the terms of those instructions. Availability of some manual or portion of the variations 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) In addition, changes to those variations of the instructions for continued airworthiness shall be made available to all known operators of a product incorporating the supplemental type-certificate and shall be made available, on request, to any person required to comply with any of those instructions. A program showing how changes to the variations to the instructions for continued airworthiness are distributed shall be submitted to the CAO.IRI.

SUBPART F
PRODUCTION WITHOUT PRODUCTION ORGANIZATION APPROVAL

21A.121 Scope

- (a) This Subpart establishes the procedure for demonstrating the conformity with the applicable design data of a product, part and appliance that is intended to be manufactured without a production organization approval under Subpart G.
- (b) This Subpart establishes the rules governing the obligations of the manufacturer of a product, part, or appliance being manufactured under this Subpart.

21A.122 Eligibility

Any natural or legal person may apply to show conformity of individual products, parts or appliances under this Subpart, if;

- (a) it holds or has applied for an approval covering the design of that product, part or appliance, or
- (b) it has ensured satisfactory coordination between production and design, through an appropriate arrangement with the applicant for, or holder of, an approval of such a design.

21A.124 Application

- (a) Each application for an agreement to the showing of conformity of individual products, parts and appliances under this Subpart shall complete CAO.IRI Form 50a and submit it to the CAO.IRI.
- (b) Such application shall contain:
 - 1. evidence which demonstrate, where applicable, that:
 - (i) the issuance of a production organization approval under Subpart G would be inappropriate; or
 - (ii) the certification or approval of a product, part or appliance under this Subpart is needed pending the issuance of a production organization approval under Subpart G.
 - 2. An outline of the information required by 21A.125 (b).

21A.125A Issue of a letter of agreement

The applicant shall be entitled to have a letter of agreement issued by the CAO.IRI agreeing to the showing of conformity of individual products, parts and appliances under this Subpart, after:

- (a) having established a production inspection system that ensures that each product, part or appliance conforms to the applicable design data and is in condition for safe operation.
- (b) having provided a manual that contains:
 - 1. a description of the production inspection system required under point (a),
 - 2. a description of the means for making the determinations of the production inspection system,
 - 3. a description of the tests required in points 21A.127 and 21A.128, and the names of persons authorized for the purpose of 21A.130 (a).
- (c) demonstrating that it is able to provide assistance in accordance with 21A.3A and 21A.129 (d).

21A.125B Findings

- (a) When objective evidence is found showing non-compliance of the holder of a letter of agreement with the applicable requirements of this Part, the finding shall be classified as follows:
1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable design data and which could affect the safety of the aircraft.
 2. A level two finding is any non-compliance with this Part which is not classified as level one.
- (b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under point (a).
- (c) After receipt of notification of findings according to 21B.125:
1. In case of a level one finding, the holder of the letter of agreement shall demonstrate corrective action to the satisfaction of the CAO.IRI within a period of no more than 21 working days after written confirmation of the finding;
 2. In case of level two findings, the corrective action period granted by the CAO.IRI shall be appropriate to the nature of the finding but in any case initially shall not be more than three months. In certain circumstances and subject to the nature of the finding the CAO.IRI may extend the three months period subject to the provision of a satisfactory corrective action plan agreed by the CAO.IRI.
 3. A level three finding shall not require immediate action by the holder of the letter of agreement.
- (d) In case of level one or level two findings, the letter of agreement may be subject to a partial or full limitation, suspension and revocation under 21B.145. The holder of the letter of agreement shall provide confirmation of receipt of the notice of limitation, suspension or revocation of the letter of agreement in a timely manner.

21A.125C Duration and continued validity

- (a) The letter of agreement shall be issued for a limited duration not exceeding one year. It shall remain valid unless:
1. The holder of the letter of agreement fails to demonstrate compliance with the applicable requirements of this Subpart; or
 2. There is evidence that the manufacturer cannot maintain satisfactory control of the manufacture of products, parts, or appliances under the agreement; or
 3. The manufacturer no longer meets the requirements of 21A.122; or
 4. The letter of agreement has been surrendered, revoked under 21B.145, or has expired.
- (b) Upon surrender, revocation or expiry, the letter of agreement shall be returned to the CAO.IRI.

21A.126 Production inspection system

- (a) The production inspection system required under 21A.125A(a) shall provide a means for determining that:
1. Incoming materials, and bought or subcontracted parts, used in the finished product are as specified in the applicable design data.
 2. Incoming materials, and bought or subcontracted parts, are properly identified.
 3. Processes, manufacturing techniques and methods of assembly affecting the quality and safety of the finished product are accomplished in accordance with specifications accepted by the

CAO.IRI.

4. Design changes, including material substitutions, have been approved under Subpart D or E and controlled before being incorporated in the finished product.
- (b) The production inspection system required by 21A.125A (a), shall also be such as to ensure that:
 1. Parts in process are inspected for conformity with the applicable design data at points in production where accurate determinations can be made.
 2. Materials subject to damage and deterioration are suitably stored and adequately protected.
 3. Current design drawings are readily available to manufacturing and inspection personnel, and used when necessary.
 4. Rejected materials and parts are segregated and identified in a manner that precludes installation in the finished product.
 5. Materials and parts that are withheld because of departures from design data or specifications, and that are to be considered for installation in the finished product, are subjected to an approved engineering and manufacturing review procedure. Those materials and parts determined by this procedure to be serviceable shall be properly identified and re-inspected if rework or repair is necessary. Materials and parts rejected by this procedure shall be marked and disposed of to ensure that they are not incorporated in the final product.
 6. Records produced under the production inspection system are maintained, identified with the completed product or part where practicable, and retained by the manufacturer in order to provide the information necessary to ensure the continued airworthiness of the product.

21A.127 Tests: aircraft

- (a) Each manufacturer of an aircraft manufactured under this Subpart shall establish an approved production ground and flight test procedure and check-off forms, and in accordance with those forms, test each aircraft produced, as a means of establishing relevant aspects of compliance with 21A.125A (a).
- (b) Each production test procedure shall include at least the following:
 1. A check on handling qualities;
 2. A check on flight performance (using normal aircraft instrumentation);
 3. A check on the proper functioning of all aircraft equipment and systems;
 4. A determination that all instruments are properly marked, and that all placards and required flight manuals are installed after flight test;
 5. A check of the operational characteristics of the aircraft on the ground;
 6. A check on any other items peculiar to the aircraft being tested.

21A.128 Tests: engines and propellers

Each manufacturer of engines, or propellers manufactured under this Subpart shall subject each engine, or variable pitch propeller, to an acceptable functional test as specified in the type-certificate holder's documentation, to determine if it operates properly throughout the range of operation for which it is type-certificated, as a means of establishing relevant aspects of compliance with 21A.125A (a).

21A.129 Obligations of the manufacturer

Each manufacturer of a product, part or appliance being manufactured under this Subpart shall:
(a) Make each product, part or appliance available for inspection by the CAO.IRI.

- (b) Maintain at the place of manufacture the technical data and drawings necessary to determine whether the product conforms to the applicable design data.
- (c) Maintain the production inspection system that ensures that each product conforms to the applicable design data and is in condition for safe operation.
- (d) Provide assistance to the holder of the type-certificate, restricted type-certificate or design approval in dealing with any continuing airworthiness actions that are related to the products, parts or appliances that have been produced.
- (e) Establish and maintain an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of occurrence reports in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include evaluation of relevant information relating to occurrences and the promulgation of related information.
- (f)
 - 1. Report to the holder of the type-certificate, restricted type-certificate or design approval, all cases where products, parts or appliances have been released by the manufacturer and subsequently identified to have deviations from the applicable design data, and investigate with the holder of the type-certificate, restricted type-certificate or design approval to identify those deviations which could lead to an unsafe condition.
 - 2. Report to the CAO.IRI the deviations which could lead to an unsafe condition identified according to point (1). Such reports shall be made in a form and manner established by the CAO.IRI under 21A.3A (b)(2).
 - 3. Where the manufacturer acts as supplier to another production organization, report also to that other organization all cases where it has released products, parts or appliances to that organization and subsequently identified them to have possible deviations from the applicable design data.

21A.130 Statement of conformity

- (a) Each manufacturer of a product, part or appliance manufactured under this Subpart shall raise a Statement of Conformity, a CAO.IRI Form 52, for complete aircraft, or CAO.IRI Form 1, for other products, parts or appliances. This statement shall be signed by an authorized person who holds a responsible position in the manufacturing organization.
- (b) A statement of conformity shall include:
 - 1. For each product, part or appliance a statement that the product, part or appliance conforms to the approved design data and is in condition for safe operation;
 - 2. For each aircraft, a statement that the aircraft has been ground and flight checked in accordance with 21A.127 (a); and
 - 3. For each engine, or variable pitch propeller, a statement that the engine or propeller has been subjected by the manufacturer to a final functional test, in accordance with 21A.128, and additionally in case of engines, a determination according to data provided by the engine type-certificate holder that each completed engine is in compliance with the applicable emissions requirements current at the date of manufacture of the engine.
- (c) Each manufacturer of such a product, part or appliance shall:
 - 1. Upon the initial transfer by it of the ownership of such a product, part or appliance; or
 - 2. Upon application for the original issue of an aircraft certificate of airworthiness; or

3. Upon application for the original issue of an airworthiness release document for an engine, a propeller, a part or appliance, present a current statement of conformity, for validation by the CAO.IRI.
- (d) The CAO.IRI shall validate by counter-signature the Statement of Conformity if it finds after inspection that the product, part or appliance conforms to the applicable design data and is in condition for safe operation.

SUBPART G
PRODUCTION ORGANIZATION APPROVAL

21A.131 Scope

This Subpart establishes:

- (a) The procedure for the issuance of a production organization approval for a production organization showing conformity of products, parts and appliances with the applicable design data.
- (b) The rules governing the rights and obligations of the applicant for, and holders of, such approvals.

21A.133 Eligibility

Any natural or legal person (organization) shall be eligible as an applicant for an approval under this Subpart. The applicant shall:

- (a) justify that, for a defined scope of work, an approval under this Subpart is appropriate for the purpose of showing conformity with a specific design; and
- (b) hold or have applied for an approval of that specific design; or
- (c) have ensured, through an appropriate arrangement with the applicant for, or holder of, an approval of that specific design, satisfactory coordination between production and design.

21A.134 Application

An applicant for a production organization approval shall complete CAO.IRI Form 50 and submit it to the CAO.IRI, and shall include an outline of the information required by 21A.143 and the terms of approval requested to be issued under 21A.151.

21A.135 Issue of production organization approval

An organization shall be entitled to have a production organization approval issued by the CAO.IRI when it has demonstrated compliance with the applicable requirements under this Subpart.

21A.139 Quality System

- (a) The production organization shall demonstrate that it has established and is able to maintain a quality system. The quality system shall be documented. This quality system shall be such as to enable the organization to ensure that each product, part or appliance produced by the organization or by its partners, or supplied from or subcontracted to outside parties, conforms to the applicable design data and is in condition for safe operation, and thus exercise the privileges set forth in 21A.163.
- (b) The quality system shall contain:
 - 1. As applicable within the scope of approval, control procedures for:
 - (i) Document issue, approval, or change.
 - (ii) Vendor and subcontractor assessment audit and control.
 - (iii) Verification that incoming products, parts, materials, and equipment, including items supplied new or used by buyers of products, are as specified in the applicable design data.

- (iv) Identification and traceability.
- (v) Manufacturing processes.
- (vi) Inspection and testing, including production flight tests.
- (vii) Calibration of tools, jigs, and test equipment.
- (viii) Non conforming item control.
- (ix) Airworthiness coordination with the applicant for, or holder of, the design approval.
- (x) Records completion and retention.
- (xi) Personnel competence and qualification.
- (xii) Issue of airworthiness release documents.
- (xiii) Handling, storage and packing.
- (xiv) Internal quality audits and resulting corrective actions.
- (xv) Work within the terms of approval performed at any location other than the approved facilities.
- (xvi) Work carried out after completion of production but prior to delivery, to maintain the aircraft in a condition for safe operation.
- (xvii) Issue of permit to fly and approval of associated flight conditions.

The control procedures need to include specific provisions for any critical parts.

2. An independent quality assurance function to monitor compliance with, and adequacy of, the documented procedures of the quality system. This monitoring shall include a feedback system to the person or group of persons referred to in 21A.145(c) (2) and ultimately to the manager referred to in 21A.145 (c) (1) to ensure, as necessary, corrective action.

21A.143 Exposition

- (a) The organization shall submit to the CAO.IRI a production organization exposition providing the following information:
 - 1. A statement signed by the accountable manager confirming that the production organization exposition and any associated manuals which define the approved organization's compliance with this Subpart will be complied with at all times.
 - 2. The title(s) and names of managers accepted by the CAO.IRI in accordance with 21A.145(c) (2).
 - 3. The duties and responsibilities of the manager(s) as required by 21A.145(c) (2) including matters on which they may deal directly with the CAO.IRI on behalf of the organization.
 - 4. An organizational chart showing associated chains of responsibility of the managers as required by 21A.145(c) (1) and (2).
 - 5. A list of certifying staff as referred to in 21A.145 (d).
 - 6. A general description of man-power resources.
 - 7. A general description of the facilities located at each address specified in the production organization's certificate of approval.
 - 8. A general description of the production organization's scope of work relevant to the terms of approval.
 - 9. The procedure for the notification of organizational changes to the CAO.IRI.
 - 10. The amendment procedure for the production organization exposition.
 - 11. A description of the quality system and the procedures as required by 21A.139 (b) (1).
 - 12. A list of those outside parties referred to in 21A.139 (a).
- (b) The production organization exposition shall be amended as necessary to remain an up-to-date description of the organization, and copies of any amendments shall be supplied to the CAO.IRI.

21A.145 Approval requirements

The production organization shall demonstrate, on the basis of the information submitted in accordance with 21A.143 that:

- (a) with regard to general approval requirements, facilities, working conditions, equipment and tools, processes and associated materials, number and competence of staff, and general organization are adequate to discharge obligations under 21A.165.

- (b) with regard to all necessary airworthiness, noise, fuel venting and exhaust emissions data:
 1. The production organization is in receipt of such data from the CAO.IRI, and from the holder of, or applicant for, the type-certificate, restricted type-certificate or design approval, to determine conformity with the applicable design data.
 2. The production organization has established a procedure to ensure that airworthiness, noise, fuel venting and exhaust emissions data are correctly incorporated in its production data.
 3. Such data are kept up to date and made available to all personnel who need access to such data to perform their duties.

- (c) with regard to management and staff:
 1. A manager has been nominated by the production organization, and is accountable to the CAO.IRI. His or her responsibility within the organization shall consist of ensuring that all production is performed to the required standards and that the production organization is continuously in compliance with the data and procedures identified in the exposition referred to in 21A.143.
 2. A person or group of persons have been nominated by the production organization to ensure that the organization is in compliance with the requirements of this Part, and are identified, together with the extent of their authority. Such person(s) shall act under the direct authority of the accountable manager referred to in point (1). The persons nominated shall be able to show the appropriate knowledge, background and experience to discharge their responsibilities.
 3. Staff at all levels have been given appropriate authority to be able to discharge their allocated responsibilities and that there is full and effective coordination within the production organization in respect of airworthiness, noise, fuel venting and exhaust emission data matters.

- (d) with regard to certifying staff, authorized by the production organization to sign the documents issued under 21A.163 under the scope or terms of approval:
 1. The knowledge, background (including other functions in the organization), and experience of the certifying staff are appropriate to discharge their allocated responsibilities.
 2. The production organization maintains a record of all certifying staff which shall include details of the scope of their authorization.
 3. Certifying staff are provided with evidence of the scope of their authorization.

21A.147 Changes to the approved production organization

- (a) After the issue of a production organization approval, each change to the approved production organization that is significant to the showing of conformity or to the airworthiness and characteristics of noise, fuel venting and exhaust emissions of the product, part or appliance, particularly changes to the quality system, shall be approved by the CAO.IRI. An application for approval shall be submitted in writing to the CAO.IRI and the organization shall demonstrate to

the CAO.IRI before implementation of the change, that it will continue to comply with this Subpart.

- (b) The CAO.IRI shall establish the conditions under which a production organization approved under this Subpart may operate during such changes unless the CAO.IRI determines that the approval should be suspended.

21A.148 Changes of location

A change of the location of the manufacturing facilities of the approved production organization shall be deemed of significance and therefore shall comply with 21A.147.

21A.149 Transferability

Except as a result of a change in ownership, which is deemed significant for the purposes of 21A.147, a production organization approval is not transferable.

21A.151 Terms of approval

The terms of approval shall identify the scope of work, the products or the categories of parts and appliances, or both, for which the holder is entitled to exercise the privileges under 21A.163. Those terms shall be issued as part of a production organization approval.

21A.153 Changes to the terms of approval

Each change to the terms of approval shall be approved by the CAO.IRI. An applicant for a change to the terms of approval shall complete CAO.IRI Form 51 and submit it to the CAO.IRI. The applicant shall comply with the applicable requirements of this Subpart.

21A.157 Investigations

A production organization shall make arrangements that allow the CAO.IRI to make any investigations, including investigations of partners and subcontractors, necessary to determine compliance and continued compliance with the applicable requirements of this Subpart.

21A.158 Findings

- (a) When objective evidence is found showing non compliance of the holder of a production organization approval with the applicable requirements of this Part, the finding shall be classified as follows:
 - 1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable design data and which could affect the safety of the aircraft.
 - 2. A level two finding is any non-compliance with this Part which is not classified as level one.
- (b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under point (a).
- (c) After receipt of notification of findings according to 21B.225,
 - 1. In case of a level one finding, the holder of the production organization approval shall demonstrate corrective action to the satisfaction of the CAO.IRI within a period of no more than 21 working days after written confirmation of the finding,

2. In case of level two findings, the corrective action period granted by the CAO.IRI shall be appropriate to the nature of the finding but in any case initially shall not be more than three months. In certain circumstances and subject to the nature of the finding the CAO.IRI may extend the three months period subject to the provisions of a satisfactory corrective action plan agreed by the CAO.IRI.
 3. A level three finding shall not require immediate action by the holder of the production organization approval.
- (d) In case of level one or level two findings, the production organization approval may be subject to a partial or full limitation, suspension or revocation under 21B.245. The holder of the production organization approval shall provide confirmation of receipt of the notice of limitation, suspension or revocation of the production organization approval in a timely manner.

21A.159 Duration and continued validity

- (a) A production organization approval shall be issued for a limited duration not exceeding one year. It shall remain valid unless:
1. The production organization fails to demonstrate compliance with the applicable requirements of this Subpart; or
 2. The CAO.IRI is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with 21A.157; or
 3. There is evidence that the production organization cannot maintain satisfactory control of the manufacture of products, parts or appliances under the approval; or
 4. The production organization no longer meets the requirements of 21A.133; or
 5. The certificate has been surrendered or revoked under 21B.245.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAO.IRI.

21A.163 Privileges

Pursuant to the terms of approval issued under 21A.135, the holder of a production organization approval may:

- (a) Perform production activities under this Part.
- (b) In the case of complete aircraft and upon presentation of a Statement of Conformity (CAO.IRI Form 52) under 21A.174, obtain an aircraft certificate of airworthiness and a noise certificate without further showing.
- (c) In the case of other products, parts or appliances issue authorized release certificates (CAO.IRI Form 1) under 21A.307 without further showing.
- (d) Maintain a new aircraft that it has produced and issue a certificate of release to service (CAO.IRI Form 53) in respect of that maintenance.

21A.165 Obligations of the holder

The holder of a production organization approval shall:

- (a) Ensure that the production organization exposition furnished in accordance with 21A.143 and the documents to which it refers, are used as basic working documents within the organization.

-
- (b) Maintain the production organization in conformity with the data and procedures approved for the production organization approval.
 - (c)
 - 1. Determine that each completed aircraft conforms to the type design and is in condition for safe operation prior to submitting Statements of Conformity to the CAO.IRI, or
 - 2. Determine that other products, parts or appliances are complete and conform to the approved design data and are in condition for safe operation before issuing CAO.IRI Form 1 to certify conformity to approval design data and condition for safe operation, and additionally in case of engines, determine according to data provided by the engine type-certificate holder that each completed engine is in compliance with the applicable emissions requirements as defined in 21A.18(b), current at the date of manufacture of the engine, to certify emissions compliance, or
 - 3. Determine that other products, parts or appliances conform to the applicable data before issuing CAO.IRI Form 1 as a conformity certificate;
 - (d) Record all details of work carried out.
 - (e) Establish and maintain an internal occurrence reporting system in the interest of safety, to enable the collection and assessment of occurrence reports in order to identify adverse trends or to address deficiencies, and to extract reportable occurrences. This system shall include evaluation of relevant information relating to occurrences and the promulgation of related information.
 - (f)
 - 1. Report to the holder of the type-certificate or design approval, all cases where products, parts or appliances have been released by the production organization and subsequently identified to have possible deviations from the applicable design data, and investigate with the holder of the type-certificate or design approval in order to identify those deviations which could lead to an unsafe condition.
 - 2. Report to the CAO.IRI the deviations which could lead to an unsafe condition identified according to point (1). Such reports shall be made in a form and manner established by the CAO.IRI under 21A.3 (b) (2).
 - 3. Where the holder of the production organization approval is acting as a supplier to another production organization, report also to that other organization all cases where it has released products, parts or appliances to that organization and subsequently identified them to have possible deviations from the applicable design data.
 - (g) Provide assistance to the holder of the type-certificate or design approval in dealing with any continuing airworthiness actions that are related to the products parts or appliances that have been produced.
 - (h) Establish an archiving system incorporating requirements imposed on its partners, suppliers and subcontractors, ensuring conservation of the data used to justify conformity of the products, parts or appliances. Such data shall be held at the disposal of the CAO.IRI and be retained in order to provide the information necessary to ensure the continuing airworthiness of the products, parts or appliances.
 - (i) Where, under its terms of approval, the holder issues a certificate of release to service, determine that each completed aircraft has been subjected to necessary maintenance and is in condition for safe operation, prior to issuing the certificate.

SUBPART H
CERTIFICATES OF AIRWORTHINESS AND RESTRICTED CERTIFICATES OF AIRWORTHINESS

21A.171 Scope

This Subpart establishes the procedure for issuing airworthiness certificates.

21A.172 Eligibility

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

21A.173 Classification

Airworthiness certificates shall be classified as follows:

- (a) Certificates of airworthiness shall be issued to aircraft which conform to a type-certificate that has been issued in accordance with this Part.
- (b) Restricted certificates of airworthiness shall be issued to aircraft:
 - 1. Which conform to a restricted type-certificate that has been issued in accordance with this Part;
or
 - 2. Which have been shown to CAO.IRI to comply with specific airworthiness specifications ensuring adequate safety.

