



Curaçao Special Import Requirements

1. INTRODUCTION

The special conditions associated with the Exchange of Notes between the United States and the Kingdom of the Netherlands of September 19 and November 4, 1955, relating to the reciprocal validation of export certificates of airworthiness for aircraft are prescribed below. These conditions apply only to export of civil aircraft to Curaçao to be entered in the Curaçao Registry.

These Curaçao Special Import Requirements replaces the previously published Special Requirements for import of aircraft to the countries of the Netherlands Antilles.

- a) The aircraft, in addition to the requirements prescribed in Part 21 of the United States Federal Aviation Regulations, must be eligible for certification in the "standard" classification. This excludes "restricted", "limited and "experimental" aircraft, except on an individual basis after referral to the Curaçao Civil Aviation Authority (CCAA).
- b) All questions and correspondence related to these Special Requirements should be addressed to the Curaçao Civil Aviation Authority.

2. DOCUMENTS AND DATA REQUIRED.

The following documents and data shall be submitted to the Curaçao Civil Aviation Authority. The applicant for the export of an aircraft from the USA to import in Curaçao shall provide the following documents, according to the following sequence in a hard copy and/or soft copy for examination and retention by the CCAA.





<i>Sections 1 to 3 apply to all transfers</i>	
Section 1. Aircraft Description	
This section should include the following statements from the current operator or owner:	
a	A general description of the aircraft including manufacturer, type and model, serial number, registration markings, certification basis, installed engine(s) (model & serial number), propeller(s) (model & serial number, if applicable) and APU (model & serial number, if installed)
b	Certified statement of total hours and total cycles accumulated as of the date of transfer on the airframe, each engine and propeller (if applicable)
c	A description of the aircraft current operational configuration (seat configuration and emergency equipment)
d	Details of specific operational capability approvals for which the aircraft is equipped or certified (e.g. RVSM, EDTO, EU-OPS, FAR 121 etc.)
Section 2. Operating Authority	
This section should contain a copy of the operating authority issued by the applicable CAA to establish the rules under which the aircraft is, or was, operated and maintained as applicable:	
a.	If no transfer of operational control & continuing airworthiness responsibility (as in <i>wet lease</i>):
i)	Air operator certificate (of the lessor); and
ii)	Copy of lease agreement between lessor and lessee (excluding commercial terms)
b.	If transfer of operational control & continuing airworthiness responsibility (as in a <i>dry lease</i>):
i)	Air operator certificate of the last operator or owner (if available)
<i>Note: In respect of a dry lease. A copy of the new lease agreement between the lessor and lessee should be filed by the new lessee with their authority. This would ensure that the authority is fully aware of the responsibilities of the lessor and lessee in relation to the new lease agreement.</i>	
Section 3. Aircraft Certificates	
This section should contain a copy of the aircraft certificates, including:	
a.	Current certificate of airworthiness
b.	Current certificate of aircraft registration
c.	Certificate of noise limitation
d.	Radio license
e.	Current maintenance release certificate
f.	Export certificate of airworthiness Certificate of Airworthiness for Export issued not more than 60 days prior to the application for validation.





Sections 4 to 8 apply to transfers of operational control and responsibility for continuing airworthiness to a new owner or operator only (e.g. dry lease)

Section 4. Log Books

a	Aircraft logbooks	
b	Engine logbook(s)	
c	APU logbook (if applicable)	
d	Propeller logbooks (if applicable)	

Section 5. Manuals

This section should contain the following manuals and applicable supplements:

a.	Aircraft flight manual and evidence of approval satisfactory to the state of registry of the current operator	
b.	Instructions for continuing airworthiness associated with non-type certificate holder modifications (if applicable).	
c.	Documents describing the detailed specification of the aircraft at manufacture, as provided by the type certificate holder, including systems and equipment installed. <ol style="list-style-type: none"> 1. Maintenance Review Board Report 2. Maintenance Planning Document 3. Service Life & Time Limits Manual 4. Unless data is contained in another publication. 	

Section 6. Current Status Summaries

a.	A summary of compliance with each AD applicable to the aircraft type, engine type, propeller type (if applicable) and fitted components as follow: A summary of compliance with each AD should contain: <ol style="list-style-type: none"> a) the AD & SB number and revision date; b) a concise description of the required action; c) the method of compliance; d) the time in service and the date of AD & SB accomplishment; and e) for Ads & SB's having requirements for recurring actions the date of AD & SB accomplishment and when the next recurring action is due (date, hours, cycles, etc.). a) the appropriate measuring parameters (hours, cycles and/or calendar times)	
b.	The summary of compliance with the current approved aircraft maintenance programme scheduled tasks, whether in block or equalized format (see note) and unscheduled tasks, indicating when the task was 'last accomplished' and is 'next due' in flight hours, flight	
i)	The action performed and, if the approved maintenance programme task numbers are different from the type certificate holder's maintenance task numbers, a cross reference should be provided	
ii)	Airworthiness Limitation Items (ALI's) and Certification Maintenance Requirements (CMR's) should be identified.	





