



# Advisory Circular

**AC 21.22 (0)**

**SEPTEMBER 1999**

## **APPROVAL OF IMPORTED ENGINES, PROPELLERS, MATERIALS, PARTS AND APPLIANCES**

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### **1. REFERENCES**

CASR Part 21- Certification Procedures for Products and Parts, Subpart N, and Subpart Q.

### **2. PURPOSE**

This Advisory Circular (AC) provides information and guidance concerning CASR Part 21 Subpart N - Approval of engines, propellers, materials, parts, and appliances: import.

### **3. STATUS OF THIS AC**

This is the first AC to be published on this subject.

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*Advisory Circulars (ACs) are advisory only. ACs provide recommendations and guidance to illustrate a method, or several methods, not necessarily being the only method by which legislative requirements may be met. They also provide a means of illustrating the meaning of certain requirements by offering interpretive and explanatory guidance. ACs should always be read in conjunction with the referenced regulations.*

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#### 4. GENERAL

**4.1** The Authority does not issue Type Certificates (TCs) for imported foreign engines or propellers, nor issue Australian Technical Standard Orders for imported products conforming to Federal Aviation Administration (FAA) Technical Standard Orders, nor any certificates of approval for imported foreign materials, parts and appliances. However where the regulations require that engines, propellers, materials, parts and appliances need approval, CASR Part 21 Subpart N provides mechanisms for the approval of imported items, and these are explained in this AC.

**4.2** CASR Part 21 Subpart N is only concerned with the approval of imported items that comply with design and manufacture airworthiness standards automatically accepted by the Authority or as otherwise negotiated with the Authority.

**Important Note: An approval under CASR Part 21 Subpart N does not confer any approval for installation, which must be addressed separately.**

**4.3** No formal application to the Authority is required for approval of imported engines, propellers, materials, parts and appliances (other than as discussed in sections 6.3 and 7.2). However, in all cases, it is the responsibility of the end user to be satisfied that:

- (a) the product is covered by an airworthiness approval (however described). See CAAP 42W-1[0]) for information on foreign airworthiness certifications acceptable to the Authority; and
- (b) all or any documentation such as TCs, airworthiness approvals, flight or operating manuals, logbooks and maintenance records are retained and made available for examination by the Authority, upon request; or
- (c) the product is approved in accordance with the requirements explained in this AC.

#### 5. RECOGNISED COUNTRIES

For the purposes of type certification of aircraft and products, the Authority recognises the certificates, however described, issued by the National Airworthiness Authority (NAA) of the countries as follows (ref CASR 21.12):

- (a) the Federal Aviation Administration of the USA;
- (b) Transport Canada;
- (c) the Direction Generale de l'Aviation Civile of France;
- (d) the Civil Aviation Authority of New Zealand;
- (e) the Civil Aviation Authority of the United Kingdom;
- (f) the Rijks Luchtvaart Dienst of the Kingdom of the Netherlands.

#### 6. IMPORTED ENGINES AND PROPELLERS

##### 6.1 Australian type-certificated engines and propellers manufactured overseas

**6.1.1** Regulation 21.500(1) addresses the case of an engine or propeller manufactured overseas for which an Australian TC is in force.

**6.1.2** Such an imported engine or propeller is considered as type-certificated if it is:

- (a) manufactured by the holder or lessee of an Australian TC;

- (b) manufactured in a recognised country, or in a foreign country with which Australia has an agreement for the acceptance of those products for export and import (such as a Bilateral Airworthiness Agreement or Memorandum of Understanding); and
- (c) the TC holder or lessee has provided an export airworthiness approval (however described) issued by the country of manufacture certifying that the engine or propeller:
  - (i) conforms to its TC;
  - (ii) is in a condition for safe operation; and
  - (iii) has been subjected to a final operational check.

## **6.2 Foreign type-certificated engines and propellers manufactured in a recognised country or under an agreement**

**6.2.1** Regulation 21.500(2) addresses two cases of an imported foreign engine or propeller manufactured in a recognised country or a country with which Australia has an agreement for the acceptance of those products for export and import:

- (a) the engine or propeller is type-certificated by the foreign NAA as a stand-alone product; or
- (b) the engine or propeller has been included in a foreign TC as part of an aircraft that also has an Australian TC or Type Acceptance Certificate (TAC) issued under CASR Part 21 in force, or some other certificate issued under CAR 1988 in force such as a Certificate of Type Approval (CTA), i.e. the engine or propeller is not certificated as a stand-alone product, but as part of the aircraft.