21A.174 Application

- (a) Pursuant to point 21.A.172, the application form "CAO.IRI Form 126" for an airworthiness certificate shall be completed and submit to the CAO.IRI.
- (b) Each application for a certificate of airworthiness or restricted certificate of airworthiness shall include:
 - 1. The class of airworthiness certificate applied for;
 - 2. With regard to new aircraft:
 - (i) A statement of conformity:
 - A. Issued under point 21.A.163 (b), or
 - B. Issued under point 21.A.130 and validated by CAO.IRI, or
 - C. For an imported aircraft, a export certificate of airworthiness. (if not practicable statement of conformity signed by manufacture or state of manufacture that the aircraft conforms to a design approved);
 - (ii) A weight and balance report with a loading schedule;
 - (iii). The flight manual, when required by the applicable airworthiness code for the particular aircraft;

3. With regard to used aircraft:

- (i) Originating from Islamic Republic of Iran, an airworthiness review certificate issued in accordance with Part-M;

- (ii) Originating from other ICAO contracting states
 - A. A export certificate of airworthiness or a statement by authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at time of transfer,
 - B. A weight and balance report with a loading schedule,
 - C. The flight manual when such material is required by the applicable airworthiness code for the particular aircraft,
 - D. Historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness under point 21.B.327(c),
 - E. A recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and an airworthiness review certificate following an airworthiness review in accordance with Part-M.

(c) Unless otherwise agreed, the statements referred to in points (b)(2)(i) and (b)(3)(ii) shall be issued no more than 60 days before presentation of the aircraft to CAO.IRI.

21A.175 Language

- (a) The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in Persian or English or Russian as appropriate.
- (b) By derogation of paragraph (a) the cabin placards shall be presented in English and Persian as appropriate.

21A.177 Amendment or modification

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

21A.179 Transferability and re-issuance

- (a) Where ownership of an aircraft has changed:
 - 1. if it remains on the same register mark, the certificate of airworthiness, or the restricted certificate of airworthiness conforming to a restricted type-certificate only, shall be transferred together with the aircraft;
 - 2. if the aircraft registration changed, the certificate of airworthiness, or the restricted certificate of airworthiness conforming to a restricted type-certificate only, shall be issued:
 - (i) upon presentation of the former certificate of airworthiness and of a valid airworthiness review certificate issued under Part-M, and
 - (ii) when satisfying 21A.175.

- (b) Where ownership of an aircraft has changed, and the aircraft has a restricted certificate of airworthiness not conforming to a restricted type-certificate, the airworthiness certificates shall be transferred together with the aircraft provided the aircraft remains on the same register, or

issued only with the formal agreement of CAO.IRI to which it is transferred.

21A.180 Inspections

The holder of the airworthiness certificate shall provide access to the aircraft and related documents and records for which that airworthiness certificate has been issued upon request by CAO.IRI

21A.181 Duration and continued validity

- (a) An airworthiness certificate shall be issued for duration not exceeding three year. It shall remain valid subject to:
1. Compliance with the applicable type-design and continuing airworthiness requirements; and
 2. The aircraft remaining on the same register; and
 3. The type-certificate or restricted type-certificate under which it is issued not being previously invalidated under 21A.51.
 4. The certificate not being surrendered or revoked under 21B.330.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAO.IRI.

21A.182 Aircraft identification

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

SUBPART I
NOISE CERTIFICATES

21A.201 Scope

This Subpart establishes the procedure for issuing noise certificates.

21A.203 Eligibility

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

21A.204 Application

- (a) Pursuant to 21A.203, an applicant for a noise certificate shall complete CAO.IRI Form 146 and submit it to the CAO.IRI.
- (b) With regard to new aircraft manufactured in the Islamic Republic of IRAN each application shall include:
1. a statement of conformity:
 - (i) issued under 21A.163(b), or
 - (ii) issued under 21A.130 and validated by the CAO.IRI
 2. 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.
- (c) With regard to imported new aircraft each application for a shall include:
1. CAO.IRI type certificate or type validation certificate
 2. Export certificate of airworthiness, or a statement signed by the exporting authority that the aircraft conforms to design approved by CAO.IRI.
 3. By way of derogation of point 2, CAO.IRI in certain cases may accept one of the following statements:
 - (i) A statement of conformity issued by an approved production organization.
 - (ii) A statement of conformity issued by the manufacturer in case of production without production organization approval and validated by the exporting authority
 4. 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.
- (d) with regard to used aircraft each application for a shall include:
1. 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
 2. Historical records to establish the production, modification, and maintenance standard of the aircraft.
- (c) Unless otherwise agreed, the statements referred to in points (c) (2) shall be issued no more than 60 days before presentation of the aircraft to the CAO.IRI.

21A.205 Issue of noise certificates

The CAO.IRI shall issues a noise certificate upon presentation of the documents required by 21A.204.

21A.207 Amendment or modification

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

21A.209 Transferability and re-issuance

Where ownership of an aircraft has changed:

- (a) if the aircraft remains on the same register, the noise certificate shall be transferred together with the aircraft; or
- (b) if the aircraft registration has changed, the noise certificate shall be re-issued upon presentation of the former noise certificate.

21A.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 CAO.IRI for inspection.

21A.211 Duration and continued validity

- (a) A noise certificate shall be issued for a limited duration not exceeding more than one year. It shall remain valid subject to:
 - 1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and
 - 2. the aircraft remaining on the same register; and
 - 3. the type-certificate or restricted type-certificate under which it is issued not being previously invalidated under 21A.51.
 - 4. the certificate not being surrendered or revoked under 21B.430.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAO.IRI.

SUBPART J
DESIGN ORGANIZATION APPROVAL

21A.231 Scope

This Subpart establishes the procedure for the approval of design organizations and rules governing the rights and obligations of applicants for, and holders of, such approvals.

21A.233 Eligibility

Any natural or legal person ('organization') shall be eligible as an applicant for an approval under this Subpart

- (a) in accordance with 21A.14, 21A.112B, 21A.432B or 21A.602B; or
- (b) for approval of minor changes or minor repair design, when requested for the purpose of obtaining privileges under 21A.263.

21A.234 Application

Each applicant for a design organization approval shall complete CAO.IRI Form 80 and submit it to the CAO.IRI and shall include an outline of the information required by 21A.243, and the terms of approval requested to be issued under 21A.251.

21A.235 Issue of design organization approval

An organization shall be entitled to have a design organization approval issued by the CAO.IRI when it has demonstrated compliance with the applicable requirements under this Subpart.

21A.239 Design assurance system

- (a) The design organization shall demonstrate that it has established and is able to maintain a design assurance system for the control and supervision of the design, and of design changes, of products, parts and appliances covered by the application. This design assurance system shall be such as to enable the organization:
 - 1. To ensure that the design of the products, parts and appliances or the design change thereof, comply with the applicable type-certification basis and environmental protection requirements; and
 - 2. To ensure that its responsibilities are properly discharged in accordance with:
 - (i) The appropriate provisions of this Part; and
 - (ii) The terms of approval issued under 21A.251.
 - 3. To independently monitor the compliance with, and adequacy of, the documented procedures of the system. This monitoring shall include a feed-back system to a person or a group of persons having the responsibility to ensure corrective actions.
- (b) The design assurance system shall include an independent checking function of the showings of compliance on the basis of which the organization submits compliance statements and associated documentation to the CAO.IRI.
- (c) The design organization shall specify the manner in which the design assurance system accounts for the acceptability of the parts or appliances designed or the tasks performed by partners or

subcontractors according to methods which are the subject of written procedures.

21A.243 Data

- (a) The design organization shall furnish a handbook to the CAO.IRI describing, directly or by cross-reference, the organization, the relevant procedures and the products or changes to products to be designed.
- (b) Where any parts or appliances or any changes to the products are designed by partner organizations or subcontractors, the handbook shall include a statement of how the design organization is able to give, for all parts and appliances, the assurance of compliance required by 21A.239 (b), and shall contain, directly or by cross-reference, descriptions and information on the design activities and organization of those partners or subcontractors, as necessary to establish this statement.
- (c) The handbook shall be amended as necessary to remain an up-to-date description of the organization, and copies of amendments shall be supplied to the CAO.IRI.
- (d) The design organization shall furnish a statement of the qualifications and experience of the management staff and other persons responsible for making decisions affecting airworthiness and environmental protection in the organization.

21A.245 Approval requirements

The design organization shall demonstrate, on the basis of the information submitted in accordance with 21A.243 that, in addition to complying with 21A.239:

- (a) The staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to be able to discharge their allocated responsibilities and that these, together with the accommodation, facilities and equipment are adequate to enable the staff to achieve the airworthiness and environmental protection objectives for the product.
- (b) There is full and efficient coordination between departments and within departments in respect of airworthiness and environmental protection matters.

21A.247 Changes in design assurance system

After the issue of a design organization approval, each change to the design assurance system that is significant to the showing of compliance or to the airworthiness and environmental protection of the product, shall be approved by the CAO.IRI. An application for approval shall be submitted in writing to the CAO.IRI and the design organization shall demonstrate to the CAO.IRI, on the basis of submission of proposed changes to the handbook, and before implementation of the change, that it will continue to comply with this Subpart after implementation.

21A.249 Transferability

Except as a result of a change in ownership, which is deemed significant for the purposes of 21A.247, a design organization approval is not transferable.

21A.251 Terms of approval

The terms of approval shall identify the types of design work, the categories of products, parts and appliances for which the design organization holds a design organization approval, and the functions and duties that the organization is approved to perform in regard to the airworthiness and characteristics of noise, fuel venting and exhaust emissions of products. For design organization approval covering type-certification or ITSO authorization for Auxiliary Power Unit (APU), the terms of approval shall contain in addition the list of products or APU. Those terms shall be issued as part of a design organization approval.

21A.253 Changes to the terms of approval

Each change to the terms of approval shall be approved by the CAO.IRI. An application for a change to the terms of approval shall complete CAO.IRI Form 82 and submit it to the CAO.IRI. The design organization shall comply with the applicable requirements of this Subpart.

21A.257 Investigations

- (a) The design organization shall make arrangements that allow the CAO.IRI to make any investigations, including investigations of partners and subcontractors, necessary to determine compliance and continued compliance with the applicable requirements of this Subpart.
- (b) The design organization shall allow the CAO.IRI to review any report and make any inspection and perform or witness any flight and ground test necessary to check the validity of the compliance statements submitted by the applicant under 21A.239 (b).

21A.258 Findings

- (a) When objective evidence is found showing non-compliance of the holder of a design organization approval with the applicable requirements of this Part, the finding shall be classified as follows:
 - 1. A level one finding is any non-compliance with this Part which could lead to uncontrolled non-compliances with applicable requirements and which could affect the safety of the aircraft.
 - 2. A level two finding is any non-compliance with this Part which is not classified as level one.
- (b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under point (a).
- (c) After receipt of notification of findings under the applicable administrative procedures established by the CAO.IRI,
 - 1. In case of a level one finding, the holder of the design organization approval shall demonstrate corrective action to the satisfaction of the CAO.IRI within a period of no more than 21 working days after written confirmation of the finding;
 - 2. In case of level two findings, the corrective action period granted by the CAO.IRI shall be appropriate to the nature of the finding but in any case initially shall not be more than three months. In certain circumstances and subject to the nature of the finding the CAO.IRI may extend the three months period subject to the provisions of a satisfactory corrective action plan agreed by the CAO.IRI.
 - 3. A level three finding shall not require immediate action by the holder of the design

organization approval.

- (d) In case of level one or level two findings, the design organization approval may be subject to a partial or full suspension or revocation under the applicable administrative procedures established by the CAO.IRI. The holder of the design organization approval shall provide confirmation of receipt of the notice of suspension or revocation of the design organization approval in a timely manner.

21A.259 Duration and continued validity

- (a) A design organization approval shall be issued for a limited duration not exceeding more than one year. It shall remain valid unless:
1. The design organization fails to demonstrate compliance with the applicable requirements of this Subpart; or
 2. The CAO.IRI is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with 21A.257; or
 3. There is evidence that the design assurance system cannot maintain satisfactory control and supervision of the design of products or changes thereof under the approval; or
 4. the certificate has been surrendered or revoked under the applicable administrative procedures established by the CAO.IRI.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAO.IRI.

21A.263 Privileges

- (a) The holder of a design organization approval shall be entitled to perform design activities under this Part and within its scope of approval.
- (b) Subject to 21A.257(b), compliance documents submitted by the applicant for the purpose of obtaining :
1. the approval of flight conditions required for a permit to fly; or
 2. a type-certificate or approval of a major change to a type design; or
 3. a supplemental type-certificate; or
 4. an ITSO authorization under 21A.602B (b)(1); or
 5. a major repair design approval;
- may be accepted by the CAO.IRI without further verification.
- (c) The holder of a design organization approval shall be entitled, within its terms of approval and under the relevant procedures of the design assurance system:
1. to classify changes to type design and repairs as ‘major’ or ‘minor’.
 2. to approve minor changes to type design and minor repairs.
 3. to issue information or instructions containing the following statement: ‘The technical content of this document is approved under the authority of DOA nr. [DO]- [xy].’
 4. to approve minor revisions to the aircraft flight manual, and issue such revisions containing the following statement: ‘Revision nr. xx to AFM (or supplement) ref. yyy, is approved under the authority of DOA nr.[DO]- [xy].’
 5. to approve the design of major repairs to products or Auxiliary Power Units for which it holds the type-certificate or the supplemental type-certificate or ITSO Authorization.

6. To approve the conditions under which a permit to fly can be issued in accordance with point 21A.710 (a) (2), except for permits to fly to be issued for the purpose of point 21.A.701 (a) (15);
7. to issue a permit to fly in accordance with point 21.A.711 (b) for an aircraft it has designed or modified, or for which it has approved under point 21.A.263(c) (6) the conditions under which the permit to fly can be issued, and when the design organization itself is controlling under its Design Organization Approval the configuration of the aircraft and is attesting conformity with the design conditions approved for the flight.

21A.265 Obligations of the holder

The holder of a design organization approval shall:

- (a) Maintain the handbook in conformity with the design assurance system;
- (b) Ensure that this handbook is used as a basic working document within the organization;
- (c) Determine that the design of products, or changes or repairs thereof, as applicable, comply with applicable requirements and have no unsafe feature;
- (d) Except for minor changes or repairs approved under the privilege of 21A.263, provide to the CAO.IRI statements and associated documentation confirming compliance with point (c);
- (e) Provide to the CAO.IRI information or instructions related to required actions under 21A.3B.
- (f) where applicable, under the privilege of point 21.A.263(c) (6), determine the conditions under which a permit to fly can be issued;
- (g) where applicable, under the privilege of point 21.A.263(c) (7), establish compliance with points 21.A.711(b) and (e) before issuing a permit to fly to an aircraft

SUBPART K
PARTS AND APPLIANCES

21A.301 Scope

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

21A.303 Compliance with applicable requirements

The showing of compliance of parts and appliances to be installed in a type-certificated product shall be made:

- (a) In conjunction with the type-certification procedures of Subpart B, D or E for the product in which it is to be installed; or
- (b) Where applicable, under the ITSO authorization procedures of Subpart O; or
- (c) In the case of standard parts, in accordance with officially recognized Standards.

21A.305 Approval of parts and appliances

In all cases where the approval of a part or appliance is explicitly required by Civil Aviation Regulation of IR.IRAN, the part or appliance shall comply with the applicable ITSO or with the specifications recognized as equivalent by the CAO.IRI in the particular case.

21A.307 Release of parts and appliances for installation

No part or appliance (except a standard part), shall be eligible for installation in a type-certificated product unless it is:

- (a) Accompanied by an authorized release certificate (CAO.IRI Form 1), certifying airworthiness; and
- (b) Marked in accordance with Subpart Q.

SUBPART L
EXPORT CERTIFICATE OF AIRWORTHINESS

21A.321 Scope

This Subpart establishes the procedure for issuing export certificate of airworthiness for an aircraft and CAO.IRI Form1 (authorized release certificates) for the export of an engine, part and appliance and Rules governing the holders of those approvals.

21A.322 Eligibility

Any exporter or exporter's authorized representative may apply for the issue of an export certificate of airworthiness for an aircraft or CAO.IRI Form1 (authorized release certificates) for the export of an engine, part and an appliance

21A.323 Reserved

21A.325 Reserved

21A.327 Application

- (a) An applicant for the issue of an export certificate of airworthiness shall complete CAO.IRI Form 90, and submit it to the CAO.IRI with
1. Evidence that:
 - (i) the product conforms to a type design acceptable to the State of the importer; and
 - (ii) any special certification condition of the State of the importer has been met; and
 - (iii) the State of the importer accepts any exception to be listed in the certificate; and
 - (iv) the product has been identified in accordance with Subpart Q; and
 - (v) the applicable airworthiness directives have been complied with; and
 2. Any log book, modification and repair form, and historical record that the CAO.IRI may require for other than a new product; and
 3. a description of any method used, including the duration of the effectiveness of the method, for the preservation and packaging of a product, to protect it against corrosion and damage while in transit or storage; and
 4. The date when ownership passed, or is expected to pass, to a purchaser in the State of the importer; and
 5. The date on which any document that is not available at the date of application is expected to become available; and
 6. Supporting documentation for any variance to this Subpart; and
 7. Further particulars relating to the product and the applicant, if required by the CAO.IRI as indicated in the form.
- (b) An applicant for the issue of an export certificate of airworthiness for an aircraft must, in addition to point (a), provide the CAO.IRI with:
1. evidence that:
 - (i) for a new aircraft, it has been manufactured under the authority of a manufacturing organization certificate issued in accordance with Part 21; and
 - (ii) for other than a new aircraft, it possesses or qualifies for an airworthiness certificate under Subpart H; and
 - (iii) the aircraft is issued with the appropriate flight manual and, for a new aircraft,

maintenance manual; and

(iv) a weight and balance report has been completed, with a loading schedule if applicable; and

(v) the aircraft has, within 60 days before the application for the export certificate of airworthiness, undergone a 100 hour, or equivalent, inspection in accordance with a manufacturer's maintenance schedule, or an equivalent inspection acceptable to the CAO.IRI; and

(vi) any installations incorporated for the purpose of export delivery comply with the applicable airworthiness requirements or have been approved by the issue of a permit to fly in accordance with subpart p and

2. Confirmation that any installation described in point (b) (1) (vi) is to be removed and the aircraft restored to the approved type configuration upon completion of the delivery flight.

(c) The applicant must make the product that is the subject of the export certificate of airworthiness and associated data available for inspection if required by the CAO.IRI.

21A.333 Issue of export certificate of airworthiness

(a) The CAO.IRI may issue an export certificate of airworthiness for an aircraft and an applicant is entitled to an export certificate of airworthiness if the CAO.IRI is satisfied that:

1. the applicant meets the applicable requirements of this Subpart; and
2. the issue of the certificate is not contrary to the interests of aviation safety; and
3. any airworthiness requirement that is not complied with is compensated for by a factor that provides an acceptable level of safety.

(b) Notwithstanding point (a)(1), the CAO.IRI may issue an export certificate of airworthiness for a product that does not meet every airworthiness requirement of 21A.331 if the applicant provides written evidence that the non-compliance with any particular requirement is acceptable to the State of the importer.

(c) An export certificate of airworthiness issued by the CAO.IRI under this Subpart may be subject to conditions as the CAO.IRI considers appropriate in each particular case; and does not authorize the installation or use of a product.

21A.335 Validity of certificate

(a) An export certificate of airworthiness issued under this Subpart shall remain valid, providing there is no subsequent design change to the product, until the completion of delivery to the importer's State.

(b) The holder of an export certificate of airworthiness invalidated because of a design change shall be returned the certificate to the CAO.IRI.

21A.337 Transfer of certificate

An export certificate of airworthiness is transferred with the product.

21A.339 Use of CAO.IRI Form1(authorized release certificate) for export

(a) The CAO.IRI Form1(authorized release certificate) must only be used for the export of a part or appliance if:

The part or appliance:

- (i) is new, has been newly overhauled, or was last installed in an aircraft which possesses a valid standard or restricted category airworthiness certificate and the part or appliance is fit for release to service; and
- (ii) conforms to approved design data; and
- (iii) is in a condition for safe operation; and
- (iv) meets any special conditions for import required by the State of the importer; and

The CAO.IRI Form1(authorized release certificate) has been issued in accordance with the procedures of :

- (i) An aircraft maintenance organization certificated in accordance with Part 145; or
- (ii) An aircraft manufacturing organization certificated in accordance with Part 21.

(b) A part or appliance does not need to meet every requirement under point (a) if the State of the importer indicates in writing that the part or appliance is acceptable to the State.

21A.341 Responsibilities of exporters.

(a) When title to an aircraft passes or has passed to a foreign purchaser, the exporter who was granted an export certificate of airworthiness shall:

1. where applicable, request the cancellation of the Islamic republic of IRAN registration and certificates of airworthiness , giving the date of transfer of title and the name and address of the foreign owner; and
2. return the registration and certificates of airworthiness to the CAO.IRI; and
3. submit a statement certifying that the Islamic republic of IRAN nationality and registration marks have been removed from the aircraft.

(b) Unless otherwise agreed with the State of the importer, the exporter who was granted an export certificate of airworthiness shall:

1. forward to the appropriate authority of the State of the importer:
 - (i) all documents and information necessary for the proper operation of the product and any other material as is stipulated in the special requirements of the State of the importer; and
 - (ii) the applicable manufacturer's assembly instructions for un-assembled aircraft and an approved flight test check list; and
2. preserve and package products to protect them against corrosion and damage whilst in transit or storage; and
3. upon completion of an export delivery of an aircraft, remove, or have removed, any temporary installation incorporated for the purpose of delivery and restore the aircraft to the approved type configuration.

SUBPART M
REPAIRS

21A.431A Scope

- (a) This Subpart establishes the procedure for the approval of repair design, and establishes the rights and obligations of the applicants for, and holders of, those approvals.
- (b) This Subpart defines standard repairs that are not subject to an approval process under this Subpart.
- (c) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.
- (d) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.
- (e) A repair to an ITSO article other than APU shall be treated as a change to the ITSO design and shall be processed in accordance with 21A.611.

21A.431B Reserved

21A.432A Eligibility

- (a) Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability under 21A.432 B shall be eligible as an applicant for a major repair design approval under the conditions laid down in this Subpart.
- (b) Any natural or legal person shall be eligible to apply for approval of a minor repair design.

21A.432B Demonstration of capability

- (a) An applicant for a major repair design approval shall demonstrate its capability by holding a design organization approval, issued by the CAO.IRI in accordance with Subpart J.
- (b) By way of derogation from point (a), as an alternative procedure to demonstrate its capability, an applicant may seek CAO.IRI agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart.

21A.433 Repair design

- (a) The applicant for approval of a repair design shall:
 - 1. Show 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 or special conditions the CAO.IRI finds necessary to establish a level of safety equal to that established by the type-certification basis incorporated by reference in the type-certificate or supplemental type-certificate.
 - 2. Submit all necessary substantiation data, when requested by the CAO.IRI.

3. Declare compliance with the certification specifications and environmental protection requirements of point (a) (1).

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

21A.435 Classification of repairs

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

(b) A repair shall be classified 'major' or 'minor' under point (a) either:

1. By the CAO.IRI, or
2. By an appropriately approved design organization under a procedure agreed with the CAO.IRI.

21A.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 21A.433 (a) (1), it shall be approved:

(a) by the CAO.IRI, or

(b) by an appropriately approved organization that is also the type-certificate or the supplemental type-certificate holder, under a procedure agreed with the CAO.IRI, or

(c) for minor repairs only, by an appropriately approved design organization under a procedure agreed with the CAO.IRI.

21A.439 Production of repair parts

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

(a) Under Subpart F, or

(b) By an organization appropriately approved in accordance with Subpart G, or

(c) By an appropriately approved maintenance organization.

