



مقررات ملی هواپیمایی کشوری جمهوری اسلامی

بخش ۲۱

Civil Aviation Regulation of IR.IRAN

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 Organization**

Second issue: SEP 2018

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AMENDMENTS

The issue of amendments is announced regularly in the CAOIRI 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

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COVER REGULATION

Article 1 Scope and definitions

1. This Regulation lays down, in accordance with of CAOIRI PART 21, common technical requirements and administrative procedures for the airworthiness and environmental certification of products, parts and appliances specifying:
 - (a) the issue of type-certificates, restricted type-certificates, supplemental type-certificates and changes to those certificates;
 - (b) the issue of certificates of airworthiness, restricted certificates of airworthiness, permits to fly and authorised 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 organisations;
 - (i) the issue of airworthiness directives.
2. For the purpose of this Regulation, the following definitions shall apply:
 - (a) 'Part 21' means the requirements and procedures for the certification of aircraft and related products, parts and appliances, and of design and production organisations laid down in to this Part;
 - (b) 'Part M' means the applicable continuing airworthiness requirements;
 - (c) 'principal place of business' means the head office or registered office of the undertaking within which the principal financial functions and operational control of the activities referred to in this Regulation are exercised;
 - (d) 'article' means any part and appliance to be used on civil aircraft;
 - (e) 'ITSO' means IRANIAN Technical Standard Order. The IRANIAN Technical Standard Order is a detailed airworthiness specification issued by the CAOIRI to ensure compliance with the requirements of this Regulation as a minimum performance standard for specified articles;
 - (f) 'IPA' means IRANIAN Part Approval. IRANIAN Part Approval of an article means the article has been produced in accordance with approved design data not belonging to the type-certificate holder of the related product, except for ITSO articles;
 - (g) 'ILA1 aircraft' means the following manned IRANIAN Light Aircraft:
 - (i) an aeroplane with a Maximum Take-off Mass (MTOM) of 1 200 kg or less that is not classified as complex motor-powered aircraft;
 - (ii) a sailplane or powered sailplane of 1 200 kg MTOM or less;
 - (iii) a balloon with a maximum design lifting gas or hot air volume of not more than 3400 m³ for hot air balloons, 1 050 m³ for gas balloons, 300 m³ for tethered gas balloons;
 - (iv) an airship designed for not more than 4 occupants and a maximum design lifting gas or hot air volume of not more than 3 400 m³ for hot air airships and 1 000 m³ for gas airships;
 - (h) 'ILA2 aircraft' means the following manned IRANIAN Light Aircraft:
 - (i) an aeroplane with a Maximum Take-off Mass (MTOM) of 2 000 kg or less that is not classified as complex motor-powered aircraft;
 - (ii) a sailplane or powered sailplane of 2 000 kg MTOM or less;

- (iii) a balloon;
- (iv) a hot air airship;
- (v) a gas airship complying with all of the following characteristics:
 - 3% maximum static heaviness,
 - Non-vector thrust (except reverse thrust),
 - Conventional and simple design of: structure, control system and ballonnet system,
 - Non-power assisted controls;
- (vi) a Very Light Rotorcraft.

Article 2 Products, parts and appliances certification

- 1- Products, parts and appliances shall be issued certificates as specified in CAOIRI Part 21.
- 2- By way of derogation from point 1, aircraft, including any installed product, part and appliance, which are not registered in a IR IRAN shall be exempted from the provisions of Subparts H and I of CAOIRI Part 21. They shall also be exempted from the provisions of Subpart P of CAOIRI Part 21.

Article 3 Operational suitability data

1. The holder of an aircraft type-certificate issued before 17 February 2014 intending to deliver a new aircraft to an Iranian operator on or after 17 February 2014 shall obtain approval in accordance with point 21.A.21 (e) of CAOIRI Part 21 except for the minimum syllabus of maintenance certifying staff type rating training and except for aircraft validation source data to support the objective qualification of simulator(s). The approval shall be obtained not later than 18 December 2015 or before the aircraft is operated by an Iranian operator, whichever is the latest. The operational suitability data may be limited to the model which is delivered.
2. The applicant for an aircraft type-certificate for which the application was filed before 17 February 2014 and for which a type-certificate is not issued before 17 February 2014 shall obtain approval in accordance with point 21.A.21 (e) of CAOIRI Part 21 except for the minimum syllabus of maintenance certifying staff type rating training and for aircraft validation source data to support the objective qualification of simulator(s). The approval shall be obtained not later than 18 December 2015 or before the aircraft is operated by an Iranian operator, whichever is the latest. Compliance findings made by the authorities in Operational Evaluation Board processes conducted under the responsibility of the CAOIRI before the entry into force of this Regulation shall be accepted by the CAOIRI without further verification.
3. Operational Evaluation Board reports and master minimum equipment lists issued in accordance with the CAOIRI before the entry into force of this Regulation shall be deemed to constitute the operational suitability data approved in accordance with point 21.A.21(e) of CAOIRI Part 21 and shall be included in the relevant type-certificate. before 18 June 2014 the relevant type-certificate holders shall propose the CAOIRI a division of the operational suitability data in mandatory data and non-mandatory data.
4. Holders of a type-certificate including operational suitability data shall be required to obtain approval of an extension of the scope of their design organisation approval or procedures alternative to design organisation approval, as applicable, to include operational suitability aspects before 18 December 2015.

Article 4 Design organisations

An organisation responsible for the design of products, parts and appliances or for changes or repairs there to shall demonstrate its capability in accordance with CAOIRI Part 21.

Article 5 Production organisations

An organisation responsible for the manufacture of products, parts and appliances shall demonstrate its capability in accordance with the provisions of CAOIRI Part 21.

Article 6 CAOIRI measures

1. The CAOIRI shall develop acceptable means of compliance and Guidance Material (hereinafter called "AMC") that CAOIRI, organisations and personnel may use to demonstrate compliance with the provisions of the CAOIRI Part 21 to this Regulation.
2. The AMC issued by the CAOIRI shall neither introduce new requirements nor alleviate the requirements of the CAOIRI Part 21 to this Regulation.
3. For those AMC and GM which have not been prepared by CAOIRI, the EASA acceptable means of Compliance and Guidance Material (Issued February 2016), shall be adopted.

Forward

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 authorised 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 EASA CS-Definitions.

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

SECTION A
REQUIREMENTS FOR APPLICANTS AND
ACQUIRED RIGHTS AND OBLIGATIONS

SUBPART A
GENERAL PROVISIONS

21.A.1 Scope

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

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

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

21.A.3A 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) authorisation, 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 analysing 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 authorisation, 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 authorised under other associated implementing Regulations.

(b) Reporting to the CAOIRI.

1. The holder of a type-certificate, restricted type-certificate, supplemental type-certificate, ITSO authorisation, major repair design approval or any other relevant approval deemed to have been issued under this Regulation shall report to the CAOIRI 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 authorisation, 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 CAOIRI, 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 paragraph (b), or under 21.A.129(f)(2) or 21.A.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 authorisation, 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 CAOIRI the results of its investigation and any action it is taking or proposes to take to correct that deficiency.

2. If the CAOIRI 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 authorisation, 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 CAOIRI.

21.A.3B Airworthiness directives

- (a) An airworthiness directive means a document issued or adopted by the CAOIRI 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 CAOIRI shall issue an airworthiness directive when:
 1. an unsafe condition has been determined by the CAOIRI 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 CAOIRI to correct the unsafe condition referred to in paragraph (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 authorisation 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 CAOIRI for approval.
 2. Following the approval by the CAOIRI of the proposals referred to under subparagraph (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.

21.A.4 Coordination between design and production

Each holder of a type-certificate, restricted type-certificate, supplemental type-certificate, ITSO authorisation, 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 21.A.122, 21.A.130(b)(3) and (4), 21.A.133, 21.A.165(c)(2) and (3) 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

21.A.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.

21.A.13 Eligibility

- (a) Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability in accordance with 21.A.14 shall be eligible as an applicant for a type-certificate or a 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

21.A.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 CAOIRI in accordance with Subpart J.
- (b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek the agreement of the CAOIRI 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 piston engine;
 - 2. an engine or a propeller installed ILA2 aircraft.
 - 3. a fixed or variable pitch propeller;
 - 4. ILA2 aircraft
- (c) By way of derogation from paragraph (a), an applicant may choose for demonstration of capability by providing the CAOIRI with the certification programme required by paragraph 21.A.20(b) when the product is one of the following:
 - 1. an ILA1 aircraft;
 - 2. an engine or a propeller installed ILA1 aircraft

21.A.15 Application

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

- (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 CAOIRI Form 70b and submit it to CAOIRI.
- (e) An application for a type-certificate or restricted type-certificate for an aircraft shall include, or be supplemented with, after the initial application, the application for approval of operational suitability data (OSD) , consisting of, as applicable:
 - 1. the minimum syllabus of pilot type rating training, including determination of type rating;
 - 2. the definition of scope of the aircraft validation source data to support the objective qualification of simulator(s) associated to the pilot type rating training, or provisional data to support their interim qualification;
 - 3. the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;
 - 4. determination of type or variant for cabin crew and type specific data for cabin crew;
 - 5. the master minimum equipment list; and
 - 6. other type-related operational suitability elements.

21.A.16A Certification specifications

The CAOIRI shall issue certification specifications, including certification specifications for operational suitability data, as standard means to demonstrate compliance of products, parts and appliances with the relevant essential requirements. Such specifications shall be sufficiently detailed and specific to indicate to applicants the conditions under which certificates will be issued, amended or supplemented. For those certification specifications which have not been prepared by CAOIRI, the EASA certification specifications shall be adopted.

21.A.16B Special conditions

- (a) The CAOIRI shall prescribe special detailed technical specifications, named special conditions, for a product, if the related certification specifications 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 certification specifications 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 CAOIRI finds necessary to establish a level of safety equivalent to that established in the applicable certification specifications.

