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Addendum

Preamble to Civil Air Regulations Part 10

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NOTE

Part 10 of the Civil Air Regulations was adopted by the Civil Aeronautics Board on March 28, 1955, and published in the Federal Register on April 1, 1955 (20 F.R. 2056). The preamble of the part is given in the attached pages.

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New Part 10

Certification and Approval of Import Aircraft and Related Products

Adopted: March 28, 1955
Effective: March 28, 1955
Published: April 1, 1955 (20 F.R. 2056)

At the present time the United States has in effect bilateral agreements with eight foreign countries which provide for the reciprocal recognition of certificates of airworthiness for imported aircraft. Most of these agreements provide for the issuance of United States airworthiness certificates for aircraft imported from any of these countries, provided that the competent authority of the exporting country issues a certificate of airworthiness for the aircraft.

Although the United States has benefited substantially by these agreements, in that aircraft of United States manufacture have been readily accepted by foreign countries parties to such agreements as virtually meeting their airworthiness standards, this country has not been called upon, to any substantial degree, until relatively recently to reciprocate by issuing airworthiness certificates to aircraft of foreign manufacture. A resurgence of civil aircraft design and manufacture since World War II, particularly in Europe, has resulted in requests to the United States Government for the certification or approval of foreign manufactured aircraft and related products.

The certification of aircraft under the bilateral agreements has caused administrative difficulties because these agreements provide only for the issuance of airworthiness certificates and not type certificates, whereas the Civil Aeronautics Act specifically requires a type certificate as a prerequisite for the issuance of an airworthiness certificate for aircraft.

Formerly the Civil Air Regulations made no provision for the issuance of certificates or approvals for foreign manufactured aircraft and related products in accordance with bilateral agreements. In order that these agreements can be carried out by the United States Government consistent with the Civil Aeronautics Act of 1938 and in a uniform manner with respect to all foreign manufactured aircraft and related products, certain provisions had to be incorporated into the Civil Air Regulations. Further there was a need for provisions for the issuance of approvals for all foreign manufactured materials, parts, and appliances.

New Part 10 of the Civil Air Regulations establishes rules for the issuance of type certificates for foreign aircraft and related products under the terms of reciprocal agreements with foreign countries. In addition, rules for approval of related products (engines, propellers, etc.) which are manufactured in a foreign country with which the United States is party to a reciprocal agreement, and rules for approval of materials, parts, and appliances, which are manufactured in a foreign country, are included in new Part 10. At the same time amendments were necessary to the present rules for aircraft airworthiness certification contained in Part 1 of the Civil Air Regulations.

New Part 10 and amendments to Part 1 permit the Administrator of Civil Aeronautics to issue certificates and approvals upon certification of a foreign government with which the United States has a reciprocal agreement that the aircraft, product, etc., meets the standards prescribed in the Civil Air Regulations for aircraft, products, etc., built in the United States or other standards which give the same level of airworthiness. The Administrator is also authorized to approve materials, parts, and appliances manufactured in a foreign country under the same standards. Aircraft, related products, etc., which become so certificated or approved are required by Part 10 to be designated as "import" and clearly labeled as such. Part 10 permits the Administrator of Civil Aeronautics to require any

technical data respecting the foreign manufactured aircraft, related product, etc., which he might find necessary to carry out his responsibilities.

By the adoption of new Part 10 it is not intended that this part contain administrative requirements for import aircraft and related products which wholly replace the administrative requirements in Part 1. The latter are intended to be applicable except as they may be inconsistent with corresponding provisions of Part 10. For example, the requirements for identification markings, special flight permits, etc., contained in Part 1 are equally applicable to import aircraft. Also, the requirements for production certification and for changes in type design are also applicable, except that their application to any specific aircraft or related product depends upon the extent of technical data made available to the Administrator.

Interested persons have been afforded an opportunity to participate in the making of this regulation and due consideration has been given to all relevant matter presented. Since this rule is one relieving restriction with regard to administrative requirements of the Civil Air Regulations, and imposes no additional burden on any person, it may be made effective immediately.

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Federal Aviation Agency

Washington, D.C.

Civil Aeronautics Manual 10

Certification and Approval of Import Aircraft and Related Products

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Supplement No. 1, CAM 10 dated September 1959 **October 15, 1960**

SUBJECT: Revision to CAM 10.

This supplement is issued to revise appendix A of CAM 10 to include Australia in the list of countries with which the United Sttaes has reciprocal import-export agreements for aeronautical products.

Remove the following page:	*Insert the following new page:*
3	3

OSCAR BAKKE, *Director,*
Bureau of Flight Standards.

ATTACHMENT.

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Appendix A

Countries With Which the United States Has Reciprocal Import-Export Agreements for Aeronautical Products

The United States has concluded agreements for reciprocal recognition of certificates of airworthiness for imported aircraft and for the export and import of other aeronautical products. An aircraft, engine or propeller manufactured in the countries listed below are eligible for an FAA type certificate under the requirements of Part 10. As new agreements are concluded, this list will be revised.

[Australia]
Belgium
Canada
Denmark
France
Italy
Netherlands
Norway
Spain
Sweden
Union of South Africa
United Kingdom
West Germany

(Rev. 10–15–60)

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Federal Aviation Agency

Washington, D.C.

Civil Aeronautics Manual 10

Certification and Approval of Import Aircraft and Related Products

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Supplement No. 2, CAM 10 dated September 1959 — April 1, 1961

SUBJECT: Revision to CAM 10.

This supplement is issued to revise appendix A of CAM 10 to include Austria in the list of countries with which the United States has reciprocal import-export agreements for aeronautical products.