21A.441 Repair embodiment

(a) The embodiment of a repair shall be made by an appropriately approved maintenance organization, or by a production organization appropriately approved in accordance with Subpart G, under 21A.163 privilege.

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

21A.443 Limitations

A repair design may be approved subject to limitations, in which case the repair design approval shall include all necessary instructions and limitations. These instructions and limitations shall be transmitted by the repair design approval holder to the operator in accordance with a procedure agreed with the CAO.IRI.

21A.445 Unrepaired damage

- (a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made;
1. by the CAO.IRI, or
 2. by an appropriately approved design organization under a procedure agreed with the CAO.IRI.
- Any necessary limitations shall be processed in accordance with the procedures of 21A.443.
- (b) Where the organization evaluating the damage under point (a) is neither the CAO.IRI 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.

21A.447 Record keeping

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

- (a) be held by the repair design approval holder at the disposal of the CAO.IRI, and
- (b) be retained by the repair design approval holder in order to provide the information necessary to ensure the continued airworthiness of the repaired products, parts or appliances.

21A.449 Instructions for continued airworthiness

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

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. A program showing how updates to the changes to the instructions for continued airworthiness are distributed shall be submitted to the CAO.IRI.

21A.451 Obligations and IPA marking

- (a) Each holder of a major repair design approval shall:
1. undertake the obligations:
 - (i) laid down in 21A.3, 21A.3B, 21A.4, 21A.439, 21A.441, 21A.443, 21A.447 and 21A.449;
 - (ii) implicit in the collaboration with the type-certificate or supplemental type-certificate holder, or both, under 21A.433 (b), as appropriate.
 2. specify the marking, including IPA ('Iranian Part Approval') letters, in accordance with 21A.804 (a).
- (b) Except for type-certificate holders for which 21A.44 applies, the holder of a minor repair design approval shall:
1. undertake the obligations laid down in 21A.4, 21A.447 and 21A.449; and
 2. specify the marking, including IPA letters, in accordance with 21A.804 (a).

SUBPART N
(NOT APPLICABLE)

SUBPART O
IRANIAN TECHNICAL STANDARD ORDER AUTHORIZATION

21A.601 Scope

- (a) This Subpart establishes the procedure for issuing Iranian Technical Standard Order authorizations and the rules governing the rights and obligations of applicants for, or holders of, such authorizations.
- (b) For the purpose of this Subpart:
1. "article" means any part and appliance to be used on civil aircraft.
 2. "Iranian Technical Standard Order" (referred to in this Part as "ITSO") is a detailed airworthiness specification issued by the CAO.IRI to ensure compliance with the airworthiness requirements, and is a minimum performance standard for specified articles.
 3. An article produced under an ITSO authorization is an approved article for the purpose of Subpart K.

21A.602A Eligibility

Any natural or legal person that produces or is preparing to produce an ITSO article, and that has demonstrated, or is in the process of demonstrating, its capability under 21A.602B shall be eligible as an applicant for an ITSO authorization.

21A.602B Demonstration of capability

Any applicant for an ITSO authorization shall demonstrate its capability as follows:

- (a) for production, by holding a production organization approval, issued in accordance with Subpart G, or if CAO.IRI found applicable through compliance with Subpart F procedures; and
- (b) for design:
1. for an Auxiliary Power Unit, by holding a design organization approval, issued by the CAO.IRI in accordance with Subpart J;
 2. for all other articles, by using procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Part.

21A.603 Application

- (a) An applicant for an ITSO authorization shall complete CAO.IRI Form 34 and submit it to the CAO.IRI, and shall include an outline of the information required by 21A.605.
- (b) When a series of minor changes in accordance with 21A.611 is anticipated, the applicant shall set forth in its application the basic model number of the article and the associated part numbers with open brackets after it to denote that suffix change letters or numbers (or combinations of them) will be added from time to time.

21A.604 ITSO Authorization for an Auxiliary Power Unit (APU)

With regard to ITSO authorization for an Auxiliary Power Unit:

- (a) 21A.15, 21A.16B, 21A.17, 21A.20, 21A.21, 21A.31, 21A.33, 21A.44 shall apply by way of derogation from 21A.603, 21A.606(c), 21A.610 and 21A.615, except that an ITSO Authorization shall be issued in accordance with 21A.606 instead of the type-certificate;

- (b) Subpart D or Subpart E of this Part 21 is applicable for the approval of design changes by way of derogation from 21A.611. When Subpart E is used, a separate ITSO authorization shall be issued instead of a supplemental type certificate.
- (c) Subpart M is applicable to the approval of repair designs.

21A.605 Data requirements

The applicant shall submit the following documents, to the CAO.IRI:

- (a) A statement of compliance certifying that the applicant has met the requirements of this Subpart.
- (b) A Declaration of Design and Performance (DDP).
- (c) One copy of the technical data required in the applicable ITSO.
- (d) The exposition (or a reference to the exposition) referred to in 21A.143 for the purpose of obtaining an appropriate production organization approval under Subpart G or the manual (or a reference to the manual) referred to in 21A.125 (b) for the purpose of manufacturing under Subpart F without production organization approval.
- (e) For an APU, the handbook (or a reference to the handbook) referred to in 21A.243 for the purpose of obtaining an appropriate design organization approval under Subpart J.
- (f) for all other articles, the procedures referred to in point 21A.602B (b) (2).

21A.606 Issue of ITSO authorization

The applicant shall be entitled to have an ITSO authorization issued by the CAO.IRI after:

- (a) demonstrating its capability in accordance with 21A.602B; and
- (b) demonstrating that the article complies with the technical conditions of the applicable ITSO, and submitting the corresponding statement of compliance.
- (c) showing that it is able to comply with 21A.3 (b) and (c).

21A.607 ITSO authorization privileges

The holder of an ITSO authorization is entitled to produce and to mark the article with the appropriate ITSO marking.

21A.608 Declaration of Design and Performance (DDP)

- (a) The DDP shall contain at least the following information:
 1. Information corresponding to 21A.31 (a) and (b), identifying the article and its design and testing standard.
 2. The rated performance of the article, where appropriate, either directly or by reference to other supplementary documents.
 3. A statement of compliance certifying that the article has met the appropriate ITSO.
 4. Reference to relevant test reports.
 5. Reference to the appropriate Maintenance, Overhaul and Repair Manuals.

6. The levels of compliance, where various levels of compliance are allowed by the ITSO.
7. List of deviations accepted in accordance with 21A.610.

- (b) The DDP shall be endorsed with the date and signature of the holder of the ITSO authorization, or its authorized representative.

21A.609 Obligations of holders of ITSO authorizations

The holder of an ITSO authorization under this Subpart shall:

- (a) Manufacture each article in accordance with Subpart G or Subpart F that ensures that each completed article conforms to its design data and is safe for installation;
- (b) Prepare and maintain, for each model of each article for which an ITSO authorization has been issued, a current file of complete technical data and records in accordance with 21A.613;
- (c) Prepare, maintain and update master copies of all manuals required by the applicable airworthiness specifications for the article;
- (d) Make available to users of the article and to the CAO.IRI on request those maintenance, overhaul and repair manuals necessary for the usage and maintenance of the article, and changes to those manuals;
- (e) Mark each article in accordance with 21A.807; and
- (f) Comply with point 21A.3 (b), (c), 21A.3B and 21A.4.
- (g) Continue to meet the qualification requirements of 21A.602B.

21A.610 Approval for deviation

- (a) Each manufacturer who requests approval to deviate from any performance standard of an ITSO shall demonstrate that the standards from which a deviation is requested are compensated for by factors or design features providing an equivalent level of safety.
- (b) The request for approval to deviate, together with all pertinent data, shall be submitted to the CAO.IRI.

21A.611 Design changes

- (a) The holder of the ITSO authorization may make minor design changes (any change other than a major change) without further authorization by the CAO.IRI. In this case, the changed article keeps the original model number (part number changes or amendments shall be used to identify minor changes) and the holder shall forward to the CAO.IRI any revised data that are necessary for compliance with 21A.603 (b).
- (b) Any design change by the holder of the ITSO authorization that is extensive enough to require a substantially complete investigation to determine compliance with an ITSO is a major change. Before making such a change, the holder shall assign a new type or model designation to the article and apply for a new authorization under 21A.603.
- (c) No design change by any natural or legal person other than the holder of the ITSO authorization

who submitted the statement of compliance for the article is eligible for approval under this Subpart O unless the person seeking the approval applies under 21A.603 for a separate ITSO authorization.

21A.613 Record keeping

Further to the record keeping requirements appropriate to or associated with the quality system, all relevant design information, drawings and test reports, including inspection records for the article tested, shall be held at the disposal of the CAO.IRI and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the article and of the type-certificated product in which it is fitted.

21A.615 Inspection by the CAO.IRI

Upon a request of the CAO.IRI, each applicant for, or holder of an ITSO authorization for an article shall allow the CAO.IRI to:

- (a) Witness any tests.
- (b) Inspect the technical data files on that article.

21A.619 Duration and continued validity

- (a) An ITSO authorization shall be issued for an unlimited duration. It shall remain valid unless:
 - 1. The conditions required when ITSO authorization was granted are no longer being observed; or
 - 2. The obligations of the holder specified in 21A.609 are no longer being discharged; or
 - 3. The article has proved to give rise to unacceptable hazards in service; or
 - 4. the authorization has been surrendered or revoked under the applicable administrative procedures established by the CAO.IRI.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAO.IRI.

21A.621 Transferability

Except for a change in ownership of the holder, which shall be regarded as a change of significance, and shall therefore comply with point 21A.147 and 21A.247 as applicable, an ITSO authorization issued under this Part is not transferable.

**SUBPART P
PERMIT TO FLY**

21A.701 Scope

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

1. development;
2. showing compliance with regulations or certification specifications;
3. design organizations or production organizations crew training;
4. production flight testing of new production aircraft;
5. flying aircraft under production between production facilities;
6. flying the aircraft for customer acceptance;
7. delivering or exporting the aircraft;
8. flying the aircraft for CAO.IRI acceptance;
9. market survey, including customer's crew training;
10. exhibition and air show;
11. flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
12. 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;
13. record breaking, air racing or similar competition;
14. flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;
15. for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted 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 and approvals of flight conditions

21A.703 Eligibility

(a) Any natural or legal person shall be eligible as an applicant for a permit to fly except for a permit to fly requested for the purpose of point 21.A.701(a)(15) where the applicant shall be the owner.

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

21A.705 Reserved

21A.707 Application for permit to fly

(a) Pursuant to point 21A.703 and when the applicant has not been granted the privilege to issue a permit to fly, the applicant shall complete CAO.IRI Form 21 and submit it to the CAO.IRI.

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

1. the purpose(s) of the flight(s), in accordance with point 21A.701;

2. the ways in which the aircraft does not comply with the applicable airworthiness requirements;
3. the flight conditions approved in accordance with 21A.710.

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

21A.708 Flight conditions

Flight conditions include:

- (a) the configuration(s) for which the permit to fly is requested;
- (b) any condition or restriction necessary for safe operation of the aircraft, including:
 1. the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s);
 2. the conditions and restrictions put on the flight crew to fly the aircraft;
 3. the restrictions regarding carriage of persons other than flight crew;
 4. the operating limitations, specific procedures or technical conditions to be met;
 5. the specific flight test programme (if applicable);
 6. the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;
- (c) the substantiation that the aircraft is capable of safe flight under the conditions or restrictions of point (b);
- (d) the method used or the control of the aircraft configuration, in order to remain within the established conditions.

21A.709 Application for approval of flight conditions

- (a) Pursuant to 21A.707(c) and when the applicant has not been granted the privilege to approve the flight conditions, the applicant shall complete CAO.IRI Form 37 and submit it to the CAO.IRI.
- (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 21A.708 (b).

21A.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 by:
 1. the CAO.IRI ; or
 2. an appropriately approved design organization, under the privilege of 21A.263(c) (6).
- (b) When approval of the flight conditions is not related to the safety of the design, the flight conditions shall be approved by the CAO.IRI.

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

21A.711 Issue of a permit to fly

- (a) The CAO.IRI shall issue a permit to fly:
1. upon presentation of the data required by 21A.707, and
 2. when the conditions of 21A.708 have been approved in accordance with 21A.710; and
 3. when the CAO.IRI, 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 21A.708 before flight.
- (b) Reserved
- (c) Reserved
- (d) The permit to fly shall specify the purpose(s) and any conditions and restrictions approved under 21A.710.
- (e) Reserved
- (f) Upon evidence that any of the conditions specified in 21A.723(a) are not met for a permit to fly, that permit to fly will revoke.

21A.713 Changes

- (a) Any change that invalidates the flight conditions or associated substantiation established for the permit to fly shall be approved in accordance with 21A.710. When relevant an application shall be made in accordance with point 21A.709.
- (b) A change affecting the content of the permit to fly requires the issuance of a new permit to fly in accordance with point 21A.711.

21A.715 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in English and/or Persian as appropriate.

21A.719 Transferability

- (a) A permit to fly is not transferable.
- (b) Notwithstanding point (a) for a permit to fly issued for the purpose of point 21A.701(a)(15), where ownership of an aircraft has changed, the permit to fly shall be transferred together with the aircraft provided the aircraft remains on the same register, or issued only with the agreement of the CAO.IRI.

21A.721 Inspections

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

21A.723 Duration and continued validity

- (a) A permit to fly shall be issued for a maximum of 6 months and shall remain valid subject to:
1. compliance with the conditions and restrictions of point 21A.711(d) associated with the permit to fly;
 2. the permit to fly not being surrendered or revoked
 3. the aircraft remaining on the same register.
- (b) Reserved
- (c) Upon surrender or revocation, the permit to fly shall be returned to the CAO.IRI.

21A.725 Renewal of permit to fly

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

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

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

21A.729 Record keeping

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

SUBPART Q
IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

21A.801 Identification of products

- (a) The identification of products shall include the following information:
1. Manufacturer's name.
 2. Product designation.
 3. Manufacturer's Serial number.
 4. Any other information the CAO.IRI finds appropriate.
- (b) Any natural or legal person that manufactures an aircraft or engine under Subpart G or Subpart F shall identify that aircraft or engine by means of a fireproof plate that has the information specified in point (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.
- (c) Any natural or legal person that manufactures a propeller, propeller blade, or propeller hub under Subpart G or Subpart F shall identify it by means of a plate, stamping, engraving, etching or other approved method of fireproof identification that is placed on it on a non-critical surface, contains the information specified in point (a), and will not likely be defaced or removed during normal service or lost or destroyed in an accident.
- (d) For manned free balloons, the identification plate prescribed in point (b) shall be secured to the balloon envelope and shall be located, if practicable, where it is legible to the operator when the balloon is inflated. In addition, the basket and any heater assembly shall be permanently and legibly marked with the manufacturer's name, part number, or equivalent, and serial number, or equivalent.

21A.803 Handling of identification data

- (a) No person shall remove, change, or place identification information referred to in 21A.801 (a) on any aircraft, engine, propeller, propeller blade, or propeller hub, or in 21A.807 (a) on an APU, without the approval of the CAO.IRI.
- (b) No person shall remove or install any identification plate referred to in 21A.801 or in 21A.807 for an APU, without the approval of the CAO.IRI.
- (c) By way of derogation from points (a) and (b), any natural or legal person performing maintenance work under the applicable associated implementing rules may, in accordance with methods, techniques and practices established by the CAO.IRI:
1. Remove, change, or place the identification information referred to in 21A.801(a) on any aircraft, engine, propeller, propeller blade, or propeller hub, or in 21A.807(a) on an APU; or
 2. Remove an identification plate referred to in 21A.801, or 21A.807 for an APU, when necessary during maintenance operations.

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

21A.804 Identification of parts and appliances

- (a) Each manufacturer of a part or appliance shall permanently and legibly mark the part or appliance with:
1. a name, trademark, or symbol identifying the manufacturer; and
 2. the part number, as defined in the applicable design data; and
 3. the letters IPA (Iranian Part Approval) for parts or appliances produced in accordance with approved design data not belonging to the type-certificate holder of the related product, except for ITSO articles.
- (b) By way of derogation from point (a), if the CAO.IRI agrees that a part or appliance is too small or that it is otherwise impractical to mark a part or appliance with any of the information required by point (a), the authorized release document accompanying the part or appliance or its container shall include the information that could not be marked on the part.

21A.805 Identification of critical parts

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

21A.807 Identification of ITSO articles

- (a) Each holder of an ITSO authorization under Subpart O shall permanently and legibly mark each article with the following information:
1. The name and address of the manufacturer;
 2. The name, type, part number or model designation of the article;
 3. The serial number or the date of manufacture of the article or both; and
 4. The applicable ITSO number.
- (b) By way of derogation from point (a), if the CAO.IRI agrees that a part is too small or that it is otherwise impractical to mark a part with any of the information required by point (a), the authorized release document accompanying the part or its container shall include the information that could not be marked on the part.
- (c) Each person who manufactures an APU under Subpart G or Subpart F shall identify that APU by means of a fire proof plate that has the information specified in point (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

SUBPART T
IRANIAN PART APPROVAL

21A.1001 Scope

- (a) This Subpart prescribes:
- (1) Procedural requirements for the issue of an Iranian Part Approval Authorization (IPA Authorization) for replacement and modification parts.
 - (2) Rules governing the holders of IPA Authorizations.
- (b) For the purpose of this Subpart, an IPA Authorization is an Authorization to mark parts with the letters IPA, and constitutes an approval of the design and manufacture of a part for installation on a type certificated product.
- (c) The rules of this Subpart are only applicable to a replacement and modification part where such a part corresponds to a minor change of the product approved according to 21A.95. They may not be used in respect of a part which has been identified as a critical part.

21A.1003 Eligibility

The CAO.IRI will only accept an application for an IPA Authorization from a person who produces or prepares itself to produce a replacement or modification part for a type certificated product and who holds or has applied for

- (a) a suitable Production Organization Approval under Subpart G, or
- (b) Production without production organization approval under Subpart F, if CAO.IRI found it applicable.

21A.1005 Application

An application for an IPA Authorization shall complete CAO.IRI Form 93 and submit it to the CAO.IRI and must include:

- (a) In the case of a modification part, evidence of approval or of an application for approval of the part as a minor change to the Type Design of a product according to 21A.95(a).
- (b) In the case of a replacement part, evidence that the replacement part is approved according to 21A.303 (a).
- (c) An application for a Production Organization Approval/ Production without production organization approval or for amendment thereof, according to 21A.134, 21A.124 or 21A.153, covering the production of the modification or replacement part.

21A.1007 Issue of an IPA Authorization

The CAO.IRI issues an IPA Authorization if it has :

- (a) In the case of a modification part, approved the installation of the part as a minor change to the type certificated product according to 21A.95, or in the case of a replacement part, accepted the evidence that the part is approved; and
- (b) Issued to the applicant a Production Organization Approval under Subpart G or production without production organization approval under Subpart F covering the production of the modification or replacement part.

21A.1009 Duration

- (a) The IPA Authorization remains valid as long as the Production Organization Approval issued under Subpart G or Production without production organization approval under Subpart F is valid, and the design approval of the part is not altered by Airworthiness Directive action.
- (b) The IPA Authorization may be withdrawn by the CAO.IRI if the requirements of Part 21 are not satisfied.

21A.1011 Responsibilities

The holder of an IPA Authorization shall :

- (a) Manufacture each part in accordance with the Production Organization Approval issued under Subpart G or Production without production organization approval under Subpart F.
- (b) Comply with 21A.3 (b), (c) and 21A.4.
- (c) Mark each part in accordance with 21A.804.

21A.1013 Privileges

- (a) In addition to its privileges as the holder of a Production Organization Approval, the holder of an IPA Authorization is authorized to identify the parts produced with the IPA marking, according to 21A.804.
- (b) No person who does not hold such an Authorization may mark any replacement or modification part with the letters IPA.

SECTION B
PROCEDURES FOR CAO.IRI

SUBPART A
GENERAL PROVISIONS

21B.5 Scope

This Section establishes the procedure for the CAO.IRI when exercising its tasks and responsibilities concerned with the issuance, maintenance, amendment, suspension and revocation of certificates, approvals and authorizations referred to in this Part.

21B.15 Acceptable Means of Compliance

CAO.IRI shall develop acceptable means of compliance. When the acceptable means of compliance are complied with, the related requirements of this Part shall be considered as met. Until such time as the CAO.IRI specifies acceptable means of compliance, the EASA Part 21 acceptable means of compliance can be applied as appropriate.

21B.20 Reserved

21B.25 Requirements for the organization of the CAO.IRI

(a) Resources:

1. The number of staff shall be sufficient to perform the allocated tasks.
2. The CAO.IRI shall appoint a manager, or managers, who are responsible for the execution of the related task(s) within the authority, including the communication with other national authorities as appropriate.

(b) Qualification and training:

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

21B.30 Documented procedures

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

21B.35 Changes in organization and procedures

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

21B.40 Reserved

21B.45 Reserved

21B.55 Reserved

21B.60 Airworthiness directives

When the CAO.IRI receives an airworthiness directive from the Authority of the other ICAO contracting States, that airworthiness directive shall be evaluated for dissemination in accordance with Part 39 of Civil Aviation Regulation of IR.IRAN.

**SUBPART B — TYPE-CERTIFICATES, RESTRICTED TYPE-CERTIFICATES AND
TYPE VALIDATION CERTIFICATE**

Administrative procedures which should be established by the CAO.IRI shall apply.

(SUBPART C — NOT APPLICABLE)

**SUBPART D — CHANGES TO TYPE-CERTIFICATES AND RESTRICTED TYPE-
CERTIFICATES**

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART F
PRODUCTION WITHOUT PRODUCTION ORGANIZATION APPROVAL

21B.120 Investigation

- (a) The CAO.IRI shall appoint an investigation team for each applicant for, or holder of, a letter of agreement to conduct all relevant tasks related to this letter of agreement, consisting of a team-leader to manage and lead the investigation team and, if required, one or more team members. The team-leader reports to the manager responsible for the activity, as defined in 21B.25 (a) (2).
- (b) The CAO.IRI shall perform sufficient investigation activities for an applicant for, or holder of, a letter of agreement to justify recommendations for the issuance, maintenance, amendment, suspension or revocation of the letter of agreement.
- (c) The CAO.IRI shall prepare procedures for the investigation of applicants for, or holders of, a letter of agreement as part of the documented procedures covering at least the following elements:
 - 1. evaluation of applications received;
 - 2. determination of investigation team;
 - 3. investigation preparation and planning;
 - 4. evaluation of the documentation (manual, procedures, etc.);
 - 5. auditing and inspection;
 - 6. follow up of corrective actions; and
 - 7. recommendation for issuance, amendment, suspension or revocation of the letter of agreement.

21B.130 Issue of letter of agreement

- (a) When satisfied that the manufacturer is in compliance with the applicable requirements of Section A, Subpart F, the CAO.IRI shall issue a letter of agreement to the showing of conformity of individual products, parts or appliances (CAO.IRI Form 65) without undue delay.
- (b) The letter of agreement shall contain the scope of the agreement, a termination date and, where applicable, the appropriate limitations relating to the authorization.
- (c) The duration of the letter of agreement shall not exceed one year.