21.A.17A 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 certification specifications established by the CAOIRI that is effective on the date of application for that certificate unless:
 - (i) Otherwise specified by the CAOIRI; or
 - (ii) Compliance with later effective amendments is elected by the applicant or required under paragraphs (c) and (d).
 - 2. Any special condition prescribed in accordance with 21.A.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 CAOIRI 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 paragraph (b); the applicant may:
 - 1. File a new application for a type-certificate and comply with all the provisions of paragraph (a) applicable to an original application; or
 - 2. File for an extension of the original application and comply with the applicable certification specifications 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 paragraph (b) for the original application.
- (d) If an applicant elects to comply with an amendment to the certification specifications that is effective after the filing of the application for a type-certificate, the applicant shall also comply with any other amendment that the CAOIRI finds is directly related.

21.A.17B Operational suitability data certification basis

- (a) The CAOIRI shall notify to the applicant the operational suitability data certification basis. It shall consist of:
 - 1. the applicable certification specifications for operational suitability data issued in accordance with point 21.A.16A that are effective on the date of application or application supplement, unless:
 - (i) the CAOIRI accepts other means to demonstrate compliance with the relevant essential requirements of this part; or
 - (ii) compliance with certification specifications of later effective amendments is chosen by the applicant;
 - 2. any special condition prescribed in accordance with point 21.A.16B(a).
- (b) If an applicant chooses to comply with an amendment to the certification specifications that is effective after the filing of the application for a type-certificate, the applicant shall also comply

with any other certification specification that the CAOIRI finds is directly related.

21.A.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, 3,4 and 14, as applicable;
 - 2. for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6, 10 and 14, as applicable;
 - 3. for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable;
 - 4. for supersonic aeroplanes, in Volume I, Part II, Chapter 12, as applicable; and
 - 5. for tilt-rotors, in Volume I, Part II, Chapter 13, 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 CAOIRI issued certification specifications providing for acceptable means to demonstrate compliance with the noise and the emission requirements laid down in paragraphs (a) and (b) respectively, Until such time, the EASA certification specifications shall be adopted.

21.A.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 CAOIRI 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.

21.A.20 Compliance with the type-certification basis, operational suitability data 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, the applicable operational suitability data certification basis and environmental protection requirements and shall provide to the CAOIRI 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 shown compliance with all applicable type-certification basis and environmental protection requirements.
- (e) Where the applicant holds an appropriate design organization approval, the declaration of paragraph (b) shall be made according to the provisions of Subpart J.

21.A.21 Issue of a type-certificate

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

- (a) demonstrating its capability in accordance with 21.A.14;
- (b) submitting the declaration referred to in 21.A.20(b); 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 21.A.17A and 21.A.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 21.A.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.
- (e) In the case of an aircraft type-certificate, it is demonstrated that the operational suitability data meets the applicable operational suitability data certification basis designated in accordance with 21.A.17B.
- (f) By derogation from point (e), and at the request of the applicant included in the declaration referred to in point 21.A.20(d), an aircraft type-certificate may be issued before compliance with the applicable operational suitability data certification basis has been demonstrated, subject to the applicant demonstrating compliance with the operational suitability data certification basis before the operational suitability data must actually be used.

21.A.23 Issue of a restricted type-certificate

- (a) For an aircraft that does not meet the provisions of 21.A.21(c), the applicant shall be entitled to have a restricted type-certificate issued by the CAOIRI after:
 - 1. complying with the appropriate type-certification basis established by the CAOIRI 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 21.A.44.
 - 3. in the case of an aircraft restricted type-certificate, it is demonstrated that the operational suitability data meets the applicable operational suitability data certification basis designated in accordance with point 21.A.17B.

- (b) By derogation from point (3) of point (a), and at the request of the applicant included in the declaration referred to in point 21.A.20(d), a restricted type-certificate may be issued before compliance with the applicable operational suitability data certification basis has been demonstrated, subject to the applicant demonstrating compliance with the operational suitability data certification basis before the operational suitability data must actually be used.
- (c) 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.

21.A.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 certification specification; 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.

21.A.33 Inspections 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 paragraph (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 CAOIRI to make any inspection necessary to check compliance with paragraph (b).
- (d) The applicant shall allow the CAOIRI 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 21.A.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 CAOIRI under paragraph (d):
1. The applicant shall submit to the CAOIRI a statement of compliance with paragraph (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 paragraph (b) is shown and the time it is presented to the CAOIRI for test.

21.A.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 CAOIRI.
- (b) The applicant shall make all flight tests that the CAOIRI 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, except for,
 - (i) sailplanes and powered sailplanes,
 - (ii) balloons and airships defined in CAT ILA1 or CAT ILA2 ,
 - (iii) aeroplanes of 2 722 kg or less maximum take-off mass (MTOM).
- (c) (Reserved)
- (d) (Reserved)
- (e) (Reserved)
- (f) The flight tests prescribed in subparagraph (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.

21.A.41 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 CAOIRI 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, shall both include the applicable operational suitability data certification basis, the operational suitability data and type-certificate data sheet for noise. The engine type-certificate data sheet includes the record of emission compliance.

21.A.44 Obligations of the holder

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

- (a) undertake the obligations laid down in 21.A.3, 21.A.3B, 21.A.4, 21.A.55, 21.A.57, 21.A.61; and, 21.A.62; and ,for this purpose, shall continue to meet the qualification requirements for eligibility under 21.A.14; and
- (b) specify the marking in accordance with Subpart Q.

21.A.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 21.A.44, and, for this purpose, has demonstrated its ability to qualify under the criteria of 21.A.14.

21.A.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 CAOIRI.
- (b) Upon surrender or revocation, the type-certificate, restricted type-certificate and type validation certificate shall be returned to the CAOIRI.

21.A.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 CAOIRI and shall be retained in order to provide the information necessary to ensure the continued airworthiness, continued validity of the operational suitability data and compliance with applicable environmental protection requirements of the product.

21.A.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, the applicable operational suitability data certification basis and environmental protection requirements for the product, and provide copies, on request, to the CAOIRI.

21.A.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 CAOIRI.

21.A.62 Availability of operational suitability data

The holder of the type-certificate or restricted type-certificate shall make available:

- (a) at least one set of complete operational suitability data prepared in accordance with the applicable operational suitability certification basis, to all known **operators** of the aircraft, before the operational suitability data must be used by a training organisation or operator; and
- (b) any change to the operational suitability data to all known operators of the aircraft; and
- (c) on request, the relevant data referred to in points (a) and (b) above, to:
 - 1. the competent authority responsible for verifying conformity with one or more elements of this set of operational suitability data; and
 - 2. any person required to comply with one or more elements of this set of operational suitability data.

21.A.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) Paragraphs 21.A.67 and 21.A.69 become effective on 10 August 2008. All CAOIRI 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 CAOIRI shall be Type Validated according to this paragraph.
- (d) An applicant for the issue of a type validation certificate for aircraft or engine must provide the CAOIRI 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 CAOIRI; and
 - 2. the aircraft or engine meets any special conditions imposed under the foreign type certification or as specified in writing by the CAOIRI under subparagraph 21.A.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.
- (e) Notwithstanding point (c), all type certificates which have been issued by FAA or EASA, shall be accepted by the CAOIRI without further verification.

21.A.69 Data requirements

The applicant shall be entitled to have aircraft or engine type validation certificate issued by

CAOIRI after complying with followings:

(a) providing the CAOIRI 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 paragraph (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 CAOIRI; 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 paragraph (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 paragraph (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 CAOIRI; and
6. if required by the CAOIRI,
 - (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 paragraph (a).1, has agreed to provide the CAOIRI with a copy of every amendment and reissue of the documents prescribed in paragraphs (a).5 and (a).6.

(b) If the product referred to in paragraph (a) is an aircraft type, the information required under paragraph (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) CAOIRI 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 21.A.67 and 21.A.69 are satisfied for any additional product.

SUBPART C
(NOT APPLICABLE)

SUBPART D

CHANGES TO TYPE-CERTIFICATES AND RESTRICTED TYPE-CERTIFICATES

21.A.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.

21.A.90B Standard changes

- (a) Standard changes are changes to a type-certificate:
 - 1. in relation to:
 - (i) aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less;
 - (ii) rotorcraft of 3 175 kg MTOM or less;
 - (iii) sailplanes, powered sailplanes, balloons and airships, as defined in ILA1 or ILA2,
 - 2. that follow design data included in certification specifications issued by the CAOIRI , containing acceptable methods, techniques and practices for carrying out and identifying standard changes, including the associated instructions for continuing airworthiness; and
 - 3. that are not in conflict with TC holders data.
- (b) Points 21.A.91 to 21.A.109 are not applicable to standard changes.

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

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

21.A.92 Eligibility

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

21.A.93 Application

An applicant for an approval of a change to a type- certificate shall complete CAOIRI Form 31 or CAOIRI Form 32 and submit it to the CAOIRI 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 21.A.101.
- (b) Identification of any re-investigations necessary to show compliance of the changed product with the applicable certification specifications and environmental protection requirements.
- (c) When the change affects the operational suitability data, the application shall include, or be supplemented after the initial application to include the necessary changes to the operational suitability data.

21.A.95 Minor changes

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

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

21.A.97 Major changes

- (a) An applicant for approval of a major change shall:
 1. Submit to the CAOIRI substantiating data together with any necessary descriptive data for inclusion in the type design;
 2. Show that the changed product complies with applicable certification specifications and environmental protection requirements, as specified in 21.A.101;
 3. Declare that it has shown compliance with the applicable type-certification basis and environmental protection requirements and shall provide to the CAOIRI the basis on which such a declaration is made; and
 4. Where the applicant holds an appropriate design organization approval, make the declaration of subparagraph (a)(3) according to the provisions of Subpart J;
 5. Comply with 21.A.33 and, where applicable, 21.A.35.
- (b) Approval of a major change in a type- certificate is limited to that or those specific configuration(s) in the type- certificate upon which the change is made.

