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Paramaribo, November 5<sup>th</sup>, 2012

**No. 1-2012-AIR**

## **Decision Director CASAS**

### **SUBJECT: SPECIAL REQUIREMENTS FOR THE IMPORT OF AVIATION PRODUCTS**

#### **1. BACKGROUND**

CARS PART 5: 5.4.1.1, prescribes procedures required for the issue of airworthiness certificates and other certifications for aeronautical products registered in Suriname. It also states that Suriname shall issue a certificate of airworthiness for aircraft registered in Suriname based on satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements (type certificate).

#### **2. PURPOSE**

This Decision Director CASAS (DDC) is being issued to expand on the requirements of the above referenced CARS article and to ensure correct compliance thereof.

#### **3. DEFINITIONS**

(a) **Class I product:** a complete aircraft, aircraft engine, or propeller, which-

- (i) Has been type certificated in accordance with the applicable Regulations of the State of Design or Manufacture and for which Specifications or type certificate data sheets have been issued; or,
- (ii) Is identical to a type certificated product specified in paragraph (b)(1)(i) of this section in all respects except as is otherwise

acceptable to the civil aviation authority of the importing state.

(b) **Class II product** : a major component of a Class I product (e.g., wings, fuselages, empennage assemblies, landing gears, power transmissions, control surfaces, etc), the failure of which would jeopardize the safety of a Class I product; or any part, material, or appliance, approved and manufactured under the Technical Standard Order (TSO) system in the "C" series.

(c) **Class III product** : any part or component which is not a Class I or Class II product and includes standard parts, i.e., those designated as AN, NAS, SAE, etc.

d) **TSO (Technical Standard Order)**: a minimum performance standard for specified materials, parts, and appliances used on civil aircraft. When authorized to manufacture a material, part, or appliances to a TSO standard, this is referred to as TSO authorization. Receiving a TSO authorization is both design and production approval.

Receiving a TSO Authorization is not an approval to install and use the article in the aircraft. It means that the article meets the specific TSO and the applicant is authorized to manufacture it.

*Note: TSO accepted by CASAS are those as issued by the Federal Aviation Administration. Refer to the following FAA site:*

[http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgTSO.nsf/Frameset?OpenPage](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgTSO.nsf/Frameset?OpenPage)

### 3. DECISION

All aircraft and/or other aeronautical products being exported to the Republic of Suriname shall primarily satisfy the requirements as laid down in the applicable Civil Aviation Regulations of Suriname (CARS).

These requirements and other applicable information can be obtained by sending a letter or an e-mail to:

The Director of the Civil Aviation Safety Authority Suriname (CASAS)  
Zorg & Hoop Airfield / P.O.Box. 12587  
Paramaribo, Suriname  
Tel.: (597) 434 286, 434186  
Fax.: (597) 434 371  
e-mail. [casas@casas.sr](mailto:casas@casas.sr)

#### I) AIRCRAFT

All aircraft being exported to Suriname shall conform to the Type Certificate issued by the State of Design. They shall be in a condition which qualifies them for the issue of a Standard or Restricted Certificate of Airworthiness. In addition to the foregoing, an Export Certificate of Airworthiness shall have been issued by the appropriate authorities of the Exporting State which shall not be older than 60 (sixty) days at the time of importation.

In such instances where the exporting state has no procedures for the issue of Export Certificates of Airworthiness, a recently (not older than sixty days) renewed Certificate of Airworthiness will be acceptable.

Although all Type Certificates issued by Contracting States will be taken in to consideration for the importation of aircraft or class 1 products in to Suriname, the build standards shall at least be of an equivalent standard as noted in the applicable regulations of the United States of North America, the European Aviation Safety Agency or Canada.

a) Requirements for First of Type:

For all aircraft types not previously imported in to Suriname the following documents shall be supplied to the CASAS:

- i) A complete set of Maintenance Manuals, Illustrated Parts Catalogues, including amendment service, for the Aircraft, Engine, Propeller/Rotor and Auxiliary Power Unit.
- ii) A copy of the Current Type Certificate including all data sheets for each unit identified here above
- iii) An original copy of the Aircraft Flight Manual (AFM) or Pilot's Operating Handbook whichever is applicable
- iv) A copy of the Maintenance Review Board Report (MRB), Maintenance Planning Document (MPD), On Aircraft Maintenance Planning (OAMP) document, Structural Supplemental Inspection Document (SSID) , Corrosion Prevention and Control Program (CPCP) whichever is applicable, or any other document pertaining to the continuing airworthiness of the aircraft.
- v) A copy of the latest revision of the Master Minimum Equipment List (MMEL)
- vi) The aircraft's current equipment list
- vii) All historical records of the aircraft including applicable logbooks
- viii) Complete history to date of manufacture of all life limited parts and/or components installed on the aircraft.
- ix) A current AD listing applicable to the aircraft, engine, propeller/rotor or any component installed thereon whichever is applicable
- x) Proof of compliance with all applicable AD's
- xi) A current Service Bulletin listing applicable to the aircraft, engine, propeller/rotor or any component installed thereon whichever is applicable
- xii) Proof of compliance with all applicable manufacturer issued mandatory Service Bulletins

- xiii) A copy of the Electrical Load analysis if applicable
- xiv) A copy of the last weighing report not older than one year since the date of issue

b) Requirements for aircraft of a type already entered on to the Suriname Civil Aircraft Register:

For aircraft being imported to Suriname and which are of a type previously entered on the Suriname Civil Aviation Register, compliance with sections a) items iii, vi, vii, viii, ix, x, xi, xii and xiv, is required

**II) ALL OTHER CLASS I AERONAUTICAL PRODUCTS**

An Export Certificate of Airworthiness (FAA form 8130-4) or equivalent as issued by the appropriate authorities of the other states referred to in this document, shall accompany all other aeronautical products classified by the FAA as Class 1 products and being exported to the Republic of Suriname.

In addition the documentation required in I) a, x, xii shall accompany the product.

**III) CLASS II and CLASS III AERONAUTICAL PRODUCTS**

All aeronautical products classified by the FAA as class II or class III products shall carry such documentation which confirms that such products conform to the applicable sections of FAR part 21, EASA 21 or equivalent requirements.

For Class III products an Export Airworthiness Approval in the form of a duly certified FAA Form 8130-3, EASA form 1 or equivalent document issued by one of the States mentioned in the General section of this document, satisfies this requirement.

In addition to the Export Airworthiness approval (FAA Form 8130-3 or equivalent document) mentioned here above, all Class II products must be accompanied by documentation attesting it's manufacture under the authorization of a Production Certificate (FAR Ref. [[14CFR]] part 21 subpart G, or equivalent regulation from the other states referred to in this document), Technical Standard Order (TSO) (Ref. [[14CFR]] part 21 subpart O, or equivalent regulation from the other states referred to in this document) or Parts Manufacturing Approval (Ref. [[14CFR]] part 21 subpart K or equivalent regulation from the other states referred to in this document).

Acting Director CASAS,

B. de Souza

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