21B.135 Maintenance of the letter of agreement

The CAO.IRI shall maintain the letter of agreement as long as:

- (a) The manufacturer is properly using the CAO.IRI Form 52 as a Statement of Conformity for complete aircraft, and the CAO.IRI Form 1 for products other than complete aircraft, parts and appliances; and
- (b) Inspections performed by the CAO.IRI before validation of the CAO.IRI Form 52 or the CAO.IRI Form 1, as per 21A.130(c) and did not reveal any findings of non-compliance against the requirements or the procedures as contained in the manual provided by the manufacturer, or against the conformity of the respective products, parts or appliances. These inspections shall check at least that:
 - 1. The agreement covers the product, part or appliance being validated, and remains valid;
 - 2. The manual described in 21A.125 (b) and its change status referred in the letter of agreement

is used as basic working document by the manufacturer. Otherwise, the inspection shall not continue and therefore the release certificates shall not be validated;

3. Production has been carried out under the conditions prescribed in the letter of agreement and satisfactorily performed;
4. Inspections and tests (including flight tests, if appropriate), as per 21A.130(b)(2) and/or (b)(3), have been carried out under the condition prescribed in the letter of agreement and satisfactorily performed;
5. The inspections by the CAO.IRI described or addressed in the letter of agreement have been performed and found acceptable;
6. The statement of conformity complies with 21A.130, and the information provided by it does not prevent its validation; and

(c) Any termination date for the letter of agreement has not been reached.

21B.140 Amendment of a letter of agreement

- (a) The CAO.IRI shall investigate, as appropriate, in accordance with 21B.120 any amendment of the letter of agreement.
- (b) When the CAO.IRI is satisfied that the requirements of Section A, Subpart F continue to be complied with it shall amend the letter of agreement accordingly.

21B.143 Notification of findings

- (a) When objective evidence is found by the CAO.IRI, showing non compliance of the holder of a letter of agreement with the applicable requirements of this Part, this finding shall be classified in accordance with 21A.125B and:
 1. A level one finding shall be notified to the holder of the letter of agreement immediately and shall be confirmed in writing within 3 working days after determination.
 2. A level two finding shall be confirmed in writing to the holder of the letter of agreement within 14 working days after determination.
- (b) The CAO.IRI shall identify to the holder of the letter of agreement any level three finding, as defined in 21A.125B (b), by appropriate means, at its convenience.

21B.145 Suspension and revocation of a letter of agreement

- (a) In case of level one or level two findings, the CAO.IRI shall partly or fully limit, suspend or revoke a letter of agreement as follows:
 1. In case of a level one finding the letter of agreement shall be immediately limited or suspended. If the holder of the letter of agreement fails to comply with 21A.125B(c) (1), the letter of agreement shall be revoked.
 2. In case of a level two finding, the CAO.IRI shall decide on any restriction to the letter of agreement by temporary suspension of the letter of agreement or parts thereof. If the holder of the letter of agreement fails to comply with 21A.125B(c) (2), the letter of agreement shall be revoked.
- (b) The suspension or revocation of the letter of agreement shall be communicated in writing to the holder of the letter of agreement. The CAO.IRI shall state the reasons for the limitation, suspension or revocation and inform the holder of the letter of agreement on its right to appeal.

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- (c) When a letter of agreement has been suspended it shall only be reinstated after compliance with Section A, Subpart F has been re-established.

21B.150 Record keeping

- (a) The CAO.IRI shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual letter of agreement.
- (b) The records shall at least contain:
1. the documents provided by the applicant for, or holder of, a letter of agreement,
 2. documents established during investigation and inspection, in which the activities and the final results of the elements defined in 21B.120 are stated,
 3. the letter of agreement, including changes, and
 4. Minutes of the meetings with the manufacturer.
- (c) The records shall be archived for a minimum retention period of six years after termination of the letter of agreement.
- (d) The CAO.IRI shall also maintain records of all Statements of Conformity (CAO.IRI Form 52, and Authorized Release Certificates (CAO.IRI Form 1) that it has validated.

SUBPART G
PRODUCTION ORGANIZATION APPROVAL

21B.220 Investigation

- (a) The CAO.IRI shall appoint a production organization approval team for each applicant, or holder of, a production organization approval to conduct all relevant tasks related to this production organization approval, consisting of a team leader to manage and lead the approval team and, if required, one or more team members. The team leader reports to the manager responsible for the activity as defined in 21B.25 (b) (2).
- (b) The CAO.IRI shall perform sufficient investigation activities for an applicant for, or holder of, a production organization approval to justify recommendations for the issuance, maintenance, amendment, suspension or revocation of the approval.
- (c) The CAO.IRI shall prepare procedures for the investigation of a production organization approval as part of the documented procedures covering at least the following elements:
 1. evaluation of applications received;
 2. determination of production organization approval team;
 3. investigation preparation and planning;
 4. evaluation of the documentation (production organization exposition, procedures, etc.);
 5. auditing;
 6. follow up of corrective actions;
 7. recommendation for issuance, amendment, suspension or revocation of production organization approval;
 8. continued surveillance.

21B.225 Notification of findings

- (a) When objective evidence is found showing non compliance of the holder of a production organization approval with the applicable requirements of this Part, this finding shall be classified in accordance with 21A.158(a) and:
 1. A level one finding shall be notified to the holder of a production organization approval immediately and shall be confirmed in writing within 3 working days after determination.
 2. A level two finding shall be confirmed in writing to the holder of the production organization approval within 14 working days after determination.
- (b) The CAO.IRI shall identify to the holder of the production organization approval any level three finding, as defined in 21A.158(b), by appropriate means, at its convenience.

21B.230 Issue of certificate

- (a) When satisfied that the production organization is in compliance with the applicable requirements of Section A, Subpart G, the CAO.IRI shall issue a Production Organization Approval (CAO.IRI Form 55) without undue delay.
- (b) The reference number shall be included on the CAO.IRI Form 55 in a manner specified by the CAO.IRI.
- (c) The duration of the Production Organization Approval shall not exceed one year.

21B.235 Continued surveillance

- (a) In order to justify the maintenance of the production organization approval the CAO.IRI shall perform continued surveillance:
 - 1. to verify that the production organization approval holder's quality system still complies with Section A, Subpart G; and
 - 2. to verify that the organization of the production organization approval holder operates in accordance with the production organization exposition; and
 - 3. to verify the effectiveness of the production organization exposition procedures; and
 - 4. to monitor by sample the standards of the product, part or appliance.
- (b) Continued surveillance shall be performed in accordance with 21B.220.
- (c) The CAO.IRI shall provide through planned continued surveillance that a production organization approval is completely reviewed for compliance with this Part during a period of 12 months. The continued surveillance may be made up of several investigation activities during this period. The number of audits may vary depending upon the complexity of the organization, the number of sites and the criticality of the production. The holder of a production organization approval as a recommendation shall be subject to continued surveillance activity by the CAO.IRI at least twice a year.

21B.240 Amendment of a production organization approval

- (a) The CAO.IRI shall monitor any minor change through the continued surveillance activities.
- (b) The CAO.IRI shall investigate as appropriate in accordance with 21B.220 any significant change of a production organization approval or application by the holder of a production organization approval for an amendment of the scope and terms of approval.
- (c) When the CAO.IRI is satisfied that the requirements of Section A, Subpart G continue to be complied with it shall amend the production organization approval accordingly.

21B.245 Suspension and revocation of a production organization approval

- (a) In case of a level one or level two finding, the CAO.IRI shall partly or fully limit, suspend or revoke a production organization approval as follows:
 - 1. In case of a level one finding the production organization approval shall be immediately limited or suspended. If the holder of the production organization approval fails to comply with 21A.158(c) (1), the production organization approval shall be revoked.
 - 2. In case of a level two finding, the CAO.IRI shall decide on any restriction to the scope of approval by temporary suspension of the production organization approval or parts thereof. If the holder of a production organization approval fails to comply with 21A.158(c) (2), the production organization approval shall be revoked.
- (b) The limitation, suspension or revocation of the production organization approval shall be communicated in writing to the holder of the production organization approval. The CAO.IRI shall state the reasons for the suspension or revocation and inform the holder of the production organization approval on its right to appeal.
- (c) When a production organization approval has been suspended it shall only be reinstated after

compliance with Section A, Subpart G has been re-established.

21B.260 Record keeping

- (a) The CAO.IRI shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual production organization approval.
- (b) The records shall at least contain:
 - 1. the documents provided by the applicant for, or holder of, a production organization approval certificate,
 - 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.220 are stated, including findings established in accordance with 21B.225
 - 3. the continued surveillance program, including records of investigations performed
 - 4. the production organization approval certificate, including changes
 - 5. minutes of the meetings with the holder of the production organization approval.
- (c) The records shall be archived for a minimum retention period of six years.

SUBPART H
CERTIFICATES OF AIRWORTHINESS AND RESTRICTED CERTIFICATES OF AIRWORTHINESS

21B.320 Investigation

- (a) The CAO.IRI shall perform sufficient investigation activities for an applicant for, or holder of, an airworthiness certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate.
- (b) The CAO.IRI shall prepare evaluation procedures covering at least the following elements:
 - 1. Evaluation of eligibility of the applicant;
 - 2. Evaluation of the eligibility of the application;
 - 3. Classification of airworthiness certificates;
 - 4. Evaluation of the documentation received with the application;
 - 5. Inspection of aircraft;
 - 6. Determination of necessary conditions, restrictions or limitations to the airworthiness certificates.

21B.325 Issue of airworthiness certificates

- (a) The CAO.IRI shall, as applicable, issue, or amend a Certificate of Airworthiness (CAO.IRI Form 25), without undue delay when it is satisfied that the applicable requirements of point 21.B.326 and the applicable requirements of Section A of Subpart H of this Part 21 are met.
- (b) The CAO.IRI shall, as applicable, issue, or amend a Restricted certificate of airworthiness (CAO.IRI Form 24) without undue delay when it is satisfied that requirements of point 21.B.327 and the applicable requirements of Section A of Subpart H of Part 21 are met.
- (c) In addition to an airworthiness certificate for a new aircraft or used aircraft originating from other ICAO contracting State, the CAO.IRI shall validate an initial airworthiness review certificate (CAO.IRI Form 15a).

21B.326 Certificate of airworthiness

CAO.IRI shall issue a certificate of airworthiness for:

- (a) New aircraft:
 - 1. upon presentation of the documentation required by point 21.A.174 (b) (2);
 - 2. The aircraft has been inspected in accordance with the applicable provisions of Part M
 - 3. When CAO.IRI is satisfied that the aircraft conforms to an approved design and is in a condition for safe operation. This may include inspections by CAO.IRI.
- (b) Used aircraft:
 - 1. Upon presentation of the documentation required by point 21.A.174 (b) (3) demonstrating that:
 - (i) The aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate, change or repair approved in accordance with Part 21; and
 - (ii) The applicable airworthiness directives have been complied with; and
 - (iii) The aircraft has been inspected in accordance with the applicable provisions of Part M

2. When CAO.IRI is satisfied that the aircraft conforms to an approved design and is in a condition for safe operation. This may include inspections by CAO.IRI.

21B.327 Restricted certificate of airworthiness

(a) CAO.IRI shall issue a restricted certificate of airworthiness for:

1. New aircraft:

- (i) Upon presentation of the documentation required by point 21.A.174 (b) (2);
- (ii) When CAO.IRI is satisfied that the aircraft conforms to a design approved in accordance with specific airworthiness specifications, and is in a condition for safe operation. This may include inspections by CAO.IRI;

2. Used aircraft:

(i) Upon presentation of the documentation required by point 21.A.174 (b) (3) demonstrating that:

- (A) the aircraft conforms to a design approved under a restricted type-certificate or in accordance with specific airworthiness specifications and any supplemental type-certificate change or repair approved in accordance with this Part 21; and
- (B) The applicable airworthiness directives have been complied with; and
- (C) The aircraft has been inspected in accordance with the applicable provisions of Part M;

(ii) When CAO.IRI is satisfied that the aircraft conforms to the approved design and is in a condition for safe operation. This may include inspections CAO.IRI.

(b) For an aircraft that cannot comply with the essential requirements referred to in Iranian Regulation and which is not eligible for a restricted type-certificate, CAO.IRI shall, as necessary to take account of deviations from these essential requirements:

- 1. Issue and check compliance with specific airworthiness specifications ensuring adequate safety with regard to the intended use, and
- 2. Specify limitations for use of this aircraft.

(c) Limitations for use will be associated with restricted certificates of airworthiness, including airspace restrictions, as necessary to take account of deviations from essential requirements for airworthiness laid down in Iranian Regulation.

21B.330 Suspension and revocation of Certificate of Airworthiness and Restricted Certificate of Airworthiness

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

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

21B.345 Record keeping

- (a) The CAO.IRI shall establish a system of record keeping that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual airworthiness certificate.
- (b) The records shall at least contain:
 - 1. The documents provided by the applicant,
 - 2. Documents established during the investigation, in which the activities and the final results of the elements defined in 21B.320(b) are stated, and
 - 3. A copy of the certificate or permit, including amendments.
- (c) The records shall be archived for a minimum retention period of six years after leaving that national register.

**SUBPART I
NOISE CERTIFICATES**

21B.420 Investigation

- (a) The CAO.IRI shall perform sufficient investigation activities for an applicant for, or holder of, a noise certificate to justify the issuance, maintenance, amendment, suspension or revocation of the certificate.
- (b) The CAO.IRI shall prepare evaluation procedures as part of the documented procedures covering at least the following elements:
 1. evaluation of eligibility;
 2. evaluation of the documentation received with the application;
 3. inspection of aircraft.

21B.425 Issue of noise certificates

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

21B.430 Suspension and revocation of a noise certificate

- (a) Upon evidence that some of the conditions specified in 21A.211 (a) are not met, the CAO.IRI shall suspend or revoke a noise certificate.
- (b) Upon issuance of the notice of suspension and revocation of a noise certificate the CAO.IRI shall state the reasons for the suspension and revocation and shall inform the holder of the certificate on its right to appeal.

21B.445 Record keeping

- (a) The CAO.IRI shall establish a system of record keeping with minimum retention criteria that allows adequate traceability of the process to issue, maintain, amend, suspend or revoke each individual noise certificate.
- (b) The records shall at least contain:
 1. the documents provided by the applicant,
 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.420(b) are stated,
 3. a copy of the certificate including amendments.
- (c) The records shall be archived for a minimum retention period of six years after leaving that national register.

SUBPART J
DESIGN ORGANIZATION APPROVAL

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART K
PARTS AND APPLIANCES

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART L — EXPORT CERTIFICATE OF AIRWORTHINESS

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART M
REPAIRS

Administrative procedures which should be established by the CAO.IRI shall apply.

(SUBPART N — NOT APPLICABLE)

SUBPART O
IRANIAN TECHNICAL STANDARD ORDER AUTHORIZATIONS

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART P
PERMIT TO FLY

21B.520 Investigation

- (a) The CAO.IRI shall perform sufficient investigation activities to justify the issuance, or revocation of the permit to fly.
- (b) The CAO.IRI shall prepare evaluation procedures covering at least the following elements:
 1. evaluation of the eligibility of the applicant;
 2. evaluation of the eligibility of the application;
 3. evaluation of the documentation received with the application;
 4. inspection of the aircraft;
 5. approval of the flight conditions in accordance with 21A.710 (b).

21B.525 Issue of permits to fly

The CAO.IRI shall issue a permit to fly when it is satisfied that the applicable requirements of Section A, Subpart P are met.

21B.530 Revocation of permits to fly

- (a) Upon evidence that any of the conditions specified in 21A.723(a) are not met for a permit to fly it has issued, the CAO.IRI shall revoke that permit to fly.
- (b) Upon issuance of the notice of revocation of a permit to fly the CAO.IRI shall state the reasons for the revocation and inform the holder of the permit to fly on the right to appeal.

21B.545 Record keeping

- (a) The CAO.IRI shall operate a system of record keeping that provides adequate traceability of the process for the issue and revocation of each individual permit to fly.
- (b) The records shall at least contain:
 1. the documents provided by the applicant;
 2. documents established during the investigation, in which the activities and the final results of the elements defined in 21B.520(b) are stated; and
 3. a copy of the permit to fly.
- (c) The records shall be kept for a minimum of six years after the permit ceases to be valid.

SUBPART Q
IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

Administrative procedures which should be established by the CAO.IRI shall apply.

SUBPART T
IRANIAN PART APPROVAL

Administrative procedures which should be established by the CAO.IRI shall apply.

Appendices

Appendix A – Forms

CAO.IRI Form 1, Authorized Release Certificate
CAO.IRI Form 4, Qualification of Personnel
CAO.IRI Form 15a, Airworthiness Review Certificate
CAO.IRI Form 18b Flight Conditions for a Permit to Fly Approval Form
CAO.IRI Form 20a, Permit to Fly
CAO.IRI Form 20b, Reserved
CAO.IRI Form 21, Application for Permit to Fly
CAO.IRI Form 24, Restricted Certificate of Airworthiness
CAO.IRI Form 25, Certificate of Airworthiness
CAO.IRI Form 30, Application for Type Certificate and Restricted Type Certificate
CAO.IRI Form 31, Application for Approval of Major Change /Major Repair
CAO.IRI Form 32, Application for Approval of Minor Change/Minor Repair
CAO.IRI Form 33, Application for Supplemental Type Certificate
CAO.IRI Form 34, Application for Iranian Technical Standard Order
CAO.IRI Form 37, Application for approval of flight condition
CAO.IRI Form 44, Technical Occurrence Report
CAO.IRI Form 45, Noise Certificate
CAO.IRI Form 50, Application for Production Organization Approval
CAO.IRI Form 50a, Application for An agreement for production without Production Organization Approval (POA)
CAO.IRI Form 51, Application for significant changes or variation of scope and terms of Part 21 POA
CAO.IRI Form 52, Aircraft Statement of Conformity
CAO.IRI Form 53, Certificate of Release to Service
CAO.IRI Form 55, Production Organization Approval Certificate
CAO.IRI Form 65, Letter of Agreement (Production with out POA)
CAO.IRI Form 70b, Application for Type validation certificate
CAO.IRI Form 80, Application for Design Organization Approval
CAO.IRI Form 80a, Design Organization Approval Certificate
CAO.IRI Form 82, Application for significant changes or variation of scope and terms of Part 21 DOA
CAO.IRI Form 90, Application for Export Certificate of Airworthiness
CAO.IRI Form 90a, Export Certificate of Airworthiness
CAO.IRI Form 93, Application for Iranian Parts Manufacturing Approval Authorization
CAO.IRI Form 126, Application for Certificate of Airworthiness / Restricted Certificate of Airworthiness
CAO.IRI Form 146, Application for Noise Certificate

Civil Aviation Organisation of Islamic Republic of IRAN	AUTHORIZED RELEASE CERTIFICATE CAO.IRI FORM 1	3. Form Tracking Number
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4. Approved Organisation Name and Address:	5. Work Order/Contract/Invoice
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6. Item	7. Description	8. Part No	9. Eligibility (*)	10. Quantity	11. Serial/Batch No	12. Status/Work

13. Remarks

14. Certifies that the items identified above were manufactured in conformity to: <input type="checkbox"/> approved design data and are in condition for safe operation <input type="checkbox"/> non-approved design data specified in block 13	19. <input type="checkbox"/> Part-145.A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 13 Certifies that unless otherwise specified in block 13, the work identified in block 12 and described in block 13, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.
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15. Authorized Signature	16. Approval/Authorization Number	20. Authorized Signature	21. Certificate/Approval Ref. No
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17. Name	18. Date (d/m/y)	22. Name	23. Date (d/m/y)
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(*) Installer must cross-check eligibility with applicable technical data

AUTHORIZED RELEASE CERTIFICATE - CAO.IRI FORM 1(reverse side)
USER/INSTALLER RESPONSIBILITIES

NOTE:

1. It is important to understand that the existence of the document alone does not automatically constitute authority to install the part/component/assembly.
2. Where the user/installer works in accordance with the national regulation of an airworthiness authority specified in block 1 it is essential that the user/installer that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority specified in block 1.
3. Statement 14 and 19 do not constitute installation certification. In all cases the aircraft maintenance record shall contain an installer before the aircraft may be flown.

COMPLETION OF THE RELEASE CERTIFICATE BY THE ORIGINATOR

Except as otherwise stated, there must be an entry in all Blocks to make the document a valid certificate.

Block 1 'CAO.IRI' must be entry. These names may be pre-printed.

Block 2 Pre-printed 'Authorized Release Certificate/CAO.IRI Form 1.

Block 3 A unique number must be pre-printed in this Block for Certificate control and traceability purposes except that in the case of a computer generated document, the unique number need not be pre-printed where the computer is programmed to produce

Block 4 The information in this Block needs to *satisfy* two objectives:

1- to relate the Certificate to an organisation approval, for the purposes of verifying authenticity and authority of the Certificate;

2. to provide a ready means of rapidly identifying the place of manufacture and release, to facilitate traceability and communication in the event of problems or queries.

Therefore, the name entered in the box is that of the organisation approval holder who is responsible for making the final determination of conformity or airworthiness, and whose Approval Reference Number is quoted in Block 16. The name must be entered in exactly the same form as appears in the Approval Certificate held by the organisation.

The address(es) entered in Block 4 will assist in the identification of the approval holder AND in identifying the place of release.

If the place of manufacture and release is one of the organisation addresses listed on the Approval Certificate, then that is the only address needed in this Block.

If the place of manufacture and release is a location which is NOT listed in the Approval Certificate then two addresses are required. The first addresses will be the address of the approval holder (as listed in the Approval Certificate) and a second address entered to identify the place of manufacture and release.

This Block may be pre-printed. Logo of the POA holder, etc., is permitted if it can be contained within the Block.

Block 5 The purpose is to reference work order/ contract/invoice or any other internal organisational process such that a fast traceability system can be established. The use of the Block for such traceability' is strongly recommended in the absence of item Serial Numbers or batch numbers. When not used, state N/A.

Block 6 The Block is provided for the convenience of the organisation issuing the Certificate to permit easy cross-reference to the 'Remarks Block 13 by the use line item numbers. Block 6 must be completed where there is more than one line item.

Where a number of items are to be released on the Certificate, it is permissible to use a separate listing cross-referring Certificate and list to each other.

Block 7 The name or description of the item must be given. Preference must be given to use of the Illustrated Parts Catalogue (IPC) designation. The description is to include reference to any applicable ITSO authorizations or IPA marking.

Block 8 States the Part Number. Preference must be given to use of the IPC number designation.

Block 9 Used to indicate the type-approved applications for which the released items are eligible for installation, based on the information provided by the design approval holder by virtue of the arrangement described in 21A.4 and 21A.133(b) and (c). The following entries are permitted:

(a) At least one specific or series aircraft, propeller, or engine model as identified by the design approval holder. In case of engine or propeller release, state the aircraft approved applications, or, if application is not specific, state 'type-certificated engine/propeller'. In case of ITSO article state either the type-approved applications or 'ITSO article'. In case of items to be installed in an ITSO article, state the ITSO article part number.

(h) None', to be used only when it is known that the items do not yet have a type-approved application, for example: pending type-certificate, for test only, pending approved data. If this category is used, then appropriate explanatory information must be provided in Block 13 and new items may only be released for Conformity purposes.