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

- (a) An applicant for a change to a type-certificate shall demonstrate that the changed product complies with the certification specifications 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 21.A.18.
- (b) By derogation from paragraph (a), an applicant may show that the changed product complies

with an earlier amendment of the certification specifications defined in paragraph (a), and of any other certification specification the CAOIRI finds is directly related. However, the earlier amended certification specifications may not precede the corresponding certification specifications incorporated by reference in the type-certificate. The applicant may show compliance with an earlier amendment of an certification specifications for any of the following:

1. A change that the CAOIRI finds not to be significant. In determining whether a specific change is significant, the CAOIRI 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 CAOIRI finds is not affected by the change.
 3. Each area, system, part or appliance that is affected by the change, for which the CAOIRI finds that compliance with an certification specifications described in paragraph (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 CAOIRI finds that the change is significant in an area, the CAOIRI 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 CAOIRI finds is directly related, unless the CAOIRI 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 CAOIRI finds that the certification specifications 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 21.A.16B, to provide a level of safety equivalent to that established in the certification specifications 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 subparagraph, the applicant may:
1. File a new application for a change to the type-certificate and comply with all the provisions of paragraph (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 paragraph (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 subparagraph for the original application for the change.

- (f) If an applicant chooses to comply with a certification specification of an amendment to the certification specifications 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 CAOIRI finds is directly related.
- (g) When the application for a change to a type-certificate for an aircraft includes, or is supplemented after the initial application to include changes to the operational suitability data, the operational suitability data certification basis shall be designated in accordance with points (a), (b), (c), (d) and (f) above.

21.A.103 Issue of approval

- (a) The applicant shall be entitled to have a major change to a type - certificate approved by the CAOIRI after:
1. submitting the declaration referred to in 21.A.20(d); and
 2. It is shown that:
 - (i) The changed product meets the applicable certification specifications and environmental protection requirements, as specified in 21.A.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.
 3. In the case of a change affecting the operational suitability data, it is demonstrated that the necessary changes to the operational suitability data meet the applicable operational suitability data certification basis designated in accordance with point 21.A.101(g);
 4. by derogation from point 3, and at the request of the applicant included in the declaration referred to in point 21.A.20(d), a major change to an aircraft type-certificate may be approved before compliance with the applicable operational suitability data certification basis has been demonstrated, subject to the applicant demonstrating compliance with the operational suitability data certification basis before the operational suitability data must actually be used.
- (b) A minor change to a type design shall only be approved in accordance with 21.A.95 if it is shown that the changed product meets the applicable certification specifications, as specified in 21.A.101.

21.A.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 CAOIRI and shall be retained in order to provide the information necessary to ensure the continued airworthiness, continued validity of the operational suitability data and compliance with applicable environmental protection requirements of the changed product.

21.A.107 Instructions for continued airworthiness

- (a) The holder of a minor change approval to type-certificate 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.

21.A.108 Availability of operational suitability data

In the case of a change affecting the operational suitability data, the holder of the minor change approval shall make available:

- (a) at least one set of changes to the operational suitability data prepared in accordance with the applicable operational suitability certification basis, to all known **operators** of the changed aircraft, before the operational suitability data must be used by a training organisation or operator; and
- (b) any further change to the affected operational suitability data, to all known operators of the changed aircraft; and
- (c) on request, the relevant parts of the changes in points (a) and (b) above, to:
 - 1. the competent authority responsible for verifying conformity with one or more elements of the affected operational suitability data; and
 - 2. any person required to comply with one or more elements of this set of operational suitability data.

21.A.109 Obligations and IPA marking

The holder of a minor change approval to type - certificate shall:

- (a) undertake the obligations laid down in 21.A.4, 21.A.105, 21.A.107 and 21.A.108; and
- (b) specify the marking, including IPA (Iranian Part Approval) letters, in accordance with 21.A.804 (a).

SUBPART E

SUPPLEMENTAL TYPE-CERTIFICATES

21.A.111 Scope

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

21.A.112A Eligibility

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

21.A.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 CAOIRI in accordance with Subpart J.
- (b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek CAOIRI agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart.
- (c) By way of derogation from points (a) and (b), an applicant may choose for demonstration of capability through CAOIRI approval of a certification programme detailing the means for compliance demonstration for an STC on an aircraft, engine and propeller defined in point 21.A.14(c).

21.A.113 Application for a supplemental type-certificate

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

21.A.114 Showing of compliance

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

21.A.115 Issue of a supplemental type-certificate

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

- (a) complying with 21.A.103(a);

- (b) demonstrating its capability in accordance with 21.A.112B;
- (c) where, under 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 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 21.A.44 and 21.A.118A.

21.A.116 Transferability

A supplemental type-certificate shall only be transferred to a natural or legal person that is able to undertake the obligations of 21.A.118A and for this purpose has demonstrated its ability to qualify under the criteria of 21.A.112B except for ILA1 aircraft for which the natural or legal person has sought the CAOIRI agreement for the use of procedures setting out its activities to undertake these obligations.

21.A.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 paragraph (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.

21.A.118A Obligations and IPA marking

Each holder of a supplemental type-certificate shall:

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

21.A.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 CAOIRI.
- (b) Upon surrender or revocation, the supplemental type-certificate shall be returned to the CAOIRI.

21.A.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, the applicable operational suitability data 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 CAOIRI on request.

21.A.120A 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 CAOIRI.

21.A.120B Availability of operational suitability data

In the case of a change affecting the operational suitability data, the holder of the supplemental type-certificate shall make available:

- (a) at least one set of changes to the operational suitability data prepared in accordance with the applicable operational suitability certification basis, to all known operators of the changed aircraft, before the operational suitability data must be used by a training organisation or operator; and
- (b) any further change to the affected operational suitability data, to all known Iranian operators of the changed aircraft; and
- (c) on request, the relevant parts of the changes in points (a) and (b) above, to:
 - 1. the CAOIRI responsible for verifying conformity with one or more elements of the affected operational suitability data; and
 - 2. any person required to comply with one or more elements of this set of operational suitability data.

SUBPART F

PRODUCTION WITHOUT PRODUCTION ORGANIZATION APPROVAL

21.A.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.

21.A.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.

21.A.124 Application

- (a) Each application for an agreement to the showing of conformity of individual products, parts and appliances under this Subpart shall complete CAOIRI Form 50a and submit it to the CAOIRI.
- (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 21.A.125A (b).

21.A.125A Issue of a letter of agreement

The applicant shall be entitled to have a letter of agreement issued by the CAOIRI 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) providing a manual that contains:
 - 1. a description of the production inspection system required under paragraph (a),
 - 2. a description of the means for making the determinations of the production inspection system,
 - 3. a description of the tests of 21.A.127 and 21.A.128, and the names of persons authorised for the purpose of 21.A.130 (a).
- (c) demonstrating that it is able to provide assistance in accordance with 21.A.3 and 21.A.129 (d).

21.A.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 paragraph (a).
- (c) After receipt of notification of findings according to 21B.143:
 - 1. In case of a level one finding, the holder of the letter of agreement shall demonstrate corrective action to the satisfaction of the CAOIRI 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 CAOIRI shall be appropriate to the nature of the finding but in any case initially shall not be more than six months. In certain circumstances and subject to the nature of the finding the CAOIRI may extend the six month period subject to a satisfactory corrective action plan agreed by the CAOIRI.
 - 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.

21.A.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 21.A.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 CAOIRI.

21.A.126 Production inspection system

- (a) The production inspection system required under 21.A.125 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 CAOIRI.
 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 21.A.125(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.

21.A.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 21.A.125(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.

21.A.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 21.A.125 (a).

21.A.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 CAOIRI.
- (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 CAOIRI the deviations which could lead to an unsafe condition identified according to subparagraph (1). Such reports shall be made in a form and manner established by the CAOIRI under 21.A.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.

21.A.130 Statement of conformity

- (a) Each manufacturer of a product, part or appliance manufactured under this Subpart shall raise a Statement of Conformity, a CAOIRI Form 52, for complete aircraft, or CAOIRI Form 1, for other products, parts or appliances. This statement shall be signed by an authorised 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 21.A.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 21.A.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.

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4. Additionally, in case of engines, a statement that the completed engine is in compliance with the applicable emissions requirements on 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 CAOIRI.
- (d) The CAOIRI 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

21.A.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.

21.A.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.

21.A.134 Application

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

21.A.135 Issue of production organization approval

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

21.A.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 21.A.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 21.A.145(c) (2) and ultimately to the manager referred to in 21.A.145 (c) (1) to ensure, as necessary, corrective action.

21.A.143 Exposition

- (a) The organization shall submit to the CAOIRI 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 CAOIRI in accordance with 21.A.145(c) (2).
 - 3. The duties and responsibilities of the manager(s) as required by 21.A.145(c) (2) including matters on which they may deal directly with the CAOIRI on behalf of the organization.
 - 4. An organizational chart showing associated chains of responsibility of the managers as required by 21.A.145(c) (1) and (2).
 - 5. A list of certifying staff as referred to in 21.A.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 CAOIRI.
 - 10. The amendment procedure for the production organization exposition.
 - 11. A description of the quality system and the procedures as required by 21.A.139 (b) (1).

12. A list of those outside parties referred to in 21.A.139 (a).
13. If flight tests are to be conducted, a flight test operations manual defining the organisation's policies and procedures in relation to flight test. The flight test operation manual shall include:
 - (i) a description of the organisation's processes for flight test, including the flight test organisation involvement into the permit to fly issuance process;
 - (ii) crewing policy, including composition, competency, currency and flight time limitations, in accordance with Appendix B to this Part 21, where applicable;
 - (iii) procedures for the carriage of persons other than crew members and for flight test training, when applicable;
 - (iv) a policy for risk and safety management and associated methodologies;
 - (v) procedures to identify the instruments and equipment to be carried;
 - (vi) a list of documents that need to be produced for flight test.
- (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 CAOIRI.