iii)	The status of life limited parts including life consumed and remaining life	
iv)	The status of hard-time components, including the life accumulated on each component in calendar time, flight hours or flight cycles as appropriate, since the last accomplishment of scheduled maintenance specified in the aircraft maintenance programme	
v)	Aircraft maintenance program integration If the maintenance/inspection program is to be changed for the aircraft, the integration or proration plan for the two programs should be presented here. For an integration plan, a listing of each scheduled maintenance/inspection item under both the old and new program should be shown along with the method of transfer or bridging from one to the other.	
<i>Note: if the approved maintenance programme is arranged in block events directly in accordance with a maintenance planning document controlled by the type certificate holder then the status of each block event may be provided. If the maintenance programme is customized or equalized, then the status of each inspection task should be provided.</i>		
c.	The summary of service bulletins issued by the type certificate holder, incorporated on the aircraft, engine(s) and propeller(s) including:	
i)	A reference to the applicable approval data (with revision level) for each service bulletin	
ii)	description of the action performed	
iii)	The date of accomplishment	
iv)	Details of operational limitations, aircraft flight manual supplements, and mandatory instructions for continuing airworthiness which are part of the approval	
v)	Where future or recurring actions are required, the status of such actions (when last accomplished and next due) should be specified	
d.	The summary of modifications not originating from the type certificate holder, incorporated on the aircraft, engine(s) and propeller(s) including:	
i)	A reference to the applicable approval data (with revision level) for each modification acceptable to the state of registration of the current owner or operator	
ii)	A description of the action performed	
iii)	The date of accomplishment	
iv)	Details of operational limitations, aircraft flight manual supplements, and mandatory instructions for continuing airworthiness which are part of the approval	
v)	Where future or recurring actions are required, the status of such actions (when last accomplished and next due) should be specified	
e.	The status of structural repairs and allowable damage on the aircraft, including:	
i)	A reference to the type certificate holder's structural repair manual (SRM) repair or allowable damage limitations. Otherwise details of the approval authority acceptable to the state of registration.	
<i>Note: a repair map should be provided to facilitate the identification of structural repairs and allowable damage visible from the exterior of the aircraft</i>		
ii)	A description of the action performed	
iii)	The date of accomplishment	





iv)	Details of operational limitations and mandatory instructions for continuing airworthiness which are part of the approval	
v)	For repairs or allowable damage having requirements for future or recurring actions, the status of such actions (when last accomplished and next due) should be specified	
f.	If the aircraft is approved for extended diversion time operation (EDTO):	
i)	A listing of each associated configuration and maintenance requirement embodied on the aircraft, engine and component should be provided	
ii)	The status of EDTO significant components and maintenance tasks associated with such operational approval (when last accomplished and next due)	
g.	The mass and balance report of the aircraft	
h.	A listing of each deferred maintenance item	
i.	A list of operator loadable aircraft software installed (description and part number)	
Section 7. Maintenance Records		
This section should contain the individual maintenance records and certified job cards to substantiate the status summaries in Section 6. This section should be further subdivided as follows:		
a.	General Data:	
i)	The maintenance release and detailed maintenance records demonstrating compliance with airworthiness directives applicable to the aircraft, engine, propeller and components fitted thereto, as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail	
ii)	The maintenance release and detailed maintenance records of all scheduled maintenance tasks and unscheduled maintenance in respect of the aircraft, engine, propeller, as appropriate, until such time as the information contained therein is superseded by new information equivalent in scope and detail	
iii)	The maintenance release and detailed maintenance records demonstrating accomplishment in accordance with each type certificate holders service bulletin embodied on the aircraft, engine(s) and propeller(s)	
iv)	The maintenance release and detailed maintenance records demonstrating accomplishment in accordance with the applicable approved data for each nonservice bulletin modification embodied on the aircraft, engine(s) and propeller(s)	
v)	The maintenance release and detailed maintenance records demonstrating accomplishment in accordance with the applicable approved data for structural repairs and allowable damage to the aircraft, engine(s) and propeller(s).	
<i>Note: if the approval data requires that material used be tested in accordance with specific requirements in order to verify acceptability (e.g. burn test) then the applicable test certificate or report should be retained in the maintenance records. If the approved data permits the use of alternate materials, then the actual material used should be recorded.</i>		
b.	Data specific to components:	
i)	Life-limited parts: The in-service history record of installations and removals (for the life of the part), the maintenance release and detailed maintenance records for the last accomplishment of any maintenance	





ii)	Hard-time components: The maintenance release and detailed maintenance records for the last accomplishment of any scheduled and any subsequent maintenance, until the scheduled maintenance has been superseded by another scheduled maintenance of equivalent scope and detail.	
Section 8. Other documents		
a.	<u>Weight and Balance Report.</u> A copy of the weight and balance report including the equipment lists. The report should include a copy of the weight determination record, the weight and center of gravity schedule and a list of basic equipment's.	
b.	<u>Flight Test Reports</u> a) a flight test report for the avionics system; and b) a flight test report for the aircraft.	
c.	<ol style="list-style-type: none"> 1. load analysis: An electrical load analysis covering all services; 2. Cabin Configuration Control Copy of configuration drawing (LOPA). 3. Radio Equipment List Including approval status. 4. TX Mode 'S' Code program Declaration of Mode 'S' code. 5. ELT Code program Declaration of ELT code (406Mhz). 6. EGPWS part number and serial number 7. TCAS 2 Software version declarations. 8. FDR /CVR Compliance Statement 9. FDR Data Frame Layout Document. 10. FDR/CVR recording performance. 11. List of Derogations, Waivers and Exemptions from the Type Certificate. 12. Must be authorized in writing by Curaçao. 	

3. ACCEPTANCE OF CIVIL AIRCRAFT

3.1 AIRCRAFT

3.1.1. For all aircraft to be imported in Curaçao, the required documentation specified in above table must be provided to the CCAA.

4. TECHNICAL REQUIREMENTS.

The aircraft shall to the extent deemed essential by the CCAA comply with the Curaçao Civil Aviation Regulations, CCAR and additional requirements as may be specified in writing.

5. CONTACT DETAILS.

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