1. Robi Riyono: Does ICAO automatically accept the certificate of airworthiness for non contracting state?

    Answer: No, especially in case of a non-contracting State.

2. Abdul Razak Abdul Malik: From Airworthiness perspective, can an aircraft registered under military/State register be transferred to civil register?

    Answer: That will be depending on the aircraft history. For example, if that particular aircraft serial number had first been issued with a "civil" Certificate of Airworthiness, (meaning in accordance with a civil type design) then it is theoretically possible, but most importantly, that will be vastly depending on the type of operations environment thereafter.

3. Aminullah Mengal: What can be import requirements other than Code of Airworthiness?

    Answer: Yes, the State of Register can impose other import requirements, providing not in conflict with the applicable SARPs. (see also answer to question 19)

4. Robi Riyono: Does ICAO govern the military surplus aircraft to be registered on civil register?

    Answer: No, ICAO standards do not require for military aircraft to be registered on a State’s Civil Aircraft Registry. However, ICAO does provide relevant guidance for States in Doc 9760 Airworthiness Manual as follows: In the development of national airworthiness regulations and rules, due account must be taken of the fact that the State of Registry is the sole authority with the airworthiness code it has adopted for that class of aircraft. Furthermore, the State of Registry has the responsibility of ensuring that every aircraft on its register is maintained in an airworthy condition throughout its service life. Although the methods of discharging the foregoing State airworthiness responsibilities may vary, and in some cases may involve the transfer of certain tasks to authorized organizations or other States, such arrangements do not relieve the State of Registry from its overall responsibility. The State should therefore have related provisions for military aircraft.
5. Sonam Tshering: Operator need to inform Authority about any kind of Occurrences? Or does it suffice if the Operator directly informs the TC holder or the Design Authority?

**Answer:** The operator has to report to the CAA all Mandatory Occurrences. (ICAO Annex 13;19) The Operator can also send a copy of the related Occurrence to the Type Design holder.

6. Abdul Razak Abdul Malik: Any areas that need special attention in terms of continuing airworthiness, mods and repairs, flight performance etc if an aircraft is to be accepted from military/State to civil register.

**Answer:** (previously answered in question 2)

7. Sonam Tshering: Does Airworthiness Authority need to conduct surveillance of the maintenance & Training organization, if the organizations are already approved by EASA & FAA?

**Answer:** Only if your State CAA has previously entered into a Mutual Agreement with the referred Entities.

8. Ikram Ali: Can a State of Register accept major & minor modifications/repairs approved by State of Design (or its DOA / ODA) without further investigation?

**Answer:** Only if the State of Registry has previously adopted/accepted the Airworthiness Code of that particular Design.

9. Zaidi - CAA Malaysia: Does Chicago convention applicable to civil aircraft operated domestically?

**Answer:** *In strito sensu* the Chicago Convention on International Aviation is, by definition, applicable to international aviation. Nevertheless, if a civil aircraft, even if only operated domestically, has been issued with a Standard Certificate of Airworthiness (C of A small lettering:…in accordance with the Convention on International Aviation…) then Chicago Convention applies.
10. Zaidi - CAA Malaysia : There are other airworthiness standards established by States that is not provided in Annex 8. Take airworthiness standard for balloon and sailplane for example. Can the CofA issued for aircraft meeting such airworthiness standard by other state?

Answer: Not recognized automatically but, nevertheless it is possible for a Contracting State to accept/adopt the Airworthiness Code of another Contracting State (as an example: Certification Specifications CS-22 Sailplanes and Powered sailplanes, or CS-31HB Hot Air Balloons, both from EASA)

11. Moe Thant Lwin : If the aircraft is intended for state aircraft and it is registered in DCA (Myanmar), what are the responsibilities for DCA, Myanmar for that aircraft?

Answer: ICAO provides a definition of State Aircraft, generally: military, customs, and police/firefighter aircraft. If it is considered a State Aircraft then the responsibilities are for the Entity you mentioned.

12. Sonam Tshering : What are the requirements for approving EDTO?

Answer: A lot of them, particularly the ones related to aircraft performance, maintenance programme reliability, dispatch. (Thematic to be covered during the 16 JUN 2020 Airworthiness lecture)

13. Yashika Eranga Dasanayaka : as per article 29 is it original or certified copy to carry onboard (C of R & C of A)

Answer: A certified true copy can be considered, from a legal point of view, it is equivalent to the original.

14. Tammy Lai : Referring to Annex 8 Pt II SARP 4.2.3.3, may I ask what is the definition of ‘Sensitive Aviation security information’? Any guidance material available for the handling this kind of information?

Answer: The State of Design shall ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the States of Registry in accordance with Annex 17 — Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference

15. Tammy Lai : Is there any requirement regarding the content to be shown on the Aircraft station license?
Answer: Yes, but coming from the International Telecommunication Union (ITU, not from ICAO SARPs. The Convention on International Civil Aviation requires (Art. 30) that the transmitting equipment be installed and operated in an aircraft in accordance with a radio licence and that (Art. 29) the radio licence be carried on board the aircraft.