21.A.145 Approval requirements

The production organization shall demonstrate, on the basis of the information submitted in accordance with 21.A.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 21.A.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 CAOIRI, 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 CAOIRI. 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 21.A.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 subparagraph (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, authorised by the production organization to sign the documents issued under 21.A.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 authorisation.
 3. Certifying staff are provided with evidence of the scope of their authorisation.

21.A.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 CAOIRI. An application for approval shall be submitted in writing to the CAOIRI and the organization shall demonstrate to the CAOIRI before implementation of the change, that it will continue to comply with this Subpart.
- (b) The CAOIRI shall establish the conditions under which a production organization approved under this Subpart may operate during such changes unless the CAOIRI determines that the approval should be suspended.

21.A.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 21.A.147.

21.A.149 Transferability

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

21.A.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 21.A.163.

Those terms shall be issued as part of a production organization approval.

21.A.153 Changes to the terms of approval

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

21.A.157 Investigations

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

21.A.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 paragraph (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 CAOIRI 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 CAOIRI shall be appropriate to the nature of the finding but in any case initially shall not be more than six months. In certain circumstances and subject to the nature of the finding the CAOIRI may extend the six month period subject to a satisfactory corrective action plan agreed by the CAOIRI.
 - 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.

21.A.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 CAOIRI is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with 21.A.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 21.A.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 CAOIRI.

21.A.163 Privileges

Pursuant to the terms of approval issued under 21.A.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 (CAOIRI Form 52) under 21.A.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 authorised release certificates (CAOIRI Form 1) under 21.A.307 without further showing.
- (d) Maintain a new aircraft that it has produced and issue a certificate of release to service (CAOIRI Form 53) in respect of that maintenance.
- (e) Under procedures agreed with its competent authority for production, for an aircraft it has produced and when the production organisation itself is controlling under its POA the configuration of the aircraft and is attesting conformity with the design conditions approved for the flight, to issue a permit to fly in accordance with point 21.A.711(c) including approval of the flight conditions in accordance with point 21.A.710(b).

21.A.165 Obligations of the holder

The holder of a production organization approval shall:

- (a) Ensure that the production organization exposition furnished in accordance with 21.A.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 CAOIRI, 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 CAOIRI Form 1 to certify airworthiness, 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 21.A.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 CAOIRI 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 CAOIRI the deviations which could lead to an unsafe condition identified according to subparagraph (1). Such reports shall be made in a form and manner established by the CAOIRI under 21.A.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 CAOIRI 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.
- (j) Where applicable, under the privilege of point 21.A163(e), determine the conditions under which a permit to fly can be issued.
- (k) Where applicable, under the privilege of point 21.A163(e), establish compliance with points 21.A711(c) and (e) before issuing a permit to fly to an aircraft.

SUBPART H
CERTIFICATES OF AIRWORTHINESS AND RESTRICTED CERTIFICATES OF
AIRWORTHINESS

21.A.171 Scope

This Subpart establishes the procedure for issuing airworthiness certificates.

21.A.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.

21.A.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 the CAOIRI to comply with specific airworthiness specifications ensuring adequate safety.

21.A.174 Application

- (a) Pursuant to 21.A.172, an applicant for a certificate of airworthiness or restricted certificate of airworthiness shall complete CAOIRI Form 126 and submit it to the CAOIRI.
- (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:
 - issued under point 21.A.163(b); or
 - issued under point 21.A.130 and validated by the competent authority; or
 - for an imported aircraft, a statement signed by the exporting authority that the aircraft conforms to a design approved by the CAOIRI;
 - (ii) A weight and balance report with a loading schedule.
 - (iii) the flight manual, when required by the applicable certification specifications for the Particular aircraft;
 - 3. with regard to used aircraft:
 - (i) originating from a CAOIRI , an airworthiness review certificate issued in accordance with Part M;
 - (ii) originating from other ICAO contracting states:

- Export certificate of airworthiness or a statement by the competent 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;
- a weight and balance report with a loading schedule;
- the flight manual when such material is required by the applicable airworthiness code for the particular aircraft;
- 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);
- 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.

- (a) Unless otherwise agreed, the statements referred to in subparagraphs (b)(2)(i) and (b)(3)(ii) shall be issued no more than 60 days before presentation of the aircraft to the CAOIRI.

21.A.175 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.

21.A.177 Amendment or modification

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

21.A.179 Transferability and re-issuance within IR.IRAN

- (a) Where ownership and/or operator of an aircraft has changed:
1. if it remains on the same register, 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 21.A.175.

- (b) Reserved

21.A.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 the CAOIRI

21.A.181 Duration and continued validity

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

21.A.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

21.A.201 Scope

This Subpart establishes the procedure for issuing noise certificates.

21.A.203 Eligibility

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

21.A.204 Application

- (a) Pursuant to 21.A.203, an applicant for a noise certificate shall complete CAOIRI Form 146 and submit it to the CAOIRI.
- (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 21.A.163(b), or
 - (ii) issued under 21.A.130 and validated by the CAOIRI
 - 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. CAOIRI 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 CAOIRI.
 - 3. By way of derogation of subparagraph 2, CAOIRI 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 subparagraphs (c) (2) shall be issued no more than 60 days before presentation of the aircraft to the CAOIRI.

21.A.207 Amendment or modification

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

21.A.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.
- (b) if the aircraft registration has changed, the noise certificate shall be re-issued upon presentation of the former noise certificate.

21.A.210 Inspections

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

21.A.211 Duration and continued validity

- (a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:
 - 1. compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; 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 21.A.51.
 - 4. the certificate not being surrendered or revoked under 21B.430.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAOIRI.

SUBPART J
DESIGN ORGANIZATION APPROVAL

21.A.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.

21.A.233 Eligibility

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

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

21.A.234 Application

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

21.A.235 Issue of design organization approval

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

21.A.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, the applicable operational suitability data 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 21.A.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 CAOIRI.

- (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 subcontractor according to methods which are the subject of written procedures.

21.A.243 Data

- (a) The design organization shall furnish a handbook to the CAOIRI describing, directly or by cross-reference, the organization, the relevant procedures and the products or changes to products to be designed. If flight tests are to be conducted, a flight test operations manual defining the organisation's policies and procedures in relation to flight test shall be furnished. The flight test operations manual shall include;
- (i) a description of the organisation's processes for flight test, including the flight test organisation involvement into the permit to fly issuance process;
 - (ii) crewing policy, including composition, competency, currency and flight time limitations, in accordance with Appendix B to this Part 21, where applicable;
 - (iii) procedures for the carriage of persons other than crew members and for flight test training, when applicable;
 - (iv) a policy for risk and safety management and associated methodologies;
 - (v) procedures to identify the instruments and equipment to be carried;
 - (vi) a list of documents that need to be produced for flight test.
- (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 21.A.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 CAOIRI.
- (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.

21.A.245 Approval requirements

The design organization shall demonstrate, on the basis of the information submitted in accordance with 21.A.243 that, in addition to complying with 21.A.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, operational suitability and environmental protection objectives for the product.

- (b) There is full and efficient coordination between departments and within departments in respect of airworthiness, operational suitability and environmental protection matters.

21.A.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, operational suitability and environmental protection of the product, shall be approved by the CAOIRI. An application for approval shall be submitted in writing to the CAOIRI and the design organization shall demonstrate to the CAOIRI, 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.

21.A.249 Transferability

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

21.A.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, operational suitability and characteristics of noise, fuel venting and exhaust emissions of products. For design organization approval covering type-certification or ITSO authorisation 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.

21.A.253 Changes to the terms of approval

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

21.A.257 Investigations

- (a) The design organization shall make arrangements that allow the CAOIRI 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 CAOIRI 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 21.A.239 (b).

21.A.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 paragraph (a).
- (c) After receipt of notification of findings under the applicable administrative procedures established by the CAOIRI,
1. In case of a level one finding, the holder of the design organization approval shall demonstrate corrective action to the satisfaction of the CAOIRI 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 CAOIRI shall be appropriate to the nature of the finding but in any case initially shall not be more than six months. In certain circumstances and subject to the nature of the finding the CAOIRI may extend the six month period subject to a satisfactory corrective action plan agreed by the CAOIRI.
 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 CAOIRI. 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.

21.A.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 CAOIRI is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with 21.A.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 CAOIRI.
- (b) Upon surrender or revocation, the certificate shall be returned to the CAOIRI.

21.A.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 21.A.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-certificate; or
3. a supplemental type-certificate; or
4. an ITSO authorisation under 21.A.602B (b)(1); or
5. a major repair design approval;

may be accepted by the CAOIRI without further verification.

(b) 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-certificate and repairs as 'major' or 'minor'.
2. to approve minor changes to type-certificate 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 documentary changes to the aircraft flight manual, and issue such changes containing the following statement: 'Revision nr. xx to AFM ref. yyy, is approved under the authority of DOA nr.[DO]- [xy].'
5. to approve the design of major repairs to products for which it holds the type-certificate or the supplemental type-certificate.
6. to approve the conditions under which a permit to fly can be issued in accordance with 21.A.710 (a) (2),

(i) except for initial flights of:

- a new type of aircraft, or
- an aircraft modified by a change that is or would be classified as a significant major change or significant STC, or
- an aircraft whose flight and/or piloting characteristics may have been significantly modified;

(ii) except for permits to fly to be issued for the purpose of 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 organisation itself is controlling under its Design Organisation Approval the configuration of the aircraft and is attesting conformity with the design conditions approved for the flight.

21.A.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 21.A.263, provide to the CAOIRI statements and associated documentation confirming compliance with paragraph (c);
 - (e) Provide to the CAOIRI information or instructions related to required actions under 21.A.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

21.A.301 Scope

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

21.A.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 authorisation procedures of Subpart O; or
- (c) In the case of standard parts, in accordance with recognized Standards.