(c) 'Various' if known by virtue of the arrangements under 21 A. 1 33(b) and (c) to be eligible for installation on multiple type approved products, according to a procedure approved by the CAO.IRI in charge of the POA surveillance.

In the case of multiple type-approved applications it is acceptable for this Block to contain cross reference to an attached document which lists such applications.

Any information in Block 9 does not constitute authority to fit the item to a particular aircraft, engine or propeller. The User/Installer must confirm via documents such as the Parts Catalogue. Service Bulletins. etc... that the item is eligible for the particular installation.

Any information in Block 9 does not necessarily mean that the product, parts or appliances are only eligible for installation on the listed model(s). Nor does it guarantee that the product, parts or appliances are eligible for installation on all entries in Block 9. Eligibility may be affected by modification or configuration changes. Where a part is identified by the design holder in accordance with officially recognized Standards, then the part is considered a Standard Part and release with a CAO.IRI Form 1 is not necessary. However where a POA holder releases a standard part with a CAO.IRI Form 1 then it must be able to demonstrate that it is in control of the manufacture of that part.

Block 10 State the quantity of items being released.

Block 11 State the items Serial Number or Batch Number if applicable. If neither is applicable, state 'N/A'

Block 12 Enter one or a combination of appropriate standard words from the following table. The table lists, in quotes, the standard words permitted for use when releasing new items prior to entry into service, i.e. the items have not been previously used in operational service. It also details the circumstances and conditions under which they may be used. In all cases the certification rules relating to Block 4 apply, the appropriate box is to be marked, and Block is to be signed.

TABLE OF STANDARD WORDS FOR NEW PARTS

1. 'MANUFACTURED'

(a) The production of a new item in conformity with the applicable design data, or

(b) Re-certification by the original manufacturer after rectification work on an item, previously released under point 1(a), which has been found to be unserviceable prior to entry into service, e.g., defective, in need of inspection or test, or shelf life expired. Details of the original release and the rectification work are to be entered in Block 13, or re-certification of new items from conformity purpose to airworthiness purpose at the time of approval of the applicable design data, provided that the items conform to the approved design data. An explanation of the basis of release and details of the original release are to be entered in Block 1 3.

2. 'INSPECTED/TESTED'

The examination of a previously released new item:

(a) to establish conformity with the applicable design data, or

(b) in accordance with a customer-specified standard or specification, details of which are to be entered in Block 13, or

(c) to establish serviceability and condition for safe operation prior to re-release as a spare, where the item has been obtained with an CAO.IRI Form 1. An explanation of the basis of release and details of the original release are to be entered in Block 13.

3. 'MODIFIED'

The alteration, by the original manufacturer, of a previously released item prior to entry into service. Details of the alteration and the original release are to be entered in Block 13.

The above statements must be supported by reference to the approved data/ manual/specification. Such information shall be identified in either Block 12 or 13.

Block 13 It is necessary to state any information in this Block, either directly or by reference to supporting documentation, that identifies particular data or limitations relating to the item being released that are necessary for the User/Installer to make the final airworthiness determination of the item. The information must be clear, complete, and provided in a form and manner which is adequate for the purpose of making such a determination.

Each statement must be clearly identified as to which item it relates.

If there is no statement, state 'None'.

Examples of conditions which would necessitate statements in Block 13 are:

— when the certificate is used for conformity purposes the following statement must be entered at the beginning of Block 13:

'ONLY FOR CONFORMITY, NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE-CERTIFICATED AIRCRAFT/ENGINE/PROPELLER';

when the design data is not approved by the CAO.IRI and approved by other ICAO contracting state, then the authority of the ICAO contracting state responsible for the approval of the design data must be identified and the following statement must be entered together with a reference identifying the approval:

Design data approved by

<Identify the responsible authority of the country and the approval reference>

— re-certification of new items from conformity purpose to airworthiness purpose at the time of approval of the applicable design data, provided that the items conform to the approved design data.

Provided that no change in design has occurred during the design data approval process, the manufacturer may state that the design data has been approved and that provided the specific component is still in the condition it was when it was shipped to the user/installer, the component is now eligible to be installed.

The manufacturer must make this statement on a second CAO.IRI Form 1 where in addition to any other necessary remarks, appropriate explanatory information must be provided. The following wording must be used:

'RE-CERTIFICATION OF NEW PARTS FROM CONFORMITY TO AIRWORTHINESS: THIS DOCUMENT ONLY CERTIFIES THE APPROVAL OF THE DESIGN DATA TO WHICH THIS ITEM (THESE ITEMS) WERE MANUFACTURED, BUT DOES NOT COVER CONFORMITY/CONDITION AFTER RELEASE OF THE INITIAL CAO.IRI FORM 1 REF.....'

CAO.IRI Form I (both for 'Conformity purposes' and for 'Airworthiness purposes') must be generated by the same organisation, i.e., the original manufacturer or prime manufacturer, whichever raised the original CAO.IRI Form I for Conformity purposes.

When the certificate is not issued under Part 21, the following statement must be used:

‘This certificate has been issued under... [applicable rules other than Part 21]’.

For complete engines and propellers the applicable type-certificate must be referenced.

— For complete engines and propellers, any additional export statement required by the importing country, as normally defined in the type-certificate data sheet.

For complete engines, a statement of compliance with the applicable emissions requirements current at the date of manufacture of the engine.

- For ITSO articles, state the applicable ITSO authorization number.
- Usage restriction for repaired items.
- Modification standard.
- Alternative approved items supplied.
- Concessions applicable.
- Non-compliance with certification specifications.
- Details of repair work carried out or reference to a document where this is stated.
- Compliance with, or non-compliance with airworthiness directives or Service Bulletins.
- Information on life limited items.
- Condition of items or reference to a document detailing this information.
- Manufacturing date or cure date.
- Shelf life data.
- Shortages.
- Time Since New (TSN), Time Since Overhaul (TSO), etc.
- Exceptions to the notified special requirements of the importing country.
- Specially configured to meet the notified special requirements of the importing country.
- Re-certification of previously released ‘new’ items.

Block 14 This Block may only be used to indicate the status of new items.

The main purpose of the Certificate is to release items for airworthiness purposes, which means conformity with approved design data and in condition for safe operation.

This airworthiness certification is considered by the CAO. IRI to be valid world-wide unless there are specific notified import conditions.

When using an CAO. IRI Form 1 issued for airworthiness purposes to satisfy such notified import conditions, compliance with these import conditions is certified according to bilateral agreement or other working arrangement. As the P/N is stated in Block 8 and compliance with any specific import conditions is entered in Block 13, ‘approved’ then means approved by the authority of the importing country.

The certificate may also be used as a Conformity Certificate when items conform to applicable design data which are not approved for a reason which is stated in Block 13 (e.g., pending type-certificate, for test only, pending approved data).

In this case the following additional statement must be entered at the beginning of Block 13 itself and not in a separate document:

‘ONLY FOR CONFORMITY, NOT ELIGIBLE FOR INSTALLATION ON IN-SERVICE TYPE- CERTIFICATED AIRCRAFT/ENGINE/Propeller’.

Mixtures of items released for Airworthiness and for Conformity purposes are not permitted in the same certificate. Also refer to the notes for completion of Block 9.

Block 15 The hand-written normal signature of a person who has written authority from an approved production organisation to make Certifications in respect of new items. Use of a stamp instead of a signature is not permitted, but the authorized person may add a stamp impression to his or her signature to aid recognition. In any particular case, computer-generated signatures are permitted if it can be demonstrated that an equivalent level of control, traceability and accountability exists. (See AMC 21A.163(c) for computer generated signature).

Block 16 State the full authorization reference given by the CAO.IR to the organisation releasing the new items.

Block 17 The name of the person signing Block 15, printed, typed, or written in a legible form.

Block 18 The date on which Block 15 is signed, in the format day/month/year. The month must be stated in letters (sufficient letters must be used so there can be no ambiguity as to the month intended).

Block 19 Not used and strike out for release of new items.

Block 20 Not used and strike out for release of new items.

Block 21 Not used and strike out for release of new items.

Block 22 Not used and strike out for release of new items.

Block 23 Not used and strike out for release of new items

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Form-4

1. Name:

2. Position:

3. Qualifications relevant to the item (2) position:

4. Work experience relevant to the item (2) position

position	employer	to	from

5. Name & signature: 6. Date:

On completion, please send this form under confidential cover to CAO.IRI

CAO.IRI use only

Name and signature of authorized CAO.IRI staff member accepting this person

Signature: Date

Name: Department:

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Airworthiness Review Certificate

ARC Reference:

Pursuant to Basic regulation for the time being in force Civil Aviation Organization of the Islamic Republic of Iran hereby certifies that the aircraft:

Aircraft manufacture:

Manufacturer's designation of aircraft:

Aircraft type:

Aircraft registration:

Aircraft serial number:

is considered to be airworthy at the time of issue.

Date of issue:

Date of expiry:

Authorization number:

Signed:

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Flight Conditions for a Permit to Fly Approval Form

1. Applicant:	2. Approval form No.: Issue:
3. Aircraft manufacturer/type:	4. Serial number(s):
5. Aircraft configuration: The above aircraft for which a Permit to Fly is requested is defined in	
6. Justifications:	
7. Conditions/Restrictions: The above aircraft must be used with the following conditions or restrictions:	
8. Statement The flight conditions have been established and justified including any condition or restriction necessary for safe operation of the aircraft, including: a. the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s); b. the conditions and restrictions put on the flight crew to fly the aircraft; c. the restrictions regarding carriage of persons other than flight crew; d. the operating limitations, specific procedures or technical conditions to be met; e. the specific flight test programme (if applicable); f. the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed. g. the method used for the control of the aircraft configuration, in order to remain within the established conditions. The aircraft has no features and characteristics making it unsafe for the intended operation under the identified conditions and restrictions.	
9. Approved under [Organization Approval Number- If applicable]:	
10. Date of issue:	11. Name and signature:
12. CAO.IRI approval reference and date:	

Note: Please fill in **all** fields. Do **not** only make reference to supporting documents!

Information to be entered into CAO.IRI Form 18b

Flight Conditions for a Permit to Fly Approval Form

The use of this form is required to enable CAO.IRI to process applications for applications of flight conditions without undue delay. The individual fields of the approval form may be varied in size to allow entry of all required information.

Filling of all fields is mandatory

- Field 1: name of organisation providing the flight conditions and associated justifications
- Field 2: number and issue, for traceability purpose, please enter the applicant's reference
- Field 5: add reference to the document(s) identifying the configuration of the aircraft. For change(s) affecting the initial approval form: description of change (s). This form must be re-issued.
- Field 6: references to the document(s) justifying that the aircraft (as described in field 5.) can perform the intended flight(s) safely under the defined conditions or restrictions. For change(s) affecting the initial approval form: reference(s) to additional justification (s). This form must be re-issued.
- Field 7: details of these conditions/restrictions, or reference to relevant document, including specific maintenance instructions and conditions to perform these instructions
- Field 9: when approved under a privilege of an approved organisation
- Field 11: authorized signatory
- Field 12: to be filled in ONLY by the CAO.IRI.

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Permit to Fly

This permit to fly is issued pursuant to Basic regulation and certifies that the aircraft is capable of safe flight for the purpose and within the conditions listed below and is valid in Islamic Republic of Iran.
This permit is also valid for flight to and within other ICAO member States provided separate approval is obtained from the competent authorities of such States.

1. Nationality and registration marks:

2. Aircraft manufacture/type:

3. serial number:

4. The permit covers:[Purpose in accordance with 21A.701(a)]

5. Holder:[In case of a permit to fly issued for the purpose of 21A.701(a)(15) this should state "the registered owner"]

6. Conditions /remarks:

7. Validity period:

8. Place of issue :

10. Signature of CAO.IRI :

9. Date of issue:

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Permit to Fly

1- Applicant

1.1 Name of applicant	
1.2 Address of applicant	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	

2-Ownership

2.1 Full name of owner (or owning company)	
2.2 Address of owner	سازمان هواپیمائی کشوری

3- Aircraft

3.1 Nationality & Registration Marks	
3.2 Manufacture and manufacture's designer of aircraft:	
3.3 Aircraft Serial Number:	
3.4 Propeller make and model	
3.5 Engine make and model	
3.6 Seating Capacity (passengers)	
3.7 Number of Crew	

4- Purpose of flight

<input type="checkbox"/>	1. Development
<input type="checkbox"/>	2. Showing compliance with regulations or certification specifications
<input type="checkbox"/>	3. Design organizations or production organizations crew training
<input type="checkbox"/>	4. Production flight testing of new production aircraft
<input type="checkbox"/>	5. Flying aircraft under production between production facilities
<input type="checkbox"/>	6. Flying the aircraft for customer acceptance
<input type="checkbox"/>	7. Delivering or exporting the aircraft
<input type="checkbox"/>	8. Flying the aircraft for CAO.IRI acceptance
<input type="checkbox"/>	9. Market survey, including customer's crew training
<input type="checkbox"/>	10. Exhibition and air show

<input type="checkbox"/>	11. Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage
<input type="checkbox"/>	12. 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
<input type="checkbox"/>	13. Record breaking, air racing or similar competition
<input type="checkbox"/>	14. Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found
<input type="checkbox"/>	15. For non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate <i>[The applicant shall be the owner]</i>
<input type="checkbox"/>	Other (Specify):

5- Description and approval

5.1 Expected target date(s) for the flight(s) and duration	
5.2 Aircraft configuration as relevant for the permit to fly	
<ul style="list-style-type: none"> The above aircraft for which a permit to fly is requested is defined in <i>[add reference to the document(s) identifying the configuration of the aircraft.]</i> The aircraft is in the following situation related to its maintenance schedule: <i>[Describe status]</i> 	
5.3 Approval of flight conditions	<i>[if not available at the time of application, indicate reference of request for approval]</i>

6. Applicant's declaration

<p>I certify that the above statements are true and complete.</p> <p>Name and Signature (Chief executive or authorized representative):</p> <p>..... Date: / /</p>
--

ADDITIONAL INSTRUCTIONS

Field 4:

Use the following terminology .:

- (1) Development:
 - testing of new aircraft or modifications
 - testing of new concepts of airframe, engine propeller and equipment;
 - testing of new operating techniques;
- (2) Showing compliance with regulations or certification specifications:
 - certification flight testing for type certification, supplemental type certificates, changes to type certificates or Iranian Technical Standard Order authorization;
- (3) Design organizations or production organizations crew training:
 - Flights for training of crew that will perform design or production flight testing before the design approval and Certificate of Airworthiness (C. of. A) can be issued.
- (4) Production flight testing of new production aircraft:
 - For establishing conformity with the approved design, typically this would be the same program for a number of similar aircraft;
- (5) Flying aircraft under production between production facilities:
 - green aircraft ferry for follow on final production.
- (6) Flying the aircraft for customer acceptance:
 - Before the aircraft is sold and/or registered.
- (7) Delivering or exporting the aircraft:
 - Before the aircraft is registered in Islamic Republic of Iran where the C. of .A will be issued.
- (8) Flying the aircraft for CAO.IRI acceptance:
 - In the case of inspection flight test by the CAO.IRI before the C. of .A is issued.
- (9) Market survey, including customer's crew training:
 - Flights for the purpose of conducting market survey, sales demonstrations and customer crew training with non type certificated aircraft or aircraft for which conformity has not yet been established or for non-registered A/C and before the Certificate of Airworthiness is issued
- (10) Exhibition and air show:
 - Flying the aircraft to an exhibition or show and participating to the exhibition or show before the design approval is issued or before conformity with the approved design has been shown.
- (11) Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage:
 - Ferry flights in cases where maintenance is not performed in accordance with approved programmes, where an AD has not been complied with where certain equipment outside the Minimum Equipment List (MEL) is unserviceable or when the aircraft has sustained damage beyond the applicable limits.
- (12) 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:
 - Oversees ferry flights with additional fuel capacity.
- (13) Record breaking, air racing or similar competition:
 - Training flight and positioning flight for this purpose are included

- (14) Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found:
- Flying an aircraft which has been shown to comply with all applicable airworthiness requirements but not with environmental requirements.
- (15) For non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate.
- For aircraft which cannot practically meet all applicable airworthiness requirements, such as certain aircraft without TC-holder or aircraft which have been under national systems of Permit to Fly and have not been shown to meet all applicable requirements. The option of a permit to fly for such an aircraft should only be used if a certificate of airworthiness or restricted certificate of airworthiness cannot be issued due to conditions which are outside the direct control of the aircraft owner, such as the absence of properly certified spare parts.

Note: The above listing is of cases when a permit to fly MAY be issued; it does not mean that in the described cases a permit to fly MUST be issued. If other legal means are available to allow the intended flight(s) they can also be used.

For an application due to a change of purpose: reference to initial request and description of new purpose.

Box 5.2:

Same as required in CAO.IRI Form 18b, box 5.

Box 5.3:

Reference to:

1. CAO.IRI approval, if flight conditions are approved by CAO.IRI; or
2. DOA approval form (when applicable), if approved under DOA privilege

سازمان هواپیمائی کشوری

CAO.IRI



Application for Type Certificate and Restricted Type Certificate

1. Applicant

1.1 Name	
1.2 Address (registered business/postal address)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	
1.7 Part 21 Demonstration of Capability	

2. Product identification

<input type="checkbox"/> Type Certificate <input type="checkbox"/> Derivative <input type="checkbox"/> Restricted Type Certificate	
2.1 Fixed wing aircraft	
2.1.1 Large Aeroplanes <input type="checkbox"/> over 150 tons commuter) <input type="checkbox"/> over 50 tons up to 150 tons <input type="checkbox"/> over 22 tons up to 50 tons <input type="checkbox"/> over 5.7 tons up to 22 tons (excluding commuter)	2.1.2 Small Aeroplanes <input type="checkbox"/> over 5.7 tons up to 22 tons (incl. <input type="checkbox"/> over 2 tons up to 5,7 tons <input type="checkbox"/> up to 2 tons <input type="checkbox"/> VLA, powered sailplanes, sailplanes
2.2 Rotorcraft <input type="checkbox"/> Large (CS-29 and CS-27 Cat. A) <input type="checkbox"/> Medium (other CS-27) <input type="checkbox"/> Small (CS-27 of less than 4 seats and VLR)	2.3 Balloons, Airships <input type="checkbox"/> Balloon <input type="checkbox"/> Airship

2.4 Engines

- turbine engine above 25 kN take-off thrust
- turbine engine up to 25 kN take-off thrust
- turbine engine above 2000 kW take-off power
- turbine engine up to 2000 kW take-off power
- non-turbine engine
- CS-22H class engine

2.5 APU

- APU

2.6 Propellers

- propeller in aeroplanes over 22 tons
- propeller in aeroplanes up to 22 tons
- CS-22J class propeller

2.7 Type / Model designation(s)

2.8 Foreign Approval Reference
(if applicable)

2.9 Restriction (if applicable)

3. Applicant's declaration

I certify that the above statements are true and complete.

Name and Signature (Chief executive or authorized representative):

.....

.....

Date: / /

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Approval of Major Change/Major Repair

1. Applicant

1.1 Name	
1.2 Address (<i>registered business/postal address</i>)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	
1.7 Part 21 demonstration of Capability (<i>if applicable</i>)	

2. Classification, product identification

<input type="checkbox"/> Major Change	<input type="checkbox"/> Simple	<input type="checkbox"/> Standard
<input type="checkbox"/> Major Repair	<input type="checkbox"/> Complex <input type="checkbox"/> Involving changes to an aircraft's geometry and/or power plant	
<input type="checkbox"/> Including Change to approved parts of Flight Manual (FM)		
2.1 Fixed wing aircraft		
2.1.1 <u>Large Aeroplanes</u>		2.1.2 <u>Small Aeroplanes</u>
<input type="checkbox"/> over 150 tons	<input type="checkbox"/> over 5.7 tons up to 22 tons (incl. commuter)	
<input type="checkbox"/> over 50 tons up to 150 tons	<input type="checkbox"/> over 2 tons up to 5.7 tons	
<input type="checkbox"/> over 22 tons up to 50 tons	<input type="checkbox"/> up to 2 tons	
<input type="checkbox"/> over 5.7 tons up to 22 tons (excluding commuter)	<input type="checkbox"/> VLA, powered sailplanes, sailplanes	
2.2 Rotorcraft		2.3 Balloons, Airships
<input type="checkbox"/> Large (CS-29 and CS-27 Cat. A)	<input type="checkbox"/> Balloon	
<input type="checkbox"/> Medium (other CS-27)	<input type="checkbox"/> Airship	
<input type="checkbox"/> Small (CS-27 of less than 4 seats and VLR)		

2.4 Engines <input type="checkbox"/> turbine engine above 25 kN take-off thrust <input type="checkbox"/> turbine engine up to 25 kN take-off thrust <input type="checkbox"/> turbine engine above 2000 kW take-off power <input type="checkbox"/> turbine engine up to 2000 kW take-off power <input type="checkbox"/> non-turbine engine <input type="checkbox"/> CS-22H class engine	2.5 APU <input type="checkbox"/> APU
	2.6 Propellers <input type="checkbox"/> propeller in aeroplanes over 22 tons <input type="checkbox"/> propeller in aeroplanes up to 22 tons <input type="checkbox"/> CS-22J class propeller

3. Applicable Airworthiness Code

<input type="checkbox"/> CS-25	<input type="checkbox"/> CS-23	<input type="checkbox"/> CS-VLA	<input type="checkbox"/> CS-22	<input type="checkbox"/> CS-E
<input type="checkbox"/> CS-29	<input type="checkbox"/> CS-27	<input type="checkbox"/> CS-VLR	<input type="checkbox"/> CS-P	<input type="checkbox"/> Other *
* specify code				

4. Applicability / Description

4.1 Applicability	
4.2 Foreign Approval Reference (if applicable)	
4.3 Title	
4.4 Description	
4.5 Affected Areas (including manuals)	
4.6 Re-Investigations	
4.7 Justification (non TC-holder repairs only)	

5. Applicant's declaration

I certify that the above statements are true and complete.	
Name and Signature (Chief executive or authorized representative):	
.....	Date: / /

Information to be entered into major change / major repair design approval application form

Note: STC holders are requested to use this form also for major changes to their STC and make reference to the STC in field 4.1.

The use of this form is required to enable CAO.IRI to process applications without undue delay. The individual fields of the application form may be varied in size to allow entry of all required information.

Field 1.1: enter your reference (optional)

Field 1.2: enter the name of the legal entity making the application

Field 1.3: enter registered business address to be printed on the certificate; add postal address if different e.g. for mailing or billing purposes

Field 1.4-1.7: enter name, telephone, fax and e-mail of contact person for this application

Field 1.8: make reference to DOA / alternative procedures approval or related application made to CAO.IRI e.g. for extension of scope related to this design change

Field 2: In case of a major change / repair please tick the dedicated box for the kind of major change / repair and identify the classification simple, standard, complex:

Simple	Standard	Complex
STC, major design change, or repair, only involving current and well-proven justification methods, for which a complete set of data (description, compliance check-list and compliance documents) can be communicated at time of application, <u>and</u> for which the applicant has demonstrated experience, <u>and</u> which can be assessed by the project certification manager alone, or with a limited involvement of a single discipline specialist.	All other STC, major design changes or repairs.	Significant STC or major design change.