**6.2.2** In both cases of paragraph 6.2.1(a) and (b), an imported engine or propeller is considered as type-certificated if the manufacturer or certificate holder has provided an airworthiness approval (however described) issued by the country of manufacture certifying that the engine or propeller:

- (a) conforms to its TC;
- (b) is in a condition for safe operation; and
- (c) has been subjected to a final operational check.

## **6.3 Other imported engines or propellers**

**6.3.1** Regulation 21.500A addresses the case of imported engines and propellers that do not meet the criteria of CASR 21.500 (as explained in paragraphs 6.1 and 6.2). These products will be assessed by the Authority on a case by case basis. The applicant should submit a CASA Form No 735 "Type Acceptance Certificate or Type Certificate for Imported Aircraft - Application" to the local CASA Office, stating that this relates to an engine or propeller. A copy of this form may be obtained at CASA Offices listed in AC 11.1 "Advisory Circulars - Guidelines".

**6.3.2** This regulation does not lower the standards inherent in CASR 21.500, but provides for the relatively rare or unusual circumstance where approval of such a product can be made without compromise to the level of safety normally afforded by CASR 21.500. A typical example is a product manufactured in a country for which the provisions of CASR 21.500(2)(a)(i) cannot be satisfied but separate data evaluation and inspection may enable the Authority to determine that use of the product would not be adverse to aviation safety.

**6.3.3** In considering the application, the Authority will assess the data supplied by the applicant in support of the application and will give consideration to:

- (a) the product design standard;
- (b) any statement of compliance with the standard;
- (c) any export airworthiness approval;
- (d) any statement of condition for safe operation; and
- (e) any statement of final operational checks.

**6.3.4** When the Authority is satisfied that approving the product would not be adverse to aviation safety, the applicant will be issued with a letter of approval for the engine or propeller, containing any limitations or conditions found necessary in the interests of safety.

## **7. IMPORTED MATERIALS, PARTS AND APPLIANCES**

### **7.1 Imported materials, parts and appliances manufactured in a recognised country or under an agreement**

**7.1.1** CASR 21.502 addresses two cases of imported materials, parts and appliances manufactured in a recognised country or a country with which Australia has an agreement for the acceptance of those products for export and import:

- (a) the material, part or appliance is approved as a stand-alone product; or
- (b) the material, part or appliance has been approved as part of an aircraft that has an Australian TC or TAC issued under CASR Part 21 in force, or some other certificate issued under CAR 1988 in force such as a CTA, i.e. the material, part or appliance is not approved or certificated as a stand-alone product, but as part of the aircraft.

**7.1.2** In both cases of paragraph 7.1.1(a) and (b) a material, part or appliance is considered as approved or certificated if the manufacturer or certificate holder has provided an export airworthiness approval (however described) issued by the country of manufacture certifying that the engine or propeller:

- (a) conforms to an aeronautical specification appropriate to the proposed use; and
- (b) is in a condition for safe operation.

### **7.2 Other imported materials, parts and appliances**

**7.2.1** CASR 21.502A addresses the case of imported materials, parts and appliances that do not meet the criteria of CASR 21.502 (as explained in paragraph 7.1). These products will be assessed by the Authority on a case by case basis. The applicant should submit an application in writing to the local CASA Office.

**7.2.2** This regulation does not lower the standards inherent in CASR 21.502 but provides for the relatively rare or unusual circumstance where approval of such a product can be made without compromise to the level of safety normally afforded by CASR 21.502. A typical example is a product manufactured in a country for which the provisions of CASR 21.502(1)(a)(i) cannot be satisfied, but separate data evaluation and inspection may enable the Authority to determine that use of the product would not be adverse to aviation safety.

**7.2.3** In considering the application, the Authority will assess the data supplied by the applicant in support of the application and will give consideration to:

- (a) the product design standard or specification;

- (b) any statement of compliance with the standard or specification;
- (c) any export airworthiness approval; and
- (d) any statement of condition for safe operation.

**7.2.4** When the Authority is satisfied that approving the product would not be adverse to aviation safety, the applicant will be issued with a letter of approval for the product containing any limitations or conditions as found necessary in the interests of safety.

## **8. IDENTIFICATION AND MARKING**

Identification of all aeronautical products to be installed on Australian aircraft must be identified with the information and in the manner specified in CASR Part 21 Subpart Q “Identification of Aircraft and Aeronautical Products”

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