21.A.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 CAOIRI in the particular case.

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

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

- (a) Accompanied by an authorised release certificate (CAOIRI Form 1), certifying that the item was manufactured in conformity to approved design data and is Marked in accordance with Subpart Q; or
- (b) a standard part; or
- (c) in the case of CAT ILA1 or CAT ILA2 aircraft, a part or appliance that is:
 - 1. not life-limited, nor part of the primary structure, nor part of the flight controls;
 - 2. manufactured in conformity to applicable design;
 - 3. marked in accordance with Subpart Q;
 - 4. identified for installation in the specific aircraft;
 - 5. to be installed in an aircraft for which the owner has verified compliance with the conditions 1 through 4 and has accepted responsibility for this compliance.

SUBPART L
EXPORT CERTIFICATE OF AIRWORTHINESS

21.A.321 Scope

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

21.A.322 Eligibility

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

21.A.323 Reserved

21.A.325 Reserved

21.A.327 Application

- (a) An applicant for the issue of an export certificate of airworthiness shall complete CAOIRI Form 90, and submit it to the CAOIRI 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 CAOIRI 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 CAOIRI as indicated in the form.
- (b) An applicant for the issue of an export certificate of airworthiness for an aircraft must, in addition to paragraph (a), provide the CAOIRI 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 CAOIRI; 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 paragraph (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 CAOIRI.

21.A.333 Issue of export certificate of airworthiness

- (a) The CAOIRI may issue an export certificate of airworthiness for an aircraft and an applicant is entitled to an export certificate of airworthiness if the CAOIRI 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 paragraph (a)(1), the CAOIRI may issue an export certificate of airworthiness for a product that does not meet every airworthiness requirement of 21.A.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 CAOIRI under this Subpart may be subject to conditions as the CAOIRI considers appropriate in each particular case; and does not authorize the installation or use of a product.

21.A.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 CAOIRI.

21.A.337 Transfer of certificate

An export certificate of airworthiness is transferred with the product.

21.A.339 Use of CAOIRI Form1(authorised release certificate) for export

- (a) The CAOIRI Form1(authorised 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 CAOIRI Form1(authorised 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 paragraph (a) if the State of the importer indicates in writing that the part or appliance is acceptable to the State.

21.A.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 CAOIRI; 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 installation incorporated for the purpose of delivery and restore the aircraft to the approved type configuration.

SUBPART M
REPAIRS

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

21.A.431B Standard repairs

- (a) Standard repairs are repairs:
 - (1) in relation to:
 - (i) aeroplanes of 5 700 kg Maximum Take-Off Mass (MTOM) or less;
 - (ii) rotorcraft of 3 175 kg MTOM or less;
 - (iii) sailplanes and powered sailplanes, balloons and airships as defined in CAT ILA1 or CAT ILA2.
 - (2) that follow design data included in certification specifications issued by the CAOIRI, containing acceptable methods, techniques and practices for carrying out and identifying standard repairs, including the associated instructions for continuing airworthiness; and
 - (3) that are not in conflict with TC holders data.

- (b) Points 21.A.432A to 21.A.451 are not applicable to standard repairs

21.A.432A Eligibility

- (a) Any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability under 21.A.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.

21.A.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 CAOIRI in accordance with Subpart J.
- (b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek CAOIRI agreement for the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with this Subpart.
- (c) By way of derogation from points (a) and (b), an applicant may seek the agreement of the CAOIRI for the approval of a certification programme setting out the specific design practices, resources and sequence of activities necessary to comply with this Part for a repair on a product defined in point 21.A.14(c).

21.A.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 or APU ITSO authorisation, 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 CAOIRI 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 or APU ITSO authorisation.
 - 2. Submit all necessary substantiation data, when requested by the CAOIRI.
 - 3. Declare compliance with the certification specifications and environmental protection requirements of subparagraph (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 paragraph (a) through the use of its own resources or through an arrangement with the type-certificate or supplemental type-certificate holder as applicable.

21.A.435 Classification of repairs

- (a) A repair may be 'major' or 'minor'. The classification shall be made in accordance with the criteria of 21.A.91 for a change in the type-certificate.
- (b) A repair shall be classified 'major' or 'minor' under paragraph (a) either:
 - 1. By the CAOIRI, or
 - 2. By an appropriately approved design organization under a procedure agreed with the CAOIRI.

21.A.437 Issue of a repair design approval

When it has been declared and has been shown that the repair design meets the applicable certification specifications and environmental protection requirements of 21.A.433 (a) (1), it shall be approved:

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

21.A.439 Production of repair parts

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

- (a) Under Subpart F, or
- (b) By an organization appropriately approved in accordance with Subpart G, or
- (c) By an appropriately approved maintenance organization.

21.A.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 21.A.163 privilege.
- (b) The design organization shall transmit to the organization performing the repair all the necessary installation instructions.

21.A.443 Limitations

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

21.A.445 Unrepaired damage

- (a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made;
 - 1. by the CAOIRI, or
 - 2. by an appropriately approved design organization under a procedure agreed with the CAOIRI.Any necessary limitations shall be processed in accordance with the procedures of 21.A.443.
- (b) Where the organization evaluating the damage under paragraph (a) is neither the CAOIRI nor the type-certificate or supplemental type-certificate holder, this organization shall justify that the information on which the evaluation is based is adequate either from its organization's own resources or through an arrangement with the type-certificate or supplemental type-certificate holder, or manufacturer, as applicable.

21.A.447 Record keeping

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

- (a) be held by the repair design approval holder at the disposal of the CAOIRI, 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.

21.A.449 Instructions for continued airworthiness

- (a) The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness which result from the design of the repair, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with the CAOIRI.

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 CAOIRI.

21.A.451 Obligations and IPA marking

- (a) Each holder of a major repair design approval shall:

1. undertake the obligations:

- (i) laid down in 21.A.3, 21.A.3B, 21.A.4, 21.A.439, 21.A.441, 21.A.443, 21.A.447 and 21.A.449;
- (ii) implicit in the collaboration with the type-certificate or supplemental type-certificate holder, or both, under 21.A.433 (b), as appropriate.

2. specify the marking, including IPA ('Iranian Part Approval') letters, in accordance with 21.A.804 (a).

- (b) Except for type-certificate holders for which 21.A.44 applies, the holder of a minor repair design approval shall:

- 1. undertake the obligations laid down in 21.A.4, 21.A.447 and 21.A.449; and
- 2. specify the marking, including IPA letters, in accordance with 21.A.804 (a).

**SUBPART N (NOT
APPLICABLE)**

SUBPART O
IRANIAN TECHNICAL STANDARD ORDER AUTHORIZATION

21.A.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 CAOIRI to ensure compliance with the airworthiness requirements, and is a minimum performance standard for specified articles.
 3. An article produced under an ITSO authorisation is an approved article for the purpose of Subpart K.

21.A.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 21.A.602B shall be eligible as an applicant for an ITSO authorisation.

21.A.602B Demonstration of capability

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

- (a) for production, by holding a production organization approval, issued in accordance with Subpart G, or if CAOIRI 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 CAOIRI 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.

21.A.603 Application

- (a) An applicant for an ITSO authorisation shall complete CAOIRI Form 34 and submit it to the CAOIRI, and shall include an outline of the information required by 21.A.605.
- (b) When a series of minor changes in accordance with 21.A.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.

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

With regard to ITSO authorisation for an Auxiliary Power Unit:

- (a) 21.A.15, 21.A.16B, 21.A.17A, 21.A.17B, 21.A.20, 21.A.21, 21.A.31, 21.A.33, 21.A.44 shall

apply by way of derogation from 21.A.603, 21.A.606(c), 21.A.610 and 21.A.615, except that an ITSO Authorisation shall be issued in accordance with 21.A.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 21.A.611. When Subpart E is used, a separate ITSO authorisation shall be issued instead of a supplemental type certificate.

(c) Subpart M is applicable to the approval of repair designs.

21.A.605 Data requirements

The applicant shall submit the following documents, to the CAOIRI:

(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 21.A.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 21.A.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 21.A.243 for the purpose of obtaining an appropriate design organization approval under Subpart J.

(f) for all other articles, the procedures referred to in 21.A.602B (b) (2).

21.A.606 Issue of ITSO authorisation

The applicant shall be entitled to have an ITSO authorisation issued by the CAOIRI after:

(a) demonstrating its capability in accordance with 21.A.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 21.A.3 (b) and (c).

21.A.607 ITSO authorisation privileges

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

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

(a) The DDP shall contain at least the following information:

1. Information corresponding to 21.A.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 21.A.610.

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

21.A.609 Obligations of holders of ITSO authorizations

The holder of an ITSO authorisation 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 authorisation has been issued, a current file of complete technical data and records in accordance with 21.A.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 CAOIRI 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 21.A.807; and
- (f) Comply with 21.A.3 (b), (c), 21.A.3B and 21.A.4.
- (g) Continue to meet the qualification requirements of 21.A.602B.

21.A.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 CAOIRI.

21.A.611 Design changes

- (a) The holder of the ITSO authorisation may make minor design changes (any change other than a major change) without further authorisation by the CAOIRI. 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 CAOIRI any revised data that are necessary for compliance with 21.A.603 (b).
- (b) Any design change by the holder of the ITSO authorisation 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 authorisation under 21.A.603.

- (c) No design change by any natural or legal person other than the holder of the ITSO authorisation 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 21.A.603 for a separate ITSO authorisation.

21.A.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 CAOIRI 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.

21.A.615 Inspection by the CAOIRI

Upon a request of the CAOIRI, each applicant for, or holder of an ITSO authorisation for an article shall allow the CAOIRI to:

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

21.A.619 Duration and continued validity

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

21.A.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 21.A.147 and 21.A.247 as applicable, an ITSO authorisation issued under this Part is not transferable.