Field 2.1: the weight category shall refer to the maximum take-off weight (MTOW) of the aircraft type/model as specified in the type certificate data sheet

Field 3: identify the applicable airworthiness code proposed to be used for CAO.IRI certification

Field 4.1: enter make, type / model, CAO.IRI or grandfathered TC /TSO number of the original product / equipment, or reference to STC (in case of major change by STC-holder)

Field 4.2: *for foreign applicants*: enter reference to approval of the State of Design of the change / repair

Field 4.3: give a title of the design change / repair design

Field 4.4: give a brief description of the design change / damage and repair design

Field 4.5: identify all parts of the type design and the approved manuals affected by the change / repair, and the certification specifications and environmental protection requirements with which the change / repair has been designed; if necessary make reference to further attached documents in e.g. relating to 21A.101 compliance

Field 4.6: identify any re-investigations necessary to show compliance of the changed / repaired product / equipment with the applicable certification specification and environmental requirements; if necessary make reference to further attached documents

Field 4.7: third party major repairs only: justify that the information provided is adequate either from own resources or through an arrangement with the TC-holder



Application for Approval of Minor Change/Minor Repair

1. Applicant

1.1 Name	
1.2 Address (registered business/postal address)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	
1.7 Part 21 Demonstration of Capability (if applicable)	

2. Classification, product identification

<input type="checkbox"/> <input type="checkbox"/> Minor Change <input type="checkbox"/> <input type="checkbox"/> Minor Repair <input type="checkbox"/> <input type="checkbox"/> Including Change to approved parts of Flight Manual (FM)	
2.1 Fixed wing aircraft	
2.1.1 <u>Large Aeroplanes</u>	2.1.2 <u>Small Aeroplanes</u>
<input type="checkbox"/> <input type="checkbox"/> over 150 tons	<input type="checkbox"/> <input type="checkbox"/> over 5.7 tons up to 22 tons (incl. commuter)
<input type="checkbox"/> <input type="checkbox"/> over 50 tons up to 150 tons	<input type="checkbox"/> <input type="checkbox"/> over 2 tons up to 5.7 tons
<input type="checkbox"/> <input type="checkbox"/> over 22 tons up to 50 tons	<input type="checkbox"/> <input type="checkbox"/> up to 2 tons
<input type="checkbox"/> <input type="checkbox"/> over 5.7 tons up to 22 tons (excluding commuter)	<input type="checkbox"/> <input type="checkbox"/> VLA, powered sailplanes, sailplanes
2.2 Rotorcraft	2.3 Balloons, Airships
<input type="checkbox"/> Large (CS-29 and CS-27 Cat. A)	<input type="checkbox"/> Balloon
<input type="checkbox"/> <input type="checkbox"/> Medium (other CS-27)	<input type="checkbox"/> Airship
<input type="checkbox"/> Small (CS-27 of less than 4 seats and VLR)	

2.4 Engines

- turbine engine above 25 kN take-off thrust
- turbine engine up to 25 kN take-off thrust
- turbine engine above 2000 kW take-off power
- turbine engine up to 2000 kW take-off power
- non-turbine engine
- CS-22H class engine

2.5 APU

- APU

2.6 Propellers

- propeller in aeroplanes over 22 tons
- propeller in aeroplanes up to 22 tons
- CS-22J class propeller

3. Applicable Airworthiness Code

<input type="checkbox"/> <input type="checkbox"/> CS-25	<input type="checkbox"/> <input type="checkbox"/> CS-23	<input type="checkbox"/> <input type="checkbox"/> CS-VLA	<input type="checkbox"/> <input type="checkbox"/> CS-22	<input type="checkbox"/> <input type="checkbox"/> CS-E
<input type="checkbox"/> <input type="checkbox"/> CS-29	<input type="checkbox"/> <input type="checkbox"/> CS-27	<input type="checkbox"/> <input type="checkbox"/> CS-VLR	<input type="checkbox"/> <input type="checkbox"/> CS-P	<input type="checkbox"/> <input type="checkbox"/> Other *
* specify code				

4. Applicability / Description

4.1 Applicability	
4.2 Foreign Approval Reference (if applicable)	
4.3 Title	
4.4 Description	
4.5 Affected Areas (including manuals)	

5. Statement of Compliance:

I certify that the above statements are true.

Name and Signature (Chief executive or authorized representative):

..... Date: / /

Information to be entered into minor change / minor repair application form:

The use of this form is required to enable CAO.IRI to process applications without undue delay. The individual fields of the application form may be varied in size to allow entry of all required information. It is strongly recommended to use the English language.

Field 1.1: enter your reference (optional)

Field 1.2: enter the name of the legal entity making the application

Field 1.3: enter registered business address to be printed on the certificate; add postal address if different e.g. for mailing or billing purposes

Field 1.4-1.7: enter name, telephone, fax and e-mail of contact person for this application

Field 2: identify minor change or minor repair

Field 2.1: identify the kind of product / equipment for which an application is made by ticking the related checkboxes; the weight category shall refer to the maximum take-off weight (MTOW) of the aircraft type/model as specified in the type certificate data sheet

Field 3: identify the applicable airworthiness code proposed to be used for CAO.IRI certification

Field 4.1: enter manufacturer, type / model, CAO.IRI or grandfathered TC/TSO number of the original product / equipment

Field 4.2: *for foreign applicants:* enter reference to approval of the State of Design of the change / repair

Field 4.3: give a title of the design change / repair design

Field 4.4: give a brief description of the design change / damage and repair design

Field 4.5: identify all parts of the type design and the approved manuals affected by the change / repair, and the certification specifications and environmental protection requirements with which the change / repair has been designed



Application for Supplemental Type Certificate

1. Applicant

1.1 Name	
1.2 Address (<i>registered business/postal address</i>)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	
1.7 Part 21 Demonstration of Capability (<i>if applicable</i>)	

2. Classification, product identification

<input type="checkbox"/> Major Change <input type="checkbox"/> Major Repair	<input type="checkbox"/> Simple <input type="checkbox"/> Complex <input type="checkbox"/> Involving changes to an aircraft's geometry and/or power plant	<input type="checkbox"/> Standard
--	--	-----------------------------------

Including Change to approved parts of Flight Manual (FM)

2.1 Fixed wing aircraft

2.1.1 Large Aeroplanes

- over 150 tons
- over 50 tons up to 150 tons
- over 22 tons up to 50 tons
- over 5.7 tons up to 22 tons (excluding commuter)

2.1.2 Small Aeroplanes

- over 5.7 tons up to 22 tons (incl. commuter)
- over 2 tons up to 5.7 tons
- up to 2 tons
- VLA, powered sailplanes, sailplanes

2.2 Rotorcraft

- Large (CS-29 and CS-27 Cat. A)
- Medium (other CS-27)
- Small (CS-27 of less than 4 seats and VLR)

2.3 Balloons, Airships

- Balloon
- Airship

2.4 Engines

- turbine engine above 25 kN take-off thrust
- turbine engine up to 25 kN take-off thrust
- turbine engine above 2000 kW take-off power
- turbine engine up to 2000 kW take-off power
- non-turbine engine
- CS-22H class engine

2.5 APU

- APU

2.6 Propellers

- propeller in aeroplanes over 22 tons
- propeller in aeroplanes up to 22 tons
- CS-22J class propeller

3. Applicable Airworthiness Code

<input type="checkbox"/> CS-25	<input type="checkbox"/> CS-23	<input type="checkbox"/> CS-VLA	<input type="checkbox"/> CS-22	<input type="checkbox"/> CS-E
<input type="checkbox"/> CS-29	<input type="checkbox"/> CS-27	<input type="checkbox"/> CS-VLR	<input type="checkbox"/> CS-P	<input type="checkbox"/> Other *
* specify Code				

4. Applicability / Description

4.1 Applicability			
4.2 Foreign Approval Reference (if applicable)			
4.3 Title			
4.4 Description			
4.5 Affected Areas (including manuals)			
4.6 Re-Investigations			
4.7 Justification (non TC-holder repairs only)			
4.8 Original Type Certificate	TC Number: Date of Issue:	TC Holder: Authority:	

5. Statement of Compliance

I certify that the above statements are true.

Name and Signature (Chief executive or authorized representative):

.....

Date: / /

Information to be entered into Supplemental Type Certificate Approval application form

Note: STC holders are requested to use this form also for major changes to their STC and make reference to the STC in field 4.1.

The use of this form is required to enable CAO.IRI to process applications without undue delay. The individual fields of the application form may be varied in size to allow entry of all required information.

Field 1.1: enter your reference (optional)

Field 1.2: enter the name of the legal entity making the application

Field 1.3: enter registered business address to be printed on the certificate; add postal address if different e.g. for mailing or billing purposes

Field 1.4-1.7: enter name, telephone, fax and e-mail of contact person for this application

Field 1.8: make reference to DOA / alternative procedures approval or related application made to CAO.IRI e.g. for extension of scope related to this design change

Field 2: In case of a major change / repair please tick the dedicated box for the kind of major change / repair and identify the classification simple, standard, complex:

Simple	Standard	Complex
STC, major design change, or repair, only involving current and well-proven justification methods, for which a complete set of data (description, compliance check-list and compliance documents) can be communicated at time of application, <u>and</u> for which the applicant has demonstrated experience, <u>and</u> which can be assessed by the project certification manager alone, or with a limited involvement of a single discipline specialist.	All other STC, major design changes or repairs.	Significant STC or major design change.

Field 2.1: the weight category shall refer to the maximum take-off weight (MTOW) of the aircraft type/model as specified in the type certificate data sheet

Field 3: identify the applicable airworthiness code proposed to be used for CAO.IRI certification

Field 4.1: enter make, type / model, CAO.IRI or grandfathered TC /TSO number of the original product / equipment, or reference to STC (in case of major change by STC-holder)

Field 4.2: *for foreign applicants:* enter reference to approval of the State of Design of the change / repair

Field 4.3: give a title of the design change / repair design

Field 4.4: give a brief description of the design change / damage and repair design

Field 4.5: identify all parts of the type design and the approved manuals affected by the change / repair, and the certification specifications and environmental protection requirements with which the change / repair has been designed; if necessary make reference to further attached documents in e.g. relating to 21A.101 compliance

Field 4.6: identify any re-investigations necessary to show compliance of the changed / repaired product / equipment with the applicable certification specification and environmental requirements; if necessary make reference to further attached documents

Field 4.7: third party major repairs only: justify that the information provided is adequate either from own resources or through an arrangement with the TC-holder

In the name of God



Application for Iranian Technical Standard Order Authorization (ITSOA)

Islamic Republic of Iran
Civil Aviation Organization

1. Applicant

1.1 Name	
1.2 Address (registered business/postal address)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	

2. Product / Equipment identification

2.1 Kind of Equipment / Product	
<input type="checkbox"/> Equipment <input type="checkbox"/> Minor Change (to approved equipment requiring a change of the ITSOA, Existing Approval No.)	
2.2 Type/ Model	
2.3 Description	
2.4 Part No.	
2.5 Equipment Category Please enter the ID-Category according to the scheme in the Annex.

3. Certification Basis

3.1 ITSO Standard(s), Class(es)			
3.2 Deviations State either "None" or state deviation		
3.3 Aircraft Station License Data (for transmitting equipment only)	Emission Power	Emission Class	Frequency Band

4. Data Requirements

4.1 DDP, Issue Number, Date,,
4.2 Part No. System (description of the coding within open brackets)	
4.3 Production Reference (POA No. if applicable)	
4.4 Design Reference (DOA/AP DOA No. if applicable)	
4.5 Remarks (e.g. DDP in process)	

3. Applicant's declaration

I certify that the above statements are true and complete.

Name and Signature (Chief executive or authorized representative):

.....

Date: / /

CAO.IRI

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Annex: Scheme for Equipment Categories

ID-Category	Category	Sub-Category
34	Aircraft tires, wheels and brakes	
37	Any other articles	
26	Auto flight and control systems and instruments	e. g. Autopilot
1	Auxiliary Power Units	
2	Avionics - Communication (VHF/HF/ELT)	VHF-Receivers
3	Avionics - Communication (VHF/HF/ELT)	VHF-Transmitters/Receivers
4	Avionics - Communication (VHF/HF/ELT)	HF-Transmitters/Receivers
5	Avionics - Communication (VHF/HF/ELT)	Emergency Locator Transmitters (ELT)
6	Avionics - Communication (VHF/HF/ELT)	Accessories to Airborne Communication Equipment
22	Avionics - Multisensorsystems	Multisensorequipment
23	Avionics - Multisensorsystems	Multifunctionequipment
38	Avionics - Multisensorsystems	Flight Management System
39	Avionics - Multisensorsystems	Multifunction-Display
7	Avionics - Navigation	Automatic Direction Finding Equipment (ADF)
8	Avionics - Navigation	VHF-Navigation Receivers (VOR)
9	Avionics - Navigation	VHF-Receivers (ILS, Marker)
10	Avionics - Navigation	UHF-Navigation Receivers (ILS)
11	Avionics - Navigation	Radio Distance Measuring Equipment (DME)
12	Avionics - Navigation	LORAN- and Decca-Receivers
13	Avionics - Navigation	Very Low Frequency Systems
14	Avionics - Navigation	Supplementary Equipment for Navigation Equipment
15	Avionics - Navigation	Microwave Landing System (MLS)
16	Avionics - Navigation	GPS
17	Avionics - Navigation	MMR
46	Avionics - Navigation	Other Navigation Systems
18	Avionics - Radar and Transponder	ATC Transponders
19	Avionics - Radar and Transponder	Doppler-Radar
20	Avionics - Radar and Transponder	Weather Radar Systems
21	Avionics - Radar and Transponder	Radar Altimeters
30	Avionics - Warning Systems	TAWS / EGPWS / GPWS
40	Avionics - Warning Systems	ACAS / TCAS
41	Avionics - Warning Systems	Stormscopes
36	Cabin equipment	Seats
42	Cabin equipment	Safety belts
43	Cabin equipment	Berths
35	Cargo equipment	Pallets
44	Cargo equipment	Containers
45	Cargo equipment	Tie-down equipment
28	Electrical systems equipment	
25	Flight and navigation instruments	
27	Power plant instruments	
29	Recording equipment contributing to accident/incident investigation	
24	Survival and safety equipment	Parachutes
31	Survival and safety equipment	Oxygen equipment
32	Survival and safety equipment	Fire and Smoke detection/extinguisher equipment
33	Survival and safety equipment	Rafts/Life Jackets

Information to be entered into ITSOA application form:

The use of this form is required to enable CAO.IRI to process applications without undue delay. The individual fields of the application form may be varied in size to allow entry of all required information.

Field 2.1: identify the kind of product / equipment for which ITSOA application is made by ticking the related checkbox

Field 2.2-2.4: self explanatory

Field 2.5: please enter the ID-Category according to the classification scheme in the Annex; for example enter 36 when you apply for a seat.

Field 3.1 enter ITSO standard(s) and class(es)

Field 3.2: list deviations and make reference to document explaining the compensating factors or the design features providing an equivalent level of safety (document to be attached to application) or state "None" if the equipment is fully compliant with the requirements

Field 3.3: for transmitting equipment: enter emission power and frequency band

Field 4.1: make reference to the declaration of design and performance document (to be attached to application) including Issue number and date of DDP

Field 4.2 describe part number system to identify minor changes

example:

the part number of the article will be composed of a basic part number and wild card characters in brackets related to the minor changes as follows:
ABCD-(XXX)-(XXX)

Field 4.3: Enter POA number according to Part 21 subpart G or reference to letter of agreement according to Part 21 subpart F

Field 4.4: For APUs: make reference to DOA handbook i.a.w 21A.605 (e);
for all other articles make reference to procedures i.a.w 21A.605(f) (AP to DOA) or related application made to CAO.IRI e.g. for extension of scope related to this article

Field 4.5: the remark field may be used to indicate any special information e.g. schedule constraints, development status, and link to already existing communication related to this project

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Approval of Flight Conditions for a Permit to Fly

1. Applicant

1.1 Applicant's Reference (if applicable)	
1.2 Name	
1.3 Address (registered business/postal address)	
1.4 Contact Person (if applicable)	
1.5 Telephone	
1.6 Fax	
1.7 E-mail	

2. Scope

<input type="checkbox"/> Approval of flight conditions. <input type="checkbox"/> CAO. IRI Form 18b is attached (see Annex). <input type="checkbox"/> CAO. IRI Form 18b is not attached because
--

3. Applicability / Description

3.1 Applicability (Aircraft manufacturer/type)	
3.2 Serial Number	
3.3 Nationality and Registration marks	
3.4 This application is related to an ongoing certification project	<input type="checkbox"/> Not applicable <input type="checkbox"/> TC/RTC <input type="checkbox"/> Change/ Repair (insert project number)
3.5 Type of Aircraft:	
<input type="checkbox"/> Large Aeroplane	<input type="checkbox"/> Small Aeroplane, Sailplane, Powered Sailplane, VLA
<input type="checkbox"/> Rotorcraft	<input type="checkbox"/> Balloon/Airship

4. Permit to Fly

4.1 Requested duration for the Permit to Fly

from dd.mm.yyyy until dd.mm.yyyy (maximum 6 months)

4.2 Purpose

- | | |
|---|--|
| <input type="checkbox"/> 1. Development | <input type="checkbox"/> 11. Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage |
| <input type="checkbox"/> 2. Showing compliance with regulations or certification specifications | <input type="checkbox"/> 12. 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; |
| <input type="checkbox"/> 3. Design organisations or production organisations crew training | <input type="checkbox"/> 13. Record breaking, air racing or similar competition |
| <input type="checkbox"/> 4. Production flight testing of new production aircraft | <input type="checkbox"/> 14. Flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements is shown |
| <input type="checkbox"/> 5. Flying aircraft under production between production facilities | <input type="checkbox"/> 15. For non-commercial flying activity on individual non-complex aircraft or types for which CAO.IRI agrees that a certificate of airworthiness or restricted certificate of airworthiness is not appropriate |
| <input type="checkbox"/> 6. Flying the aircraft for customer acceptance | |
| <input type="checkbox"/> 7. Delivering or exporting the aircraft | |
| <input type="checkbox"/> 8. Flying the aircraft for Authority acceptance | |
| <input type="checkbox"/> 9. Market survey, including customer's crew training | |
| <input type="checkbox"/> 10. Exhibition and air show | |

4.3 Description of the non-compliance with the applicable airworthiness requirements

5. Applicant's declaration

I certify that the above statements are true and complete.

Name and Signature (Chief executive or authorized representative):

.....

Date: / /

6. Statement of technical satisfaction (To be filled in only by CAO.IRI)

The certification team is satisfied that the applicant has shown that the aircraft is capable of safe flight under the conditions or restrictions necessary for safe operation of the aircraft in accordance with the hereby approved flight conditions.

Notes/Remarks/Restrictions:

Staff involved in the technical investigation

Name	Date	Signature

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CAO.IRI

Information to be entered into Form 37(Application for Approval of Flight Conditions):

The use of this form is required to enable CAO.IRI to process applications without undue delay. The individual fields of the application form may be varied in size to allow entry of all required information.

Field 1.1: enter your reference (optional)

Field 1.2: enter the name of the legal entity making the application

Field 1.3: enter registered business address to be printed on the certificate; add postal address if different e.g. for mailing or billing purposes

Field 1.4 - 1.7: enter name, telephone, fax and e-mail of contact person for this application; in case the purpose for the permit is 4.2(15), the applicant must be the owner of the aircraft

Field 2: tick the box approval of flight conditions

Field 3.1-3.3: enter manufacturer, type / model, serial number, nationality and registration mark

Field 3.4: if the application for approval of flight conditions is related to an ongoing certification project that has already been applied for tick the dedicated boxes and insert the complete CAO.IRI project number

Field 4: information entered under 4.1. - 4.4. Do not replace the separate application of the Permit to Fly to be made to CAO.IRI

Field 4.1: identify the duration until the Permit to Fly shall be valid; a standard Permit to Fly shall be issued for a maximum of 6 months.

Field 4.2:

(1) testing of new aircraft or modifications

- testing of new concepts of airframe, engine propeller and equipment
- testing of new operating techniques

(2) certification flight testing for Type Certification, Supplemental Type Certificates, changes to Type Certificates or Iranian Technical Standard Order Authorization

- flights for the purpose of noise measurements

(3) flights for training of crew that will perform design or production flight testing before the design approval and Certificate of Airworthiness (C of A) can be issued

(4) for establishing conformity with the approved design, typically this would be the same program for a number of similar aircraft

(5) green aircraft ferry for follow on final production

(6) before the aircraft is sold and/or registered

(7) before the aircraft is registered in the State where the C. of .A will be issued

(8) in the case of inspection flight test by the authority before the C .of .A is issued

(9) flights for the purpose of conducting market survey, sales demonstrations and customer crew training with non type certificated aircraft or aircraft for which conformity has not yet been established or for non-registered a/c and before C .of .A is issued

(10) flying the aircraft to an exhibition or show and participating to the exhibition or show before the design

approval is issued or before conformity with the approved design has been shown

- (11) ferry flights in cases where maintenance is not performed in accordance with approved programmes, where an AD has not been complied with, where certain equipment outside the Minimum Equipment List (MEL) is unserviceable or when the aircraft has sustained damage beyond the applicable limits
- (12) oversees ferry flights with additional fuel capacity
- (13) training flight and positioning flight for this purpose are included
- (14) flying an aircraft which has been shown to comply with all applicable airworthiness requirements but not with environmental requirements for example due to weather constraints
- (15) For aircraft which cannot practically meet all applicable airworthiness requirements, such as certain aircraft without TC-holder (“generically termed orphan aircraft”) or aircraft which have been under national systems of Permit to Fly and have not been shown to meet all applicable requirements. The option of a Permit to Fly for such an aircraft should only be used if a certificate of airworthiness or restricted certificate of airworthiness cannot be issued due to conditions which are outside the direct control of the aircraft owner, such as the absence of properly certified spare parts.

Note: The above listing is of cases when a Permit to Fly MAY be issued; it does not mean that in the described cases a Permit to Fly MUST be issued. If other legal means are available to allow the intended flight(s) they can also be used.

Field 4.3: Give a short description of the non-compliance with the applicable airworthiness requirements.

