



**Application for the issue/renewal of Certificate of Airworthiness (Form 24021/05)**

**Instruction for use:**

This application is for the issue or renewal of a C of A. The assessment of the application will be charged in accordance with the Civil Aviation Charges Act. The charges against this application will be sent to the applicant unless otherwise instructed.

*This form should be completed and forwarded, **not later than one month** before the issue or renewal is required, to*

*The Director,  
Civil Aviation Authority of Vanuatu  
PMB 9068  
Port Vila  
Republic of Vanuatu*

**1. APPLICANT DETAILS**

Registered Owner's name and Address:	
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Aircraft Model:	
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Aircraft type:	Amateur Built: <input type="checkbox"/>	Glider: <input type="checkbox"/>	Warbird: <input type="checkbox"/>	Other: <input type="checkbox"/>	Registration:	
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The aircraft and all relevant documentation will be available for survey at (State place, date and time)	
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Name of person and organization preparing aircraft for survey:	
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Requested Airworthiness Certificate Category:
Standard: <input type="checkbox"/> Restricted: <input type="checkbox"/> Special: <input type="checkbox"/>

Identify the maintenance program currently approved for this aircraft:
Title: <input type="text"/> Revision Status: <input type="text"/>
Approved Date: <input type="text"/>

**2. DETAILS OF AIRCRAFT/AIRCRAFT STATUS (Logbook Information)**

	Airframe	Engine	Propeller	APU
Manufacturer				
Model				
Serial No.				
Time since O/H				
Date since last O/H				
Total time since new				
Type certificate				

**3. AIRCRAFT IDENTIFICATION**

item	CHECK THE FOLLOWING FOR COMPLIANCE	Notes	Initial
1	TC ID plate ( Part 21.803 & AC21.16)		
2	S/S ID plate (Part 47.119)		
3	Aircraft markings (Part 47.101)		
4	Refer to Part 21 subpart Q – identification of products and parts. Refer to part 21.809 for identification information.		

**4. DOCUMENTATION IN AIRCRAFT**

Item	Check against CAA data base	Record details	Initial
1	Manufacturer's Flight manual – state doc No & rev status		
2	Flight Manual Supplements applicable to aircraft (and other similar FM forms)		
3	CAA 2129 Radio Station. Check against avionics fit & attach copy and/or report		
4	CAA 2173 Weight and balance – attach copy with report		
5	Technical Log – check for compliance against Part 91.619		
6	MEL check for CAA approval and record approval number		

**5. MAINTENANCE REQUIREMENTS**

Item	Required Maintenance Items	Record Due date	Initial
1	AC 43.7 – Compass swing – VFR/IFR/Air Transport due 24 months		
2	AC 43.2 – Weight & Balance – Logbook entry for latest reweigh or calculation, review for latest maintenance events. – record date of last weighing 10 years maximum		
3	AC 43.6 – Safety Equipment - Portable fire extinguisher, , 12 months reweigh		
4	AC 43.5 – Propeller - calendar inspection		
5	AC 43.103 – Check all certifications of Release to Service iaw Part 43.105/107		
6	AC 43.113 – Duplicate Inspection – check applicable maintenance & rectification certified		
7	AC 43.111 – Check for major modifications or repairs requiring changes to the Flight Manual		
8	AC43.115/117 – Check for Ground Running Checks after maintenance, prior to RTS		