SUBPART P

PERMIT TO FLY

21.A.701 Scope

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

1. 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 CAOIRI 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.

21.A.703 Eligibility

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

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

21.A.705 Reserved

21.A.707 Application for permit to fly

(a) Pursuant to 21.A.703 the applicant shall complete CAOIRI Form 21 and submit it to the

CAOIRI.

- (b) Each application for a permit to fly shall include:
 - 1. the purpose(s) of the flight(s), in accordance with 21.A.701;
 - 2. the ways in which the aircraft does not comply with the applicable airworthiness requirements;
 - 3. the flight conditions approved in accordance with 21.A.710.
- (c) Where the flight conditions are not approved at the time of application for a permit to fly, an application for approval of the flight conditions shall be made in accordance with 21.A.709.

21.A.708 Flight conditions

Flight conditions include:

- (a) the configuration(s) for which the permit to fly is requested;
- (b) any condition or restriction necessary for safe operation of the aircraft, including:
 - 1. the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s);
 - 2. the conditions and restrictions put on the flight crew to fly the aircraft; in addition to those defined in Appendix B to this Part 21;
 - 3. the restrictions regarding carriage of persons other than flight crew;
 - 4. the operating limitations, specific procedures or technical conditions to be met;
 - 5. the specific flight test programme (if applicable);
 - 6. the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;
- (c) the substantiation that the aircraft is capable of safe flight under the conditions or restrictions of subparagraph (b);
- (d) the method used for the control of the aircraft configuration, in order to remain within the established conditions.

21.A.709 Application for approval of flight conditions

- (a) Pursuant to 21.A.707(c) and when the applicant has not been granted the privilege to approve the flight conditions, the applicant shall complete CAOIRI Form 37 and submit it to the CAOIRI.
- (b) Each application for approval of the flight conditions shall include:
 - 1. the proposed flight conditions;
 - 2. the documentation supporting these conditions; and
 - 3. a declaration that the aircraft is capable of safe flight under the conditions or restrictions of paragraph 21.A.708 (b).

21.A.710 Approval of flight conditions

- (a) When approval of the flight conditions is related to the safety of the design, the flight conditions

shall be approved by:

1. the CAOIRI ; or
2. an appropriately approved design organization, under the privilege of 21.A.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 CAOIRI.
- (c) Before approving the flight conditions, the CAOIRI, must be satisfied that the aircraft is capable of safe flight under the specified conditions and restrictions. The CAOIRI may make or require the applicant to make any necessary inspections or tests for that purpose.

21.A.711 Issue of a permit to fly

- (a) A permit to fly (CAOIRI Form 20a) may be issued by the CAOIRI under the conditions specified in point 21.B.525.
- (b) An appropriately approved design organisation may issue a permit to fly (CAOIRI Form 20a,) under the privilege granted under point 21.A.263(c)(7), when the flight conditions referred to in point 21.A.708 have been approved in accordance with point 21.A.710.
- (c) An appropriately approved production organisation may issue a permit to fly (CAOIRI Form 20a,) under the privilege granted under point 21.A.163(e), when the flight conditions referred to in point 21.A.708 have been approved in accordance with point 21.A.710.
- (d) An appropriately approved continuing airworthiness management organisation may issue a permit to fly (CAOIRI Form 20a,) under the privilege granted under point M.A.711(CAOIRI Part M) when the flight conditions referred to in point 21.A.708 have been approved in accordance with point 21.A.710.
- (e) The permit to fly shall specify the purpose(s) and any conditions and restrictions which have been approved in accordance with point 21.A.710.
- (f) For permits issued under points (b), (c) or (d), a copy of the permit to fly and associated flight conditions shall be submitted to the CAOIRI at the earliest opportunity but not later than 3 days.
- (g) Upon evidence that any of the conditions specified in point 21.A.723(a) are not met for a permit to fly that an organisation has issued pursuant to points (b), (c) or (d), that organisation shall immediately revoke that permit to fly and inform without delay the CAOIRI.

21.A.713 Changes

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

21.A.715 Language

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

21.A.719 Transferability

- (a) A permit to fly is not transferable.
- (b) Notwithstanding subparagraph (a) for a permit to fly issued for the purpose of 21.A.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 CAOIRI.

21.A.721 Inspections

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

21.A.723 Duration and continued validity

- (a) A permit to fly shall be issued for a maximum of 12 months and shall remain valid subject to:
 - 1. compliance with the conditions and restrictions of 21.A.711(d) associated to the permit to fly;
 - 2. the permit to fly not being surrendered or revoked under 21B.530;
 - 3. the aircraft remaining on the same register.
- (b) Notwithstanding point (a), a permit to fly issued for the purpose of point 21.A.701(a)(15) may be issued for unlimited duration.
- (c) Upon surrender or revocation, the permit to fly shall be returned to the CAOIRI.

21.A.725 Renewal of permit to fly

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

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

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

21.A.729 Record keeping

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

SUBPART Q
IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES

21.A.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 CAOIRI 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 paragraph (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 paragraph (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 paragraph (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.

21.A.803 Handling of identification data

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

on any aircraft, engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

21.A.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 paragraph (a), if the CAOIRI 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 paragraph (a), the authorised release document accompanying the part or appliance or its container shall include the information that could not be marked on the part.

21.A.805 Identification of critical parts

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

21.A.807 Identification of ITSO articles, replacement and modification parts

- (a) Each holder of an ITSO authorisation 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 paragraph (a), if the CAOIRI agrees that a part is too small or that it is otherwise impractical to mark a part with any of the information required by paragraph (a), the authorised 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 paragraph (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.

SECTION B

PROCEDURES FOR CAOIRI

SUBPART A
GENERAL PROVISIONS

21B.5 Scope

This Section establishes the procedure for the CAOIRI 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

CAOIRI shall develop acceptable means of compliance and Guidance Material. When the acceptable means of compliance and Guidance Material are complied with, the related requirements of this Part shall be considered as met. Until such time as the CAOIRI specifies acceptable means of compliance and Guidance Material, the EASA Part 21(Issued February 2016) acceptable means of compliance and Guidance Material can be applied as appropriate.

21B.20 Reserved

21B.25 Requirements for the organization of the CAOIRI

(a) Resources:

1. The number of staff shall be sufficient to perform the allocated tasks.
2. The CAOIRI 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 CAOIRI 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 CAOIRI 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 Record keeping

The CAOIRI shall keep, or maintain access to, the appropriate records related to the certificates, approvals and authorisations it has granted in accordance with the respective national regulations.

21B.60 Airworthiness directives

When the CAOIRI receives an airworthiness directive from the Authority of the other ICAO contracting States, that airworthiness directive shall be evaluated for dissemination in accordance with procedure No.:FS-AED-AD-02 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 CAOIRI shall apply.

SUBPART C — NOT APPLICABLE

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

21.B.70 Approval of changes to type-certificates

The approval of the changes to the operational suitability data is included in the approval of the change to the type-certificate. however, the CAOIRI shall use a separate classification and approval process for administering changes to operational suitability data.

SUBPART E — SUPPLEMENTAL TYPE-CERTIFICATES

Administrative procedures which should be established by the CAOIRI shall apply.

SUBPART F
PRODUCTION WITHOUT PRODUCTION ORGANIZATION APPROVAL

21B.120 Investigation

- (a) The CAOIRI 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 CAOIRI 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 CAOIRI 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.125 Findings

- (a) When during audits or by other means objective evidence is found by the CAOIRI, showing non-compliance of the holder of a letter of agreement with the applicable requirements of Section A of this Annex, this finding shall be classified in accordance with point 21.A.125B(a).
- (b) The CAOIRI shall take the following actions:
 - 1. for level 1 findings, immediate action shall be taken by the CAOIRI to limit, suspend or revoke the letter of agreement in whole or in part, depending upon the extent of the finding, until successful corrective action has been completed by the organisation;
 - 2. for level 2 findings, the CAOIRI shall grant a corrective action period appropriate to the nature of the finding that shall not be more than 3 months. In certain circumstances, at the end of this period and subject to the nature of the finding, the CAOIRI can extend the 3 months period subject to a satisfactory corrective action plan provided by the organisation.
- (c) Action shall be taken by the CAOIRI to suspend the letter of agreement in whole or in part in case of failure to comply within the timescale granted by the CAOIRI .

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 CAOIRI shall issue a letter of agreement to the showing of conformity of individual products, parts or appliances (CAOIRI 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 authorisation.
- (c) The duration of the letter of agreement shall not exceed one year.

21B.135 Maintenance of the letter of agreement

The CAOIRI shall maintain the letter of agreement as long as:

- (a) The manufacturer is properly using the CAOIRI Form 52 as a Statement of Conformity for complete aircraft, and the CAOIRI Form 1 for products other than complete aircraft, parts and appliances; and
- (b) Inspections performed by the CAOIRI before validation of the CAOIRI Form 52 or the CAOIRI Form 1, as per 21.A.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 21.A.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 21.A.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 CAOIRI described or addressed in the letter of agreement have been performed and found acceptable;
 - 6. The statement of conformity complies with 21.A.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 CAOIRI shall investigate, as appropriate, in accordance with 21B.120 any amendment of the letter of agreement.
- (b) When the CAOIRI is satisfied that the requirements of Section A, Subpart F continue to be complied with it shall amend the letter of agreement accordingly.

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

- (a) The suspension or revocation of the letter of agreement shall be communicated in writing to the holder of the letter of agreement. The CAOIRI shall state the reasons for the limitation, suspension or revocation and inform the holder of the letter of agreement on its right to appeal.
- (b) 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 CAOIRI 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 CAOIRI shall also maintain records of all Statements of Conformity (CAOIRI Form 52, and Authorised Release Certificates (CAOIRI Form 1) that it has validated.