The ICAO documents do not provide a detailed listing of equipment to be mentioned on a radio licence.

16. Namgyel Namgyel: what is the role of airworthiness authority on aviation fuel supplier? Do we need to approval and carry out surveillance on them?

Answer: To the best of my knowledge there are currently no ICAO Annex SARPs on aviation fuel. IATA had developed a manual on Civil Aviation Jet Fuel Supply which later circulated by ICAO as Doc 9977.

17. Robi Riyono: If the military aircraft has the civilian type certificate, is that permitted to transfer to civil register?

Answer: That will be depending on the aircraft history. For example, if that particular aircraft serial (tail) number had been first issued with a ”civil” Certificate of Airworthiness, (meaning in accordance with a civil demonstration that the concerned aircraft had always been maintained in accordance with civil continuing airworthiness rules, i.e., Ads, SBs, in a Part 145 environment.

18. CHI HIEU NGUYEN: What is "airworthiness code", definition and example?

Answer:
Indirect definition: Appropriate airworthiness requirements. The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.
Informal definition: Aeronautical technical standard specifications.
Examples: JAR 25 (large airplanes); EASA CS-27 (Helicopters), etc.
19. Aminullah Mengal: What are the examples of import requirement of the states other than code of airworthiness

**Answer:** Just to illustrate: Additional National Airworthiness and/or Operations requirements, necessarily to tackle the particularities of the country orography, for example mountainous terrain. Of course, these additional national requirements shall not be conflicting with any of the ICAO SARPs (otherwise it will be necessary to notify a difference).

20. Muhammad Usman Usmani: Does the MOU also require in cases of Maintenance Organisation only maintaining components?

**Answer:** Most of the cases there’s no need to sign a formal MoU, but simply to enter into a State CAA to State CAA direct arrangement.

21. Robi Riyono: Does ICAO rule the time limit for type certification process?

**Answer:** To the best of my knowledge, no. Nevertheless, after a defined period, some extra fees and charges may be applicable to the potential type certificate holder.

22. Robi Riyono: The applicant for type certificate must be a design organization?

**Answer:** Not necessarily. The applicant can be any natural person demonstrating capability through a certification programme.

23. Zaidi - CAA Malaysia: For validation of type certificate, does the TC holder require to REDO all the showing compliance exercise?

**Answer:** Normally yes, since it is a full Validation exercise that will be processing a huge quantity of data. (the Acceptance option is, by far, a simpler process.)
24. Dony Siswantoro: Can the responsibility of approving design be delegated to design holder, to what extend?

**Answer:** The concrete extend depends enormously on the State of Design related policies on the subject. (In Europe that delegation is reachable through a design assurance system - Independent system monitoring).

25. Robi Riyono: What do you mean about a continuing structural integrity program?, it was applied to aging aircraft?

**Answer:** Yes. You’re absolutely right.

26. Melynessa Sitompul: if national authority approve an STC that applied to an import product (aircraft), eq. STC for freighter conversion. what is national authority responsibility to aircraft's state of design and aircraft's manufacture? Should National authority inform the STC process?

**Answer:** Yes, the National Authority should inform the State of Design of that “approved” (*) STC, in order to receive any issued or to be issued MCAI (ICAO Circular 95).

(*) Note: The National Authority, being the State of Register is not in a position to “approve” an STC, but it can “validate” a foreign STC, after an arrangement with the concerned State of Design.

27. Abdul Razak Abdul Malik: C of A requires the manufacturer of the aircraft to be reflected in block 2 of the cert. In the case of where the aircraft manufacturer and the TC Holder is not the same, should this block 2 be reflecting the TCH instead of the aircraft manufacturer.

**Answer:** Pertinent Question! In my experience I came across the same situation several times. I always opted for block 2 to reflect the designation of TCH, the same way you indicated.

28. Robi Riyono: What about the amphibious aircraft? Is that part annex 8?

**Answer:** Yes, for example in Part V (A/B) of Annex 8- Small Aeroplanes: all aeroplanes having a maximum certificated take-off mass greater than 750 kg but not exceeding 5 700 kg intended for the carriage of passengers or cargo or mail in international air navigation.
29. Namgyel Namgyel: what is difference between 2 terms: adopted and accepted?

**Answer:** Informal definitions:

**Adoption**, ratification, and promulgation: The most formal **acts of decision** in a **constitution/rule**-making process involve accepting the document and bringing it into legal effect. For example, rules are “adopted” by Parliament.

**Accepting** is a more “broad approval” that normally does not require a very formal approval process. It allows more latitude therefore is less formal than an approval.

30. When it comes to validation or acceptance of type certificate, what are the difference between these two terms?

**Answer:** There’s an immense difference in terms of work to be performed. The Validation exercise is almost equivalent to Type Certification Initial Approval since it has to demonstrate compliance with (almost) each and every specification of the applicable airworthiness code. On the contrary, the Acceptance is for the whole code, maybe only with some exceptions related to certification basis.