With the discontinuance of the distribution of individual amendments to the Civil Air Regulations, it is believed that the preamble material contained in the parts and amendments should be reproduced in the manuals. Therefore, this supplement incorporates into CAM 10 the *preamble* of Part 10 of the Civil Air Regulations which was adopted and effective March 28, 1955, and published in the Federal Register on April 1, 1955.

This preamble is set up as an addendum to CAM 10 and the page numbers are prefixed with the letter "P". It is recommended that these pages be retained in the back of the current CAM 10. Additional pages will be added as amendments to Part 10 are issued.

New or revised material is enclosed in black brackets on the pages submitted with this supplement. However, because the addendum containing the preamble to Part 10 is new in its entirety it is not so marked.

Remove the following pages:	*Insert the following new pages:*
III	III
3	3
	Addendum, pages P–1 through P–4

OSCAR BAKKE, *Director,*
Bureau of Flight Standards.

Attachments.

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Addendum

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[Austria]
Belgium
Canada
Denmark
France
Italy
Netherlands
Norway
Spain
Sweden
Union of South Africa
United Kingdom
West Germany

(Rev. 4/1/61)

Addendum

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New Part 10 of the Civil Air Regulations establishes rules for the issuance of type certificates for foreign aircraft and related products under the terms of reciprocal agreements with foreign countries. In addition, rules for approval of related products (engines, propellers, etc.) which are manufactured in a foreign country with which the United States is party to a reciprocal agreement, and rules for approval of materials, parts, and appliances, which are manufactured in a foreign country, are included in new Part 10. At the same time amendments were necessary to the present rules for aircraft airworthiness certification contained in Part 1 of the Civil Air Regulations.

New Part 10 and amendments to Part 1 permit the Administrator of Civil Aeronautics to issue certificates and approvals upon certification of a foreign government with which the United States has a reciprocal agreement that the aircraft, product, etc., meets the standards prescribed in the Civil Air Regulations for aircraft, products, etc., built in the United States or other standards which give the same level of airworthiness. The Administrator is also authorized to approve materials, parts, and appliances manufactured in a foreign country under the same standards. Aircraft, related products, etc., which become so certificated or approved are required by Part 10 to be designated as "import" and clearly labeled as such. Part 10 permits the Administrator of Civil Aeronautics to require any

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By the adoption of new Part 10 it is not intended that this part contain administrative requirements for import aircraft and related products which wholly replace the administrative requirements in Part 1. The latter are intended to be applicable except as they may be inconsistent with corresponding provisions of Part 10. For example, the requirements for identification markings, special flight permits, etc., contained in Part 1 are equally applicable to import aircraft. Also, the requirements for production certification and for changes in type design are also applicable, except that their application to any specific aircraft or related product depends upon the extent of technical data made available to the Administrator.

Interested persons have been afforded an opportunity to participate in the making of this regulation and due consideration has been given to all relevant matter presented. Since this rule is one relieving restriction with regard to administrative requirements of the Civil Air Regulations, and imposes no additional burden on any person, it may be made effective immediately.

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Beds 201

UNITED STATES OF AMERICA
FEDERAL AVIATION AGENCY
WASHINGTON, D.C.

Civil Air Regulations Amendment 13-4
Effective: May 3, 1962
Issued: March 27, 1962

[Reg. Docket 107; Amdt. 13-4]

PART 13—AIRCRAFT ENGINE AIRWORTHINESS

Miscellaneous Amendments Resulting From First Airworthiness Review

As a result of the First Federal Aviation Agency Airworthiness Review, the Agency published a notice of proposed rule making affecting several parts of the Civil Air Regulations. This notice was published in the FEDERAL REGISTER (26 F.R. 5130) and circulated as Civil Air Regulations Draft Release No. 61-12 dated June 8, 1961. There are contained herein amendments to Part 13 of the Civil Air Regulations which stem from this First FAA Airworthiness Review.

Presently effective § 13.260 requires, among other things, that thrust reversers be subjected to reversal tests and that, after each reversal, the reverser be operated at full reverse thrust for a period of one minute. A period of operation this long is unnecessary for reversers intended for use only as a braking means on the ground since the usual period of reverse thrust in operation has been shown to be between 20 and 30 seconds. Accordingly, the provision is revised by reducing the reverse thrust test time for such reversers from one minute per cycle to 30 seconds per cycle.

Concurrently, the provisions of § 13.260(b), dealing specifically with reversers intended for use in flight, are being amended to retain the requirement for a one-minute reversal operation. In addition, the proposed provision requiring such other tests to be conducted as are found necessary to insure safe and reliable operation of the reverser in flight is not being adopted. This provision unnecessarily repeats the requirement which appears elsewhere and could lead to an incorrect inference that flight tests of an engine might be required as a part of engine type certification.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 13 of the Civil Air Regulations (14 CFR Part 13, as amended) is hereby amended as follows, effective May 3, 1962:

1. By amending § 13.260(a) by deleting from the last sentence the words "one minute" and inserting in lieu thereof "30 seconds."

2. By amending § 13.260(b) to read as follows:

§ 13.260 Thrust reversers.

* * * * *

(b) If the reverser is intended for use in flight, the provisions of paragraph (a) of this section shall apply, except that, after each reversal, the reverser shall be operated at full reverse thrust for a period of one minute.

(Secs. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on March 27, 1962.

N. E. HALABY,
Administrator.

[F.R. Doc. 62-3090; Filed, Mar. 29, 1962; 8:48 a.m.]

(Published in the Federal Register 27 F.R. 3003 March 30, 1962)