SUBPART G
PRODUCTION ORGANIZATION APPROVAL

21B.220 Investigation

- (a) The CAOIRI 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 CAOIRI 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 CAOIRI 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 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 21.A.158(a)
- (b) The CAOIRI shall take the following actions:
 - 1. for level 1 findings, immediate action shall be taken by the CAOIRI to limit, suspend or revoke the production organisation approval, in whole or in part, depending upon the extent of the finding, until successful corrective action has been completed by the organisation;
 - 2. for level 2 findings, the CAOIRI shall grant a corrective action period appropriate to the nature of the finding that shall not be more than 3 months. In certain circumstances, at the end of this period and subject to the nature of the finding, the CAOIRI can extend the 3 months period subject to a satisfactory corrective action plan provided by the organisation.
- (c) Action shall be taken by the CAOIRI to suspend the approval in whole or in part in case of failure to comply within the timescale granted by the CAOIRI.

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 CAOIRI shall issue a Production Organization Approval (CAOIRI Form 55) without undue delay.
- (b) The reference number shall be included on the CAOIRI Form 55 in a manner specified by the CAOIRI.
- (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 CAOIRI 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 CAOIRI 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 CAOIRI at least twice a year.

21B.240 Amendment of a production organization approval

- (a) The CAOIRI shall monitor any minor change through the continued surveillance activities.
- (b) The CAOIRI 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 CAOIRI 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 CAOIRI 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 21.A.158(c) (1), the production organization approval shall be revoked.

2. In case of a level two finding, the CAOIRI 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 21.A.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 CAOIRI 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 CAOIRI 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 CAOIRI 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 CAOIRI 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. evaluation of the aircraft documentation and technical records as may be required by CAOIRI.
 - 6. inspection of aircraft;
 - 7. determination of necessary conditions, restrictions or limitations to the airworthiness certificates.

21B.325 Issue of airworthiness certificates

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

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

- (a) Upon evidence that any of the conditions specified in 21.A.181 (a) is not met, the CAOIRI 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 CAOIRI 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 CAOIRI 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 CAOIRI 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 CAOIRI 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 CAOIRI shall, as applicable, issue, or amend noise certificates (CAOIRI 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 21.A.211 (a) are not met, the CAOIRI shall suspend or revoke a noise certificate.
- (b) Upon issuance of the notice of suspension and revocation of a noise certificate the CAOIRI 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 CAOIRI 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 CAOIRI shall apply.

SUBPART K— PARTS AND APPLIANCES

Administrative procedures which should be established by the CAOIRI shall apply.

SUBPART L — EXPORT CERTIFICATE OF AIRWORTHINESS

Administrative procedures which should be established by the CAOIRI shall apply.

SUBPART M — REPAIRS

Administrative procedures which should be established by the CAOIRI shall apply.

SUBPART N — NOT APPLICABLE

**SUBPART O —
IRANIAN TECHNICAL STANDARD ORDER AUTHORISATIONS**

Administrative procedures which should be established by the CAOIRI shall apply.

SUBPART P
PERMIT TO FLY

21B.520 Investigation

- (a) The CAOIRI shall perform sufficient investigation activities to justify the issuance, or revocation of the permit to fly.
- (b) The CAOIRI 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 21.A.710 (b).

21B.525 Issue of permits to fly

The CAOIRI 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 21.A.723(a) are not met for a permit to fly it has issued, the CAOIRI shall revoke that permit to fly.
- (b) Upon issuance of the notice of revocation of a permit to fly the CAOIRI 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 CAOIRI 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 CAOIRI shall apply.

SUBPART N — NOT APPLICABLE

Appendices

Appendix A – Forms

CAOIRI Form 1, Authorized Release Certificate
CAOIRI Form 15a, Airworthiness Review Certificate
CAOIRI Form 18b Flight Conditions for a Permit to Fly Approval Form
CAOIRI Form 20a, Permit to Fly
CAOIRI Form 24, Restricted Certificate of Airworthiness
CAOIRI Form 25, Certificate of Airworthiness
CAOIRI Form 45, Noise Certificate
CAOIRI Form 52, Aircraft Statement of Conformity
CAOIRI Form 53, Certificate of Release to Service
CAOIRI Form 55, Production Organization Approval Certificate
CAOIRI Form 65, Letter of Agreement (Production without POA)
CAOIRI Form 80a, Design Organization Approval Certificate
CAOIRI Form 90a, Export Certificate of Airworthiness

Appendix B — Categories of flight tests and associated flight test crew qualifications

1. Civil Aviation Organisation of Islamic Republic of IRAN		2. AUTHORISED RELEASE CERTIFICATE CAOIRI FORM 1			3. Form Tracking Number	
4. Approved Organisation Name and Address:		5. Work Order/Contract/Invoice				
6. Item	7. Description	8. Part No	9. Quantity	10. Serial/Batch No	11. Status/Work	
13. Remarks						
13a. Certifies that the items identified above were manufactured in conformity to: approved design data and are in condition for safe operation non-approved design data specified in block 12		14a. Part-145. A.50 Release to Service <input type="checkbox"/> Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.				
13b. Authorised Signature		13c. Approval/Authorisation Number		14b. Authorised Signature		14c. Certificate/Approval Ref. No
13d. Name		13e. Date (d/m/y)		14d. Name		14e. Date (d/m/y)

USER/INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install the item(s).

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.

Statement in blocks 13a and 14a do not constitute installation certification. In all cases the aircraft maintenance record shall contain an installer before the aircraft may be flown.

AUTHORISED RELEASE CERTIFICATE - CAOIRI 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 block1 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 13a and 14a do not constitute installation certification. In all cases the aircraft maintenance record shall contain an installer before the aircraft may be flown.

INSTRUCTIONS FOR THE USE OF CAOIRI FORM 1

These instructions relate only to the use of the CAOIRI Form 1 for production purposes. Attention is drawn to CAOIRI Form 15a of Regulation Part M which covers the use of the CAOIRI FORM 1 for maintenance purposes.

1. PURPOSE AND USE

- 1.1. A primary purpose of the certificate is to declare the airworthiness of new aviation products, parts and appliances ('the item(s)').
- 1.2. Correlation must be established between the certificate and the item(s). The originator must retain a certificate in a form that allows verification of the original data.
- 1.3. The certificate is acceptable to many airworthiness authorities, but may be dependent on bilateral agreements and/or the policy of the airworthiness authority.
- 1.4. The certificate is not a delivery or shipping note.
- 1.5. Aircraft are not to be released using the certificate.
- 1.6. The certificate does not constitute approval to install the item on a particular aircraft,engine, or propeller but helps the end user determine its airworthiness approval status.
- 1.7. A mixture of production released and maintenance released items is not permitted on the same certificate.
- 1.8. A mixture of items certified in conformity with 'approved data' and to 'non-approved data' is not permitted on the same certificate.

2. GENERAL FORMAT

- 1.4. The certificate must comply with the format attached including block numbers and the location of each block. The size of each block may however be varied to suit the individual application, but not to the extent that would make the certificate unrecognisable.
- 1.5. The certificate must be in 'landscape' format but the overall size may be significantly increased or decreased so long as the certificate remains recognisable and legible. If in doubt consult the competent authority.
- 2.3. The User/Installer responsibility statement can be placed on either side of the form.
- 2.4. All printing must be clear and legible to permit easy reading.
- 2.5. The certificate may either be pre-printed or computer generated but in either case the printing of lines and characters must be clear and legible and in accordance with the defined format.
- 2.6. The certificate should be in English, and if appropriate, in one or more other languages.
- 2.7. The details to be entered on the certificate may be either machine/computer printed or hand-written using block letters and must permit easy reading.
- 2.8. Limit the use of abbreviations to a minimum, to aid clarity.
- 2.9. The space remaining on the reverse side of the certificate may be used by the originator for any additional information but must not include any certification statement. Any use of the reverse side of the certificate must be referenced in the appropriate block on the front side of the certificate.

3. COPIES

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

4. ERROR(S) ON A CERTIFICATE

- 4.1. If an end-user finds an error(s) on a certificate, he must identify it/them in writing to the originator. The originator may issue a new certificate if they can verify and correct the error(s).
- 4.2. The new certificate must have a new tracking number, signature and date.
- 4.3. The request for a new certificate may be honoured without re-verification of the item(s) condition. The new certificate is not a statement of current condition and should refer to the previous certificate in block 12 by the following statement: 'This certificate corrects the error(s) in block(s) [enter block(s) corrected] of the certificate [enter original tracking number] dated [enter original issuance date] and does not cover conformity/condition/release to service'. Both certificates should be retained according to the retention period associated with the first.

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 'CAOIRI' must be entry. These names may be pre-printed.

Block 2 Pre-printed 'Authorized Release Certificate/CAOIRI 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 address 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 authorisations 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 21.A.4 and 21.A.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 CAOIRI 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 CAOIRI Form 1 is not necessary. However where a POA holder releases a standard part with a CAOIRI Form 1 then it must be able to demonstrate that it is in control of the manufacture of that part.

Block 9 State the quantity of items being released.

Block 10 State the items Serial Number or Batch Number if applicable. If neither is applicable, state 'N/A'

Block 11 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 paragraph 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 12, 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 13a.

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 12, 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 CAOIRI Form 1. An explanation of the basis of release and details of the original release are to be entered in Block 12.

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 12.

The above statements must be supported by reference to the approved data/ manual/specification. Such information shall be identified in either Block 11 or 12.

Block 12 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 12 are:

— when the certificate is used for conformity purposes the following statement must be entered at the beginning of Block 12:

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

when the design data is not approved by the CAOIRI 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 CAOIRI 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 CAOIRI FORM 1 REF.....

CAOIRI 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 CAOIRI 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 authorisation 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 13a 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 CAOIRI to be valid world-wide unless there are specific notified import conditions.

When using an CAOIRI 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 13b 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 authorised 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 21.A.163(c) for computer generated signature).

Block 13c State the full authorisation reference given by the CAOIRI to the organisation releasing the new items.

Block 13d The name of the person signing Block 15, printed, typed, or written in a legible form.