Field 5: signature of an authorized representative of the applicant

Field 6: to be filled in only by CAO.IRI



Technical Occurrence Report

1. REFERENCE INFORMATION

1.1 Reporting Organisation Name: Country/Site: Approval Ref.:	1.2 Date of the finding (d/m/y)	1.3 Internal Ref. no.
1.4 Name of submitter Signature	1.5 Telephone no.	1.6 E-mail address

2. REPORT TYPE

<input type="checkbox"/> 2.1 Initial finding notification only (follow-up report required). <input type="checkbox"/> 2.2 Notification of finding with complete investigation results. <input type="checkbox"/> 2.3 Follow-up report on earlier notification, specify Ref. no.: Date:
--

3. DETECTION PHASE AND NOTIFICATION

3.1 Detection Phase Maintenance	3.2 Detection Phase Operations		
<input type="checkbox"/> Scheduled <input type="checkbox"/> Non-Scheduled	<input type="checkbox"/> Taxi <input type="checkbox"/> Take-off <input type="checkbox"/> Climb <input type="checkbox"/> En-Route	<input type="checkbox"/> Descent <input type="checkbox"/> Approach <input type="checkbox"/> Landing <input type="checkbox"/> Hovering	<input type="checkbox"/> Ground Handling <input type="checkbox"/> Unknown <input type="checkbox"/> Other, specify:
3.3 Parties informed <input type="checkbox"/> Operator <input type="checkbox"/> CAMO	<input type="checkbox"/> State of Registry	<input type="checkbox"/> Type Certificate/Approval Holder	<input type="checkbox"/> Owner

4 AIRCRAFT INFORMATION

4.1 Aircraft Manufacturer and Type/Model	4.2 Aircraft Serial Number	
4.3 Operator / Owner	4.4 Aircraft Registration	
4.5 Aircraft Usage Details		
	Aircraft total time (h)	Aircraft total cycles
Since new		
Since overhaul		
Since inspection or defect found		

5. DEFECTIVE COMPONENT

5.1 Manufacturer + Address	5.2 IPC (Illustrated Part Catalogue) Name	5.3 Type no.	
5.4 Part number	5.5 Serial number	5.6 ATA no.	5.7 (I,E)TSO no.
5.8 Time since new (h)	5.9 Cycles since new	5.10 Date of manufacture	
5.11 Time since overhaul (h)	5.12 Cycles since overhaul	5.13 Date of overhaul	
5.14 Time since repair/inspection (h)	5.15 Cycles since repair/ inspection	5.16 Date of repair/inspection	

6. CAUSE OF DEFECT / DEFECTIVE PART CONDITION (if applicable, multiple entry possible)

<input type="checkbox"/> Design	<input type="checkbox"/> Production	<input type="checkbox"/> Inadequate maintenance	<input type="checkbox"/> Operational
<input type="checkbox"/> Fatigue	<input type="checkbox"/> Corrosion	<input type="checkbox"/> Unapproved parts	<input type="checkbox"/> Human factor
<input type="checkbox"/> Other, specify:			
<input type="checkbox"/> Part condition, specify:			

7. SYSTEM MONITORING

For any occurrence involving a system or component, which is monitored or protected by a warning and/or protection system, state whether such system(s) functioned properly:

Yes No Not applicable

8. DETAILS

Description of Occurrence / Results of occurrence investigation:

9. ATTACHMENTS

<input type="checkbox"/> Sketch(es):	<input type="checkbox"/> Report(s):	<input type="checkbox"/> Nameplate photo <input type="checkbox"/> Photo(s), specify	<input type="checkbox"/> Other, specify:
---	--	---	---

Completion Instructions for CAO.IRI Form 44
“Technical Occurrence Report”

These completion instructions relate to the use of **CAO.IRI Form 44** for the reporting of technical occurrences.

1 REFERENCE INFORMATION

This block contains reference information on the reporting organisation or person to facilitate traceability and communication in the event of problems or queries.

1.1 Reporting Organisation : Name and country and/or site of the reporting organisation or person in order to identify the point of contact. Also include the Approval Reference (if relevant).

1.2 Date of finding: day, month and year of the reported occurrence, e.g. 09.11.2006.

1.3 Internal Ref. no.: The internal reference number for this occurrence as assigned by the Reporting Organisation.

1.4 Name of submitter: The point of contact of the Reporting Organisation for this occurrence.

2 REPORT TYPE: This block contains information on this report is an initial notification or a follow-up report. Mark one of the boxes 2.1, 2.2 or 2.3.

2.1 Initial finding only: Mark this box if this report is the first notification of the occurrence to CAO.IRI. A follow-up report is required.

2.2 Notification of finding with complete investigation results :

Mark this box if the investigation of the occurrence has already been completed. The results of the investigation should be detailed in block 8 DETAILS, or the investigation report can be attached to the Report Form, in which case the box “Reports” under block 9 ATTACHMENTS should be marked.

2.3 Follow-up report on earlier notification : Mark this box in case this report is a follow-up of an earlier notification. Please indicate the internal reference number for this occurrence and the date of the occurrence.

3 DETECTION PHASE AND NOTIFICATION:

This block contains information on the detection phase of the occurrence and if other organizations have been notified of the occurrence.

3.1 Detection phase maintenance: One of the boxes in this block should be marked when the detection of the failure, malfunction, defect or other occurrence took place during scheduled or nonscheduled maintenance.

3.2 Detection phase operations: One of the boxes in this block should be marked when the detection of the failure, malfunction, defect or other occurrence took place during operations. The flight phase in which the occurrence took place should be marked.

Taxi,	The occurrence took place when the aircraft was taxiing to or from the runway;
Takeoff,	The occurrence took place when the aircraft was taking off;
Climb,	The occurrence took place when the aircraft was climbing to cruise level;
Enroute,	The occurrence took place when the aircraft was flying at cruising level;
Descent,	The occurrence took place when the aircraft was descending from cruising level;
Approach,	The occurrence took place when the aircraft was on approach to an airport;
Landing,	The occurrence took place when the aircraft was landing;
Hovering,	Flight phase to be used for helicopters when hovering;

Ground handling, Occurrences during ground handling operations, e.g. when servicing, boarding, deplaning or loading the aircraft;

Unknown, The flight phase is not known;

Other specify, In case the flight phase is not mentioned above, the relevant phase can be specified here;

3.3 Parties informed: Indicate who has been informed of this occurrence: State of Registry, Type Certificate/Approval Holder, Owner, Operator and/or the Continuing Airworthiness Management Organisation (CAMO).

4 AIRCRAFT INFORMATION

This block contains information on the aircraft involved. In case there is no aircraft involved, this block does not need to be filled.

4.1 Aircraft Manufacturer and Type/Model: The name of the aircraft manufacturer and a specification of the type in full as defined in the type certificate.

4.2 Aircraft Serial number: The serial number of the aircraft.

4.3 Operator/Owner: The name of the Operator or the owner of the aircraft, if applicable.

4.4 Aircraft Registration : If the aircraft is registered then this mark will be the registration mark. If the aircraft is not registered then this will be such a mark that is accepted by the CAO.IRI.

4.5 Aircraft Usage Details: This block should contain information on the usage details of the relevant aircraft in total time (hours) and total cycles. The total time is the elapsed calendar time in hours since new (since the aircraft was built), since the last overhaul, and since the defect was found.

5 DEFECTIVE COMPONENTS

This block contains information on the defective component.

5.1 Manufacturer + Address: The full name and location address of the manufacturer of the relevant component.

Use fields **5.2 to 5.7** to make identification of the component in question possible.

State in fields **5.8 to 5.16** the usage details of the defective component.

6 CAUSE OF DEFECT/DEFECTIVE PART CONDITION

After the investigation is completed the cause of the defect should be reported in this block. In this block also the part condition can be described.

Design, The cause of the defect was design related.

Production, The cause of the defect was related to the manufacturing/production process.

Inadequate maintenance, The cause of the defect was related to inadequate maintenance.

Operational, The cause of the defect was operational related.

Fatigue, The defect was caused by structural fatigue of the material.

Corrosion, The defect was caused by corrosion of the material.

Unapproved parts, The defective part was unapproved.

Human factor, The cause of the defect was related to human factors and human performance issues e.g. related to human capabilities and limitations on the interface between human and other system components in the field of design, certification, training, operations and maintenance. Example factors are human machine interface, organizational and staffing factors, training, procedures, responsibilities, and communication.(Part 145: 'Human factors' means 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 of human performance. 'Human performance' means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.)

Other specifies In case the cause does not fit under the elements specified above, detail the cause of the defect under 'Other'.
Part condition Specify the condition of the part can be specified.

7 SYSTEM MONITORING

For any occurrence involving a system or component, which is monitored or protected by a warning and/or protection system (for example fire detection/extinguishing) the occurrence report should always state whether such system(s) functioned properly. If the warning and/or protection system functioned properly, mark the 'Yes' box.

8 DETAILS

This is a free text field to include the details of the occurrence and the results of the occurrence investigation.

9 ATTACHMENTS

Items suggested to be attached to the occurrence report. Mark the relevant box (Sketches, Reports, Nameplate photo, or Photos) or specify the nature of the attachment under "Other". Please always specify the name or contents of the attachment.

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Noise Certificate

Number:

1. Nationality and registration marks:	2. Manufacture and manufacture's designation of aircraft:	3. Aircraft serial number:		
4.Engine		5.Propeller (if applicable)		
6.Maximum take off mass(kg)	7..Maximum landing mass(kg)		8.Noise standard	
9.Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards				
10.Lateral/Full-Power Noise Level	11.Approach Noise Level	12.Flyover Noise Level	13.Overflight Noise Level	14.Take off Noise Level
15.Remarks				
16. This noise certificate is issued pursuant to Annex 16, Volume I to the Convention on International Civil Aviation dated Dec. 7, 1944 and Basic Regulation in respect of above mentioned aircraft, which is considered to comply with the foregoing noise standard when maintained and operated in accordance with the relevant requirements and operating limitations.				
Date of issue:		Signature:		
Date of expiry:				

This Permit shall be carried on board during all flight

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Production Organization Approval (POA)

1. Registered name and address of the organization	
2. Trade name (if different)	
3. Locations for which the approval is applied for	
4. Brief summary of proposed activities at the item 3 addresses:	
a) General:	
b) Scope of approval:	
c) Nature of privileges:	
5. Description of organization:	
6. Links/arrangements with design approval holder(s)/design organization(s) where different from 1.	
7. Approximate number of staff engaged or intended to be engaged in the activities	
8. Position and name of the accountable manager	
----- Date	----- Signature of the accountable manager

Information to be entered into application for POA form

Block 1: The name of the organization must be entered as stated in the register of the Companies Registration Office. For the initial application a copy of the entry in the register of the Companies Registration Office must be provided to the CAO.IRI.

Block 2: State the trade name by which the organization is known to the public if different from the information given in Block 1. The use of a logo may be indicated in this Block.

Block 3: State all locations for which the approval is applied for. Only those locations must be stated that are directly under the control of the legal entity stated in Block 1.

Block 4: This Block must include further details of the activities under the approval for the addresses indicated in Block 4. The Block "General" must include overall information, while the Block "Scope of approval" must address the scope of work and products/categories following the principles laid down in the GM 21A.151. The Block "nature of privileges" must indicate the requested privileges as defined in 21A.163 (b)-(d). For an application for renewal state "N/A".

Block 5: This Block must state a summary of the organization with reference to the outline of the production organization exposition, including the organizational structure, functions and responsibilities. The nomination of the responsible managers in accordance with 21A.145(c) (2) must be included as far as possible, accompanied by the corresponding Forms 4. For an application for renewal state "N/A".

Block 6: The information entered here is essential for the evaluation of eligibility of the application. Therefore special attention must be given concerning the completion of this Block either directly or by reference to supporting documentation in relation to the requirements of 21A.133(b) and (c) and the AMC to 21A.133(b) and (c).

Block 7: The information to be entered here must reflect the number of staff or in case of an initial approval the intended number of staff, for the complete activities to be covered by the approval and therefore must include also any associated administrative staff.

Block 8: State the position and name of the accountable manager.

In the name of God



**Application for
an agreement for production without
Production Organization Approval (POA)**

Islamic Republic of Iran
Civil Aviation Organization

1. Registered name and address of the organization	
2. Trade name (if different)	
3. Locations for which the approval is applied for	
4. Brief summary of proposed activities at the item 3 addresses:	
a) General:	
b) Scope of approval:	
c) Nature of privileges:	
5. Description of organization:	
6. Links/arrangements with design approval holder(s)/design organization(s) where different from 1.	
7. Approximate number of staff engaged or intended to be engaged in the activities	

8. Select the item which shows the reason of the application

- 8.1 The issuance of a production organisation approval under Subpart G would be inappropriate
- 8.2 The certification or approval of a product, part or appliance under Subpart F is needed pending the issuance of a production organisation approval under Subpart G.

9. Position and name of the accountable manager

Date

Signature of the accountable manager



Information to be entered into application for POA form:

Block 1: The name of the organization must be entered as stated in the register of the Companies Registration Office. For the initial application a copy of the entry in the register of the Companies Registration Office must be provided to the CAO.IRI

Block 2: State the trade name by which the organization is known to the public if different from the information given in Block 1. The use of a logo may be indicated in this Block.

Block 3: State all locations for which the approval is applied for. Only those locations must be stated that are directly under the control of the legal entity stated in Block 1.

Block 4: This Block must include further details of the activities under the approval for the addresses indicated in Block 4. The Block "General" must include overall information, while the Block "Scope of approval" must address the scope of work and products/categories following the principles laid down in the GM 21A.151.

The Block "nature of privileges" must indicate the requested privileges as defined in 21A.163 (b)-(d). For an application for renewal state "N/A"

Block 5: This Block must state a summary of the organization with reference to the outline of the production organization exposition, including the organizational structure, functions and responsibilities. The nomination of the responsible managers in accordance with 21A.145(c) (2) must be included as far as possible, accompanied by the corresponding Forms 4. For an application for renewal state "N/A"

Block 6: The information entered here is essential for the evaluation of eligibility of the application. Therefore special attention must be given concerning the completion of this Block either directly or by reference to supporting documentation in relation to the requirements of 21A.133(b) and (c) and the AMC to 21A.133(b) and (c).

Block 7: The information to be entered here must reflect the number of staff or in case of an initial approval the intended number of staff, for the complete activities to be covered by the approval and therefore must include also any associated administrative staff.

Block 8: This application shall contain evidence which demonstrate, where applicable, that:

1. the issuance of a production organisation approval under Subpart G would be inappropriate; or
2. the certification or approval of a product, part or appliance under Subpart F is needed pending the issuance of a production organisation approval under Subpart G.

Block 9: State the position and name of the accountable manager.

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for significant changes or variation of scope and terms of Part 21 POA

1. Applicant

1.1 Name and address of the POA holder	
1.2 Approval reference number	
1.3 Locations for which changes in the terms of approval are requested	

2. Brief summary of proposed changes to the activities at the item 1.3 addresses

2.1 General	
2.2 Scope of approval	
2.3 Nature of privileges	

3. Description of organizational changes

Description:

4. Position and name of the accountable manager or nominee

..... Date Signature of the accountable manager (or nominee)
---------------	--

**Information to be entered into significant changes or variation
of scope and terms of Part 21 POA application form:**

Block 1.1: The name must be entered as written on the current approval certificate. Where a change in the name is to be announced state the old name and address here, while using Block 3 for the information about the new name and address. The change of name and/or address must be supported by evidence, e.g. by a copy of the entry in the Companies Registration Office.

Block 1.2: State the current approval reference number.

Block 1.3: State the locations for which changes in the terms of approval are requested or state "N/A" if no change is to be anticipated here.

Block 2: This Block must include further details for the variation of the scope of approval for the addresses indicated in Block 1.3. The Block "General" must include overall information for the change (including changes e.g. in workforce, facilities etc.), while the Block "Scope of approval" must address the change in the scope of work and products/categories following the principles laid down in the GM 21A.151. The Block "nature of privileges" must indicate a change in the privileges as defined in 21A.163(b)-(d). State "N/A" if no change is anticipated here.

Block 3: This Block must state the changes to the organisation as defined in the current production organisation exposition, including changes the organisational structure, functions and responsibilities. This Block must therefore also be used to indicate a change in the accountable manager in accordance with 21A.145(c)(1) or a change in the nomination of the responsible managers in accordance with 21A.145(c)(2). A change in the nomination of responsible managers must be accompanied by the corresponding CAO.IRI Forms 4. State "N/A" if no change is anticipated here.

Block 4: State the position and name of the accountable manager here. Where there is a change in the nomination of the accountable manager, the information must refer to the nominee for this position.

In case of an application for a change of the accountable manager the CAO.IRI Form 51 must be signed by the new nominee for this position. In all other cases the CAO Form 51 must be signed by the accountable manager.

Aircraft Statement of Conformity

1.Statement reference number:		
2.Organization		
3.Aircraft Type	4. Type Certificate reference	
5.Aircraft Registration	6.Manufacturers Identification number	
7.Engine/Propeller Details(*)		
8.Modifications and/or Service Bulletins(*)		
9.Airworthiness Directives		
10.Concessions		
11.Exemptions, Waivers or Derogations(*)		
12.Remarks		
13.Certificate of Airworthiness		
14.Additional Requirements		
15.Statement of Conformity It is hereby certified that this aircraft confirms fully to the type certificated design and to the items above in boxes 7, 8, 9, 10 and 11. The Aircraft is in a condition of safe operation. The Aircraft has been satisfactorily tested in flight.		
16.Signed	17.Name	18.Date
19. Production Organization Approval reference		

(*)=Delete as applicable

Aircraft statement of conformity-CAO.IRI Form 52 COMPLETION INSTRUCTION

For the purpose of part 21 Section F, statement of conformity means the CAO.IRI Form 52 for complete aircraft or the CAO.IRI Form 1 for the other products, parts, appliances and/or material.

Authorized person means a person identified as signatory in the Manual accepted by the CAO.IRI and provided in accordance with 21A.125 (b).

Responsible position means a position held by a person with terms of reference which include responsibility for product conformity and who has sufficient authority to prevent the release of items which do not conform to the applicable design data and/or are not in condition for safe operation.

1. PURPOSE AND SCOPE

Use of the aircraft statement of conformity issued by a manufacture producing under part 21 section A subpart F is described under 21A.130 and the corresponding acceptable means of compliance.

The purpose of the aircraft statement of conformity (CAO.IRI Form 52) issued under part 21 section A subpart G to enable the holder of an appropriate production organization approval to exercise the privilege to obtain an individual aircraft certificate of airworthiness from the competent authority of the member state of registry.

2. GENERAL

The statement of conformity must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to extent that would make the statement of conformity unrecognizable, if in doubt consult the CAO.IRI.

The statement of conformity must either be pre-printed or computer generated in either case the printing of lines and characters must be clear and legible. Pre-printed wording is permitted in accordance with the attached model but no other certification statements are permitted.

Completion may be either machine/computer printed or hand-written using block letters to permit easy reading. English and/or Persian are acceptable.

A copy of the statement and all referenced attachment are to be retained by the approved production organization.

3. COMPLETION OF THE STATEMENT OF CONFORMITY BY THE ORIGINATOR

There should be an entry in all Blocks to make the document a valid statement.

A statement of conformity may not be issued to the CAO.IRI unless the design of the aircraft and its installed products are approved.

The information required in Blocks 7, 8, 9,10, 11 and 12 may be by reference to separate identified documents held on file by the production organization, unless the CAO.IRI agrees otherwise.

The statement of conformity is not intended to include those items of equipment that may be required to be fitted in order to satisfy applicable operational rules. However, some of these individual items may be included in block 8 or in the approved type design. Operators are therefore reminded of their responsibility to ensure compliance with the applicable operational rules for their own practical operation.

Block 1	A unique serial number should be pre-printed in this Block for statement control and traceability purposes, Except that in the case of a computer generated document the number need not be pre-printed where the computer is programmed to produce and print a unique number.
Block 2	The full name and location address of the organization issuing the statement. This Block may be pre-printed. Logos etc. are permitted if the logo can be contained within the Block
Block 3	The aircraft type in full as defined in the type-certificate and its associated data sheet
Block 4	The type-certificate reference numbers and issue for the subject.
Block 5	If the aircraft is registered then this mark will be the registration mark. If the aircraft is not registered then this will be such a mark that is accepted by the CAO.IRI, if applicable, by the competent authority of the third country.
Block 6	The identification number assigned by the manufacture for control and traceability and product support. This is sometimes referred to as a manufactures serial No or Construction No.
Block 7	The engine and propeller type(s) in full as defined in relevant type-certificate and its associated data sheet. Their manufacture identification No and associated location should also be shown.
Block 8	Approved design changes to the Aircraft Definition.
Block 9	A listing of all applicable airworthiness directives (or equivalent) and a deceleration of compliance, together with a description of method of a compliance on the subject individual aircraft including products and installed parts, appliances and equipment. Any future compliance requirement time should be shown.
Block 10	Approved unintentional deviations to the approved type design sometimes refer to as concession, divergence, or non-conformances.
Block 11	Only agreed exemptions, waivers or derogation may be included here.
Block 12	Remarks. Any statement, information, particular data or limitation which may affect the airworthiness of the aircraft. If there is no such information or data, state: "None".
Block 13	Enter ' Certificate of Airworthiness', or 'Restricted Certificate of Airworthiness' or for the Certificate of Airworthiness requested.
Block 14	Additional requirements such as those notified by an importing country should be noted in this Block.
Block 15	Validity of the statement of conformity is dependent on full completion of all Blocks on the form. A copy of the flight test report together with any recorded defects and rectification details should be kept on file by the POA holder. The report should be signed as satisfactory by the appropriate certifying staff and a flight crew member, e.g., test pilot or flight test engineer. The flight tests performed are those defined under the control of the quality system, as established by 21A.139 in particular 21A.139(b)(1)(vi), to ensure that the aircraft conforms with the applicable design data and is in condition for safe operation The listing of items provided for (or made available) to satisfy the safe operation aspects of this statement should be kept on file by the POA holder.
Block 16	The Statement of conformity may be signed by the person authorized to do so by the production approval holder in accordance with 21A.145 (d). A rubber stamp signature should not be used.
Block 17	The name of the person signing the certificate should be typed or printed in a legible form.
Block 18	The date the statement of conformity is signed should be given
Block 19	The CAO.IRI approval reference of the POA holder should be quoted.

Certificate of Release to Service

[Approved Production Organization name]

Production Organization Approval reference:

Certificate of release to service in accordance with 21A.163(d)

Aircraft Type:

Aircraft Model:

Constructor No./ Registration

Has been maintained as specified in Work Order

Brief description of work performed

Certifies that the work specified was carried out in accordance with 21A.163 (d) and in respect to that work the aircraft is considered ready for release to service and therefore is in a condition for safe operation.

Certifying staff :

Name

Signature

Location

Date

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Production Organization Approval Certificate

Number: PO-xx

***Pursuant to the Civil Aviation Regulation of the Islamic Republic of Iran in force
and subject to the conditions specified below,
the civil aviation organization of the Islamic Republic of Iran hereby certifies***

...Company's name...

...Company's address...

As a

Production Organization

Approved according to Part 21, Section A, Subpart G

Conditions:

- 1. The approval is limited to that specified in the enclosed Terms of Approval; and*
- 2. This approval requires compliance with the procedures specified in Production Organization Exposition; and*
- 3. This approval is valid whilst the approved production organization remains in compliance with Part 21, Section A, Subpart G.*
- 4. subject to compliance with the foregoing condition, this approval shall remain valid until any specified date of expiry unless the approval has previously been surrendered, suspended or revoked*

Date of issue:

Date of expiry:

NAME
President of CAO.IR of Iran

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Terms of Approval

Number: PO-xx

This document is part of Production Organization Approval Number PO-xx issued to
[Company name]

Section 1 **SCOPE OF WORK**

PRODUCTION OF

.....

PRODUCTS/ CATEGORIES

.....

For details and limitations refer to the Production Organization Exposition, Section xxx

Section 2 **LOCATIONS**

Section 3 **PRIVILEGES**

The Production Organization is entitled to exercise, within its Terms of Approval and in accordance with the procedures of its Production Organization Exposition, the privileges set forth in 21A.163. Subject to the following:

Prior to approval of the design of the product a CAO.IRI Form 1 may be issued only for conformity purposes.

A Statement of Conformity may not be issued for a non approved aircraft.

Maintenance may be performed, until compliance with maintenance regulations is required, in accordance with the Production Organization Exposition Section xxx.

Date of issue:

Date of expiry:

NAME
President of CAO.IR of Iran

In the name of God



Civil Aviation Organization
of Islamic Republic of Iran

Letter of Agreement

[NAME OF THE APPLICANT]

[TRADE NAME (If different)]

[FULL ADDRESS OF THE APPLICANT]

Reference: [CAO.IRI Ref. number]

Subject: PRODUCTION WITHOUT POA, LETTER OF AGREEMENT

Dear Sir,

Your production inspection system has been evaluated and found to be in compliance with part 21, Section A, Subpart F.

Therefore, subject to the conditions specified below, we agree that showing of conformity of products, parts and appliances mentioned below may be done under part 21, Section A, subpart F:

	No. of Units	P/N	S/N
AIRCRAFT	----	----	----
PARTS	----	----	----

The following conditions are applicable to this agreement:

1. It is valid whilst [Company Name] remains in compliance with part 21, Section A, subpart F.
2. It requires compliance with the procedure specified in [Company Name] manual Ref. / issued date.
3. It terminates on [date of expiry]
4. The statement of conformity issued by [Company Name] under provisions of part 21A.130 shall be validated by the issuing authority of this letter of agreement in accordance with the procedure [procedure no.] of the above referenced Manual.
5. [Company Name] shall notify the issuing authority of this letter of agreement immediately of any changes to the production inspection system that may affect the inspection, conformity, or airworthiness of the product and parts in this letter.

[Date]

[Name and Signature]



Application for Type Validation Certificate

1. Applicant

1.2 Name	
1.3 Address (registered business/postal address)	
1.4 Contact Person	
1.5 Telephone	
1.6 Fax	
1.7 E-mail	

2. Product identification

2.1 Fixed wing aircraft

2.1.1 Large Aeroplanes

- over 150 tons
commuter)
- over 50 tons up to 150 tons
- over 22 tons up to 50 tons
- over 5,7 tons up to 22 tons (excluding commuter)

2.1.2 Small Aeroplanes

- over 5,7 tons up to 22 tons (incl.
- over 2 tons up to 5,7 tons
- up to 2 tons
- VLA, powered sailplanes, sailplanes

2.2 Rotorcraft

- Large (CS-29 and CS-27 Cat. A)
- Medium (other CS-27)
- Small (CS-27 of less than 4 seats and VLR)

2.3 Engines

- turbine engine above 25 kN take-off thrust
- turbine engine up to 25 kN take-off thrust
- turbine engine above 2000 kW take-off power
- turbine engine up to 2000 kW take-off power
- non-turbine engine
- CS-22H class engine

2.4 Type / Model designation(s)

2.5 Type Certificate Number

2.6 Type Certificate Holder

2.7 Aircraft/ Engine Manufacturer	
2.8 Country of manufacturer	
2.9 Restriction (if applicable)	

3. Applicant's declaration

I declare that the information provided in this application is true and correct.

Date	Name	Signature
		سازمان هواپیمائی کشوری

CAO.IRI



Application for Design Organization Approval

1. Applicant

1.1 Name	
1.2 Address (registered business/postal address)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	

2. Scope

2.1 Product Type	<input type="checkbox"/>	Large Aeroplane
	<input type="checkbox"/>	Small Aeroplane
	<input type="checkbox"/>	Glider/Motor Glider
	<input type="checkbox"/>	Very Light Aeroplane(VLA)
	<input type="checkbox"/>	Large Rotorcraft
	<input type="checkbox"/>	Small Rotorcraft
	<input type="checkbox"/>	Very Light Rotorcraft
	<input type="checkbox"/>	Airship
	<input type="checkbox"/>	Balloon
	<input type="checkbox"/>	Turbine Engine
	<input type="checkbox"/>	Piston Engine
	<input type="checkbox"/>	Auxiliary Power Unit(APU)
	<input type="checkbox"/>	Propeller
2.2 Activity	<input type="checkbox"/>	Type Certificates(TC)/Technical Standard Order (TSOA) for APU
	<input type="checkbox"/>	Supplemental Type Certificates(STC) /Technical Standard Order (TSO) for APU
	<input type="checkbox"/>	Changes to Type Design by TC holders and Continued Airworthiness
	<input type="checkbox"/>	Repairs
	<input type="checkbox"/>	Minor Changes only
	<input type="checkbox"/>	Minor Repairs only

2.3 Technical Field	<input type="checkbox"/>	All (in case of TC)
	<input type="checkbox"/>	Avionics
	<input type="checkbox"/>	Installation of Avionics equipment
	<input type="checkbox"/>	Structure
	<input type="checkbox"/>	Performance
	<input type="checkbox"/>	Environmental system
	<input type="checkbox"/>	Hydro Mechanical Systems
	<input type="checkbox"/>	Electrical Systems
	<input type="checkbox"/>	Cabin Interior
	<input type="checkbox"/>	Galleys or other Interior Systems
	<input type="checkbox"/>	Power plant/Fuel System
	<input type="checkbox"/>	Software
	<input type="checkbox"/>	Transmissions
	<input type="checkbox"/>	Noise
	<input type="checkbox"/>	FADEC(Engines)
	<input type="checkbox"/>	None Critical Engine Parts
<input type="checkbox"/>	Trust Reversers	

3. Approval details

3.1 List of Product (for TC and ITSOA)	Specify products for which TC application (or ITSOA for APU) is requested:
3.2 Limitation	Specify as necessary appropriate limitations, like: Software Level ,Primary/ Secondary Structure , Others (to be specified):
3.3 Additional Specification	Add information on schedule for type-certificate, STC or other design approval:

Note 1: The name of the organization must be entered as stated in the register of the Companies Registration Office. For the initial application a copy of the entry in the register of the Companies Registration Office must be provided to the CAO.IRI

Note 2: Provide the draft handbook, including company flow-charts and, as relevant, description and information on design activities and organization of partners or subcontractors.

4. Applicant's declaration

I certify that the above statements are true.

Name and Signature (Chief Executive or Authorized representative):

.....

Date: / /

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Design Organization Approval Certificate

Number: DO-xx

Pursuant to the Civil Aviation Regulation of the Islamic Republic of Iran in force and subject to the conditions specified below, the civil aviation organization of the Islamic Republic of Iran hereby certifies

...Company's name...

...Company's address...

***As a
Design Organization***

Approved according to Part 21, Section A, Subpart J

Conditions:

5. This approval is limited to that specified in the enclosed Terms of Approval; and
6. This approval requires compliance with the procedures specified in Design Organization Handbook; and
7. This approval is valid whilst the approved design organization remains in compliance with Part 21, Section A, Subpart J.
8. subject to compliance with the foregoing condition, this approval shall remain valid until any specified date of expiry unless the approval has previously been surrendered, suspended or revoked

Date of issue : dd, mm, yyyy

Date of expiry: dd, mm, yyyy

NAME
President of CAO.IR of Iran

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Terms of Approval

Number: DO-xx

1. Scope of approval

This Design Organization Approval has been granted for:

- Designing ... (see note 1) in accordance with the applicable airworthiness and environmental protection requirements.
- Showing and verifying the compliance with the applicable type certification basis requirements, and
- Demonstrating to the CAO.IRI this compliance.

2. Categories of products

(See note 2)

3. List of products

(See note 3)

4. Privileges

The holder of this approval shall be entitled to:

(See note 4)

5. Limitations

(See note 5)

Date of issue : dd, mm, yyyy

Date of expiry: dd, mm, yyyy

NAME
President of CAO.IR of Iran

Notes:

Note 1: "Small aeroplane", "Large aeroplane:", "Engines", "Small rotorcrafts", "Large rotorcrafts",, or changes thereof

If it is a DOA for Supplemental Type Certificate(s) (STC), nature of the STC

Note 2: "Subsonic turbojet aeroplane", "Turbo propeller aeroplane", or any other indication if the CAO.IRI has found a limitation related to technologies and reducing the scope as defined in 1.

Note 3: List of the products, as defined on the Type Certificate(s) or STC

This list may contain products not Type certificated under Part 21. This DOA does not provide for mutual acceptance of these products or changes thereof . Mutual acceptance will only be realized when corresponding products become Part 21 products.

Note 4: List of privileges granted with the approval, according to Part 21A.263

[All privileges, as listed in Part 21A.263, are not necessarily granted]

Note 5: To be used to indicate limitations, if necessary. This section shall not appear in the Terms of Approval if there is no limitation other than under Section 2.

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Significant Changes or Variation of Scope and Terms of Part 21 DOA

1. Applicant

1.1 Name and address of the DOA holder	
1.2 Approval reference number	
1.3 Locations for which changes in the terms of approval are requested	

2. Brief summary of proposed changes to the activities at the item 1.3 addresses

2.1 General	
2.2 Scope of approval	
2.3 Nature of privileges	

3. Description of organisational changes

Description:

4. Position and name of the head of design organization (HDO) or nominee

..... Date Signature of HDO (or nominee)
---------------	--

**Information to be entered into significant changes or variation of
scope and terms of Part 21 DOA application form**

Block 1.1: The name must be entered as written on the current approval certificate. Where a change in the name is to be announced state the old name and address here, while using Block 3 for the information about the new name and address. The change of name and/or address must be supported by evidence, e.g. by a copy of the entry in the Companies Registration Office.

Block 1.2: State the current approval reference number.

Block 1.3: State the locations for which changes in the terms of approval are requested or state "N/A" if no change is to be anticipated here.

Block 2: This Block must include further details for the variation of the scope of approval for the addresses indicated in Block 1.3. The Block "General" must include overall information for the change (including changes e.g. in workforce, facilities etc.), while the Block "Scope of approval" must address the change in the scope of work and products/categories following the principles laid down in the 21A.251, 21A.253 and related GMs. The Block "nature of privileges" must indicate a change in the privileges as defined in 21A.263 (a)-(c). State "N/A" if no change is anticipated here.

Block 3: This Block must state the changes to the organisation as defined in the current design organization manual, including changes the organisational structure, functions and responsibilities. This Block must therefore also be used to indicate a change in the head of design organization in accordance with 21A.239 or a change in the nomination of the responsible managers. A change in the nomination of responsible managers must be accompanied by the corresponding CAO.IRI Forms 4. State "N/A" if no change is anticipated here.

Block 4: State the name of the head of design organization here. Where there is a change in the nomination of the HDO, the information must refer to the nominee for this position.

In case of an application for a change of the HDO, the CAO.IRI Form 51 must be signed by the new nominee for this position. In all other cases the CAO Form 51 must be signed by the HDO.

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Issue of an Export Certificate of Airworthiness

1. Aircraft owner

1.1 Name	
1.2 Address (registered business/postal address)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	

2. Applicant (If different)

2.1 Name	
2.2 Address (registered business/postal address)	
2.3 Contact Person	
2.4 Telephone	
2.5 Fax	
2.6 E-mail	

3. Product Description

Aircraft			
3.1 Registration Mark	EP-	3.2 Serial Number	
3.3 Aircraft manufacturer			
3.4 Country of construction		3.5 Model Designation	
3.6 Year of construction		3.7 New or used	
3.8 TSN		3.9 CSN	
3.10 TSO		3.11 CSO	

Engine(s)				
3.12 Manufacturer				
3.13 Model designation(s)				
	Engine #1	Engine #2	Engine #3	Engine #4
3.14 Serial Number(s)				
3.15 TSN				
3.16 TSO				
3.17 CSN				
3.18 CSO				
Propeller(s)				
3.19 Manufacturer				
3.20 Model Designation(s) (including blades)				
	Prop #1	Prop #2		
3.21 Serial Number(s)				
3.22 TSN				
3.23 TSO				
3.24 CSN				
3.25 CSO				
APU				
3.26 Manufacturer				
3.27 Model designation		3.28 Serial Number		
3.29 TSN		3.30 TSO		
3.31 Start (Since New)		3.32 Start (Sine Overhaul)		

4. Additional Details

4.1 Importing country	
4.2 Date when ownership is expected to pass to foreign purchaser	
4.3 Confirmation the aircraft conforms to a type design acceptable to the importing country (Attach written confirmation.)	
4.4 Confirmation any special certification conditions of the importing country are met (Attach written confirmation.)	

Will the aircraft be modified to meet the additional requirements of the importing country? Yes No
Specify Please:

Blank area for specifying modifications.

5. Supporting Documentation

(Indicate by a "√" whether available at inspection, attached, or not applicable)

	At inspection	Attached	Not applicable
Statement of Conformity (Iranian manufactured product)		<input type="checkbox"/>	<input type="checkbox"/>
Valid airworthiness certificate		<input type="checkbox"/>	<input type="checkbox"/>
Additional CAO.IRI requirements compliance statement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Modification and repair record	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
AD summary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintenance records	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Exceptions

The following CAO.IRI or foreign requirements are not met and will need to be identified as exceptions on the certificate:

Confirmation the importing country will accept the exceptions.
(Attach written confirmation)

7. Inspection

Aircraft and the supporting documentation identified above will be available for inspection at:

Location:

Date 1:

Date 2:

Date 3:

8. Declaration

I hereby declare that I am the exporter (or the agent of the exporter) of the aircraft described in Section 3 and to the best of my knowledge and belief, the particulars entered on this application are accurate in every respect and show compliance with the Civil Aviation Regulation of IR.IRAN, Part 21 Subpart L.

I request that the CAO.IRI contacts the airworthiness authority of the importing country to confirm the product conforms to an acceptable type design, that any special certification conditions are met and that any exceptions on the certificate are acceptable.

Name of Registered Owner:

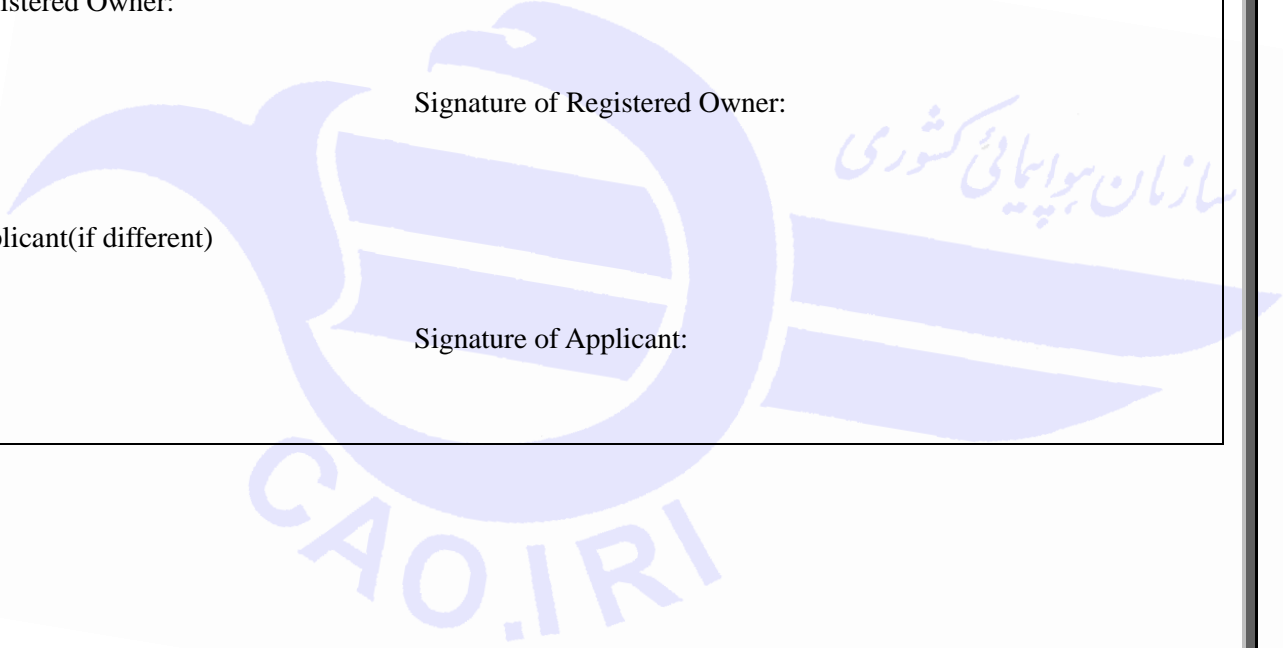
Date:

Signature of Registered Owner:

Name of Applicant(if different)

Date:

Signature of Applicant:



In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Export Certificate of Airworthiness

1. Certificate No.:	2. Manufacturer and Aircraft type:	3. Aircraft serial number:
4. Type Certificate Number:	5. Category(ies):	
6. <input type="checkbox"/> New <input type="checkbox"/> Newly Overhauled <input type="checkbox"/> Used		
7. Type & Serial No. of Engine(s): - - - -	8. Type & Serial No. of Propeller(s): - - - -	
9. Export to:		
10. This Certifies that the aircraft identified above has been examined and as at the date of this certificate is considered airworthy in accordance with Civil Aviation Regulation of IR.Iran and with the special requirements notified by importing country, except as noted in section 11. This Certificate dose not constitute authority to operate the aircraft, nor does it attest compliance with any agreements between the vendor and the purchaser.		
11. Exception and/or additional condition:		
12. Date of issue :	13. Signature of CAO.IRI	

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Iranian Parts Manufacturing Approval Authorization (IPMA)

1. Applicant:

Full name (company):					
Trade name:					
Business address:					
Postal address:					
Contact person:					
Tel:		Fax:		Email:	
Web site: (if available)					

2. Product Identification (The product onto which the part will be installed)

2.1 Make and model of product (Including serial number range if appropriate.)	
2.2 Applicable Type Certificate	
2.2 Type/ Model	

3. Part(s) Identification

3.1 <input type="checkbox"/> Modification Part (evidence of approval or of an application for approval of the part as a minor change to the Type Design)	
3.2 <input type="checkbox"/> Replacement Part (evidence that the replacement part is approved according to 21A.303(a))	
3.3 Details of part(s) to be manufactured including part number(s).	

4. Method of showing compliance

4.1 <input type="checkbox"/> Showing that the PMA part's design is identical to the design of a part that is covered under TC	4.2 <input type="checkbox"/> Using test and computation that shows the PMA part's design meets the airworthiness requirements that apply to affected product
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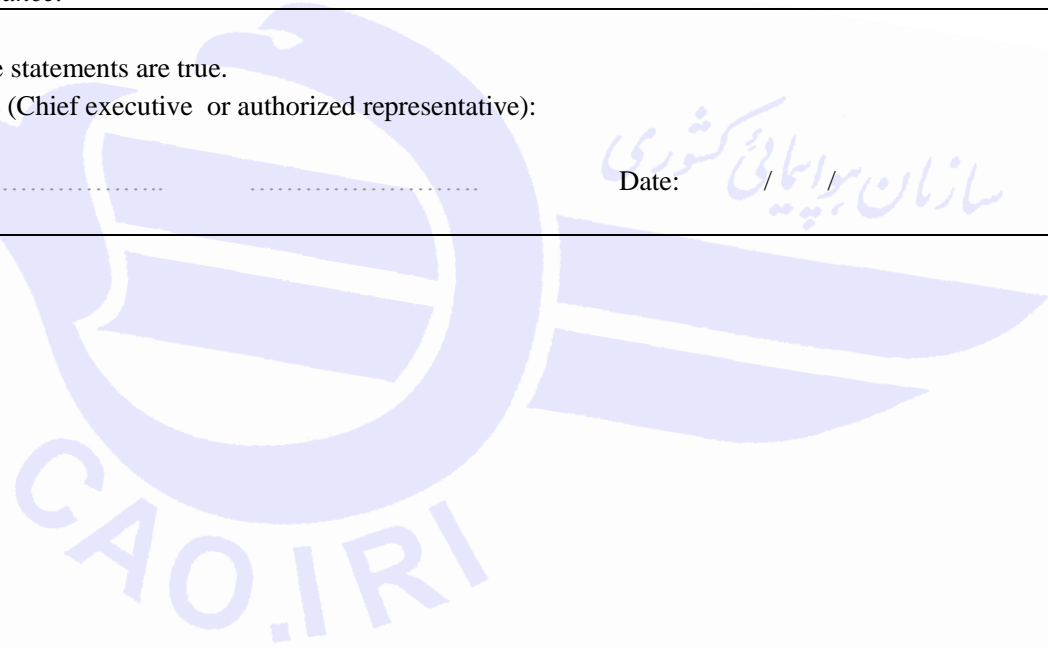
5. Production

5.1 Production or production application reference	
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6. Statement of Compliance:

<p>I certify that the above statements are true. Name and Signature (Chief executive or authorized representative):</p>	<p>Date: / /</p>
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سازمان هواپیمائی کشوری



4. Product Description

Aircraft				
4.1 Registration Mark	EP-	4.2 Serial Number		
4.5 Constructor of aircraft				
4.4 Country of construction		4.5 Model Designation		
4.6 Year of construction		4.7 New or used		
4.8 TSN		4.9 CSN		
4.10 TSO		4.11 CSO		
Engine(s)				
4.12 Manufacturer				
4.15 Model designation(s)				
	Engine #1	Engine #2	Engine #3	Engine #4
4.14 Serial Number				
4.15 TSN				
4.16 TSO				
4.17 CSN				
4.18 CSO				
Propeller(s)				
4.19 Manufacturer				
4.20 Model Designation(s)				
	Prop #1	Prop #2		
4.21 Serial Number(s)				
4.22 TSN				
4.25 TSO				
4.24 CSN				
4.25 CSO				
APU				
4.26 Manufacturer				
4.27 Model designation				
4.28 Serial Number(s)				
4.29 TSN		4.30 TSO		
4.31 Start (Since New)		4.32 Start (Sine Overhaul)		

5. Modifications and repairs

Modifications and/or repairs carried out since the last renewal: Yes No if “Yes”, please include attachments.

6. Updated list of Airworthiness Directives and Service Information enclosed

7. Declaration

I hereby declare that I am the owner (or its representative) of the aircraft described in Section 4 and to the best of my knowledge and belief, the particulars entered on this application are accurate in every respect and show compliance with the Regulation of I.R. IRAN, Part 21 Subpart H.

Name of owner or its representative

Date:

Signature

سازمان هواپیمائی کشوری

Note: The application shall be filled in by the owner or its representative who by his signature declares the aircraft airworthy and ready for inspection. If the Repair Station/mechanic signs the application, a written authorization form the owner shall be enclosed.

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Application for Noise Certificate

1. Applicant

1.1 Name	
1.2 Address (registered business/postal address)	
1.3 Contact Person	
1.4 Telephone	
1.5 Fax	
1.6 E-mail	

2. Aircraft Registration Details

2.1 Current Registration Mark	EP-
2.2 Date of Registration	
2.3 Previous Registration Marks (where known)	

3. Product Description

Aircraft	
3.2 Serial Number of Aircraft	
3.3 Constructor of Aircraft	
3.4 Country of Construction	
3.5 Model Designation	
3.6 Year of Construction	
3.8 Maximum Take-off Weight (kg)	
Engine(s)	
3.10 Manufacturer	
3.11 Model Designation(s)	
Propeller(s)	
3.17 Manufacturer	
3.18 Model Designation(s) (including blades)	
Propeller(s) Diameter	

4. Noise Description

Type Noise Certificate Number (if applicable)	
Type Certificate Data Sheet (TCDS) reference	
Flight Manual Reference	

5. Applicant's declaration

I certify that the above statements are true and complete.

Name and Signature (Chief executive or authorized representative):

.....

Date: / /