Block 13e 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 14a Not used and strike out for release of new items.

Block 14b Not used and strike out for release of new items.

Block 14c Not used and strike out for release of new items.

Block 14d Not used and strike out for release of new items.

Block 14e Not used and strike out for release of new item

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:

Authorisation 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. CAOIRI approval reference and date:		

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

Information to be entered into CAOIRI Form 18b

Flight Conditions for a Permit to Fly Approval Form

The use of this form is required to enable CAOIRI 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: authorised signatory
- Field 12: to be filled in ONLY by the CAOIRI.

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 21.A.701(a)]

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

6. Conditions /remarks:

7. Validity period:

8. Place of issue :

10. Signature of CAOIRI :

9. Date of issue:

In the name of God



Islamic Republic of Iran
Civil Aviation Organization

Restricted Certificate of Airworthiness

Number:

1. Nationality and registration marks:	2. Manufacture and manufacture's designation of aircraft:	3. Aircraft serial number:
4. Categories:		
5. This certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Basic regulation in respect of the above mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. In addition to above the following restriction apply: Date of issue: Date of expiry: Signature:		
6. This Certificate of Airworthiness is valid unless revoked by Civil Aviation Organization of Islamic Republic of Iran. A current Airworthiness Review Certificate shall be attached to this Certificate.		

This Permit shall be carried on board during all flight



Civil Aviation Organization
of Islamic Republic of Iran

Certificate of Airworthiness

Number:

1. Nationality and registration marks:	2. Manufacture and manufacture's designation of aircraft:	3. Aircraft serial number:
4. Categories:		
5. This certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Basic regulation in respect of the above mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Limitations/Remark: Date of issue: Date of expiry: Signature:		
6. This Certificate of Airworthiness is valid unless revoked by Civil Aviation Organization of Islamic Republic of Iran A current Airworthiness Review Certificate shall be attached to this Certificate.		

This Permit shall be carried on board during all flight

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:					
Date of expiry:			Signature:		

This Permit shall be carried on board during all flight

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-CAOIRI Form 52 COMPLETION INSTRUCTION

For the purpose of part 21 Section F, statement of conformity means the CAOIRI Form 52 for complete aircraft or the CAOIRI 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 CAOIRI and provided in accordance with 21.A.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 21.A.130 and the corresponding acceptable means of compliance.

The purpose of the aircraft statement of conformity (CAOIRI 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 CAOIRI.

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 CAOIRI 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 CAOIRI 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 CAOIRI, 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 21.A.139 in particular 21.A.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 21.A.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 CAOIRI 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 21.A.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 21.A.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 CAOIRI***

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 21.A.163. Subject to the following:

Prior to approval of the design of the product a CAOIRI 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 CAOIRI

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: [CAOIRI 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 21.A.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]

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 CAOIRI

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.IRI

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 CAOIRI 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 21.A.263 [All privileges, as listed in Part 21.A.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

Export Certificate of Airworthiness

1. Certificate No.:	2. Manufacturer and Aircraft type:	3. Aircraft serial number:
4. Type Certificate Number:	5. Category(ies):	
Used <input checked="" type="checkbox"/>	<input type="checkbox"/> Overhauled	Newly <input type="checkbox"/> New <input type="checkbox"/> 6.
Propeller(s):	8. Type & Serial No. of	Engine(s): Type & Serial No. of 7.
	-	-
	-	-
	-	-
	-	-
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 CAOIRI	

Appendix B— Categories of flight tests and associated flight test crew qualifications

A. General

This Appendix establishes the qualifications necessary for flight crew involved in the conduct of flight tests for aircraft certified or to be certified in accordance with CS-23 for aircraft with a maximum take-off mass (MTOM) of or above 2 000 kg, CS-25, CS-27, CS-29 or equivalent airworthiness codes.

B. Definitions

1. 'Flight test engineer' means any engineer involved in flight test operations either on the ground or in flight.
2. 'Lead flight test engineer' means a flight test engineer assigned for duties in an aircraft for the purpose of conducting flight tests or assisting the pilot in the operation of the aircraft and its systems during flight test activities.
3. 'Flight tests' mean:
 - 3.1. flights for the development phase of a new design (aircraft, propulsion systems, parts and appliances);
 - 3.2. flights to demonstrate compliance to certification basis or conformity to type design;
 - 3.3. flights intended to experiment new design concepts, requiring unconventional manoeuvres or profiles for which it could be possible to exit the already approved envelope of the aircraft;
 - 3.4. flight test training flights.

C. Categories of flight tests

1. General

The descriptions below address the flights performed by design and production organisations under CAOIRI Part 21.

2. Scope

If more than one aircraft is involved in a test, each individual aircraft flight shall be assessed under this Appendix to determine if it is a flight test and when appropriate, its category. The flights referred to in point (6)(B)(3) are the only flights that belong to the scope of this Appendix.

3. Categories of flight tests

Flights tests include the following four categories:

3.1. Category One (1)

- (a) Initial flight(s) of a new type of aircraft or of an aircraft of which flight or handling characteristics may have been significantly modified;
- (b) Flights during which it can be envisaged to potentially encounter flight characteristics significantly different from those already known;
- (c) Flights to investigate novel or unusual aircraft design features or techniques;
- (d) Flights to determine or expand the flight envelope;
- (e) Flights to determine the regulatory performances, flight characteristics and handling qualities when flight envelope limits are approached;
- (f) Flight test training for Category 1 flight tests.

3.2. Category Two (2)

- (a) Flights not classified as Category 1 on an aircraft whose type is not yet certified;
- (b) Flights not classified Category 1 on an aircraft of an already certified type, after embodiment of a not yet approved modification and which:
 - (i) require an assessment of the general behaviour of the aircraft; or
 - (ii) require an assessment of basic crew procedures, when a new or modified system is operating or is needed; or
 - (iii) are required to intentionally fly outside of the limitations of the currently approved operational envelope, but within the investigated flight envelope.
- (c) Flight test training for Category 2 flight tests.

3.3. Category Three (3)

Flights performed for the issuance of statement of conformity for a new-built aircraft which do not require flying outside of the limitations of the type certificate or the aircraft flight manual.

3.4. Category Four (4)

Flights not classified as Category 1 or 2 on an aircraft of an already certified type, in case of an embodiment of a not yet approved design change.

D. Competence and experience of pilots and lead flight test engineers

1. General

Pilots and lead flight test engineers shall have the competences and experience specified in the following table.

Categories of flight tests					
AIR CRAFT	1	2	3	4	
CS-23 commuter or aircraft having a design diving speed (Md) above 0.6 or a maximum ceiling above 7 260 m (25 000 ft),CS-25, CS-27, CS-29 or equivalent airworthiness codes	Competence level 1	Competence level 2	Competence level 3	Competence level 4	
Other CS-23 with an MTOM of or above 2 000 kg	Competence level 2	Competence level 2	Competence level 3	Competence level 4	

1.1 Competence level 1:

1.1.1 Pilots shall comply with the requirements of Part-FCL.

1.1.2 Lead flight test engineer shall have:

- (a) satisfactorily completed a Competence level 1 training course; and
- (b) a minimum of 100 hours of flight experience, including flight test training.

1.2 Competence level 2:

1.2.1 Pilots shall comply with the requirements of Part-FCL.

1.2.2 The lead flight test engineer shall have:

- (a) satisfactorily completed a Competence level 1 or level 2 training course; and

- (b) a minimum of 50 hours of flight experience, including flight test training.

The competence level 1 or level 2 training courses for Lead flight test engineer shall cover at least the following subjects:

- (i) Performance;
- (ii) Stability and control/handling qualities;
- (iii) Systems;
- (iv) Test management; and
- (v) Risk/safety management.

1.3 Competence level 3:

1.3.1 Pilot(s) shall hold a valid licence appropriate to the category of aircraft under test, issued in accordance with CAOIRI Part FCL and hold a Commercial Pilot Licence (CPL) as a minimum.

In addition, the pilot-in-command shall:

- (a) hold a flight test rating, or;
- (b) have at least 1 000 hours of flight experience as pilot-incommand on aircraft having similar complexity and characteristics, and
- (c) have participated, for each class or type of aircraft, in all flights that are part of the programme leading to the issuance of the individual certificate of airworthiness of at least five aircraft;

1.3.2 Lead flight test engineer shall:

- (a) satisfy Competence level 1 or level 2, or;
- (b) have gained a significant amount of flight experience relevant to the task; and
- (c) have participated in all flights that are part of the programme leading to the issuance of the individual certificate of airworthiness of at least five aircraft.

1.4 Competence level 4:

1.4.1 Pilot(s) shall hold a valid licence appropriate to the category of aircraft under test, issued in accordance with Part-FCL and hold a CPL as a minimum. The pilot-in-command shall hold a flight test rating or have at least 1 000 hours as pilot-in-command on aircraft having similar complexity and characteristics.

1.4.2 Competence and experience for lead flight test engineers is defined in the flight test operations manual.

2. Lead flight test engineers

Lead flight test engineers shall receive an authorisation from the organisation that employs them detailing the scope of their functions within the organisation. The authorisation shall contain the following information:

- (a) name;
- (b) date of birth;
- (c) experience and training;
- (d) position in organisation;
- (e) scope of the authorisation;
- (f) date of first issue of the authorisation;
- (g) date of expiry of the authorisation, if appropriate; and
- (h) identification number of the authorisation.

Lead flight test engineers shall only be appointed for a specific flight if they are physically and

mentally fit to safely discharge assigned duties and responsibilities.

The organisation shall make all relevant records related to authorisations available to their holders.

E. Competence and experience of other flight test engineers.

Other flight test engineers on board the aircraft shall have an amount of experience and training commensurate with the tasks assigned to them as crew members, and in accordance with the flight test operations manual, when applicable.

The organisation shall make all relevant records related to their flight activities available to the relevant flight test engineer.