**6. INSTRUMENT & EQUIPMENT SPECIFICATIONS**

*(Ensure Part 91 subpart F – minimum instrument & equipment fitted)*

**Refer to Rule Part 91 appendix A for this exercise**

	Tick		Tick
<b>A-1</b> Marking & placards refer flight manual of aircraft for compliance and maintenance manual exterior markings. Refer to Rule Part 47 for more detail on size etc		<b>A-14</b> Emergency Equipment Life preserver – TSO C13/European EN 396/NZ 5823 Life Raft – TSO C70 + survival kit as per rule for contents Survival Locator light - TSO C85	
<b>A-2</b> Fuel & Oil markings		<b>A-15</b> Emergency Locator Transmitters – TSO C126 406MHz & 121.5 MHz. must be automatic	
<b>A-3</b> Seating TSO C25 or TSO C39		<b>A-16</b> Aviation Oxygen	
<b>A-4</b> Restraints, TSO C22/ or SO/FIA 8853 or FIA 8854 or 50% proof load every 12 months		<b>A-17</b> Passenger Oxygen Masks	
<b>A-5</b> Child restraints TSO C22		<b>A-18</b> Crew Members on demand O2 Masks	
<b>A-6</b> Aircraft Lights – capacitor discharge TSO C96		<b>A-19</b> Oxygen Equipment	
<b>A-7</b> Aircraft Flying Time Recorder		<b>A-20</b> Protective Breathing Equipment	
<b>A-8</b> Pressure Altimeters - ref to Rule for compliance		<b>A-21</b> Crew Member Portable Protective Breathing	
<b>A-9</b> Communication & Navigation Equipment – ref to rule for TSO requirements for Level 1 or level 2 or 4 requirements		<b>A-22</b> Transponder Equipment – TSO C74c or Mode S TSO C112	
<b>A-10</b> RNP, MNPS & VSM Equipment – refer to rule for min standards		<b>A-23</b> Alt Encoder Equipment – TSO C88	
<b>A-11</b> Category II & III Equipment – refer to rule for standards		<b>A-24</b> Alt Alerting System or Device	
<b>A-12</b> First Aid Kits – contents & location marks		<b>A-25</b> Parachute Assy. for Emergency Use	
<b>A-13</b> Fire Extinguishers – Halon 1211 or 1301; CO2; Dry Powder or other equivalent agents		<b>A-26</b> Glider tow lines	

**6.1 PART 121/125- Subpart F – INSTRUMENT & EQUIPMENT (Additional to Part 91 requirements) (121 & 125 operators only)**

121.355 – Additional Instruments – check against appendix C of Part 21		121.369 – PA & Crew member intercom system: check for serviceability ref Appendix B.3 & B.4	
121.357 – Additional Equipment (1) windscreen wipers (2) cockpit door – check FAA AD (3) doors separating passenger compartments		121.371 – CVR – check for compliance TSO C84 or TSO C123 and compliance for fitment of underwater locating device to TSO C121	
121.359 – Night Flying (a) a landing light (b) light in each passenger compartment		121.373 Flight Data Recorder. Ref to appendix B.6 TSO.C124 and fitment with underwater locating device to TSO C121 Ref to parameters as detailed in Fig 1 and table 1 of appendix B	
121.361 – IFR requirements – additional and independent equipments as follows: (a) ASI (b) ALT (c) Spare bulbs (d) Spare fuses		121.375 – Additional attitude Indicator – 3 <sup>rd</sup> presentation of attitude and independent ref:- Appendix B.7	
121.363 – Flight over water Sufficient life rafts – must cater for an event of a loss of one of the life rafts of the greatest capacity.		121.377 Weather Radar – to meet requirements of TSO C63 series	

121.365 – Additional (to part 91) Emergency equipment. (a) Emergency Medical Kit – suitable for use by a qualified doctor in an emergency. Ref appendix B.2		121.379 Ground proximity warning system – MCTOW > 15,000 kg. Or > 30 seats. To meet requirements of TSO C92	
121.367 Protective Breathing Equipment located as follows:- ref appendix B.1, TSO C99 or TSO C116 (a) flight crew seated position (b) cabin crew (c) class A,B and E cargo compartments (d) each passenger compartment within 1 m of each required hand held fire extinguisher position (e) in galleys that contain hand held fire extinguishers.		121.381 Terrain awareness & warning system (TAWS)  121.383 Airborne Collision Avoidance System (ACAS II)	

**7. AIRWORTHINESS DIRECTIVES & LOGBOOK RECORDS – (comply with country of manufacturer or State of Design)**

**Mandatory: Provide separate summary** of ADs applicable to aircraft, engine, propeller & equipment – show compliance by ticking in boxes provided

Airframe - ADs		Ex-Military	
Engine - ADs		Gliders general	
Propeller - ADs			
APU - ADs			
Brake & Wheels			
Carburetors			
Electrical Equipment			
Emergency Equipment			
Instruments/Autopilots			
Radio Equipment			
Seat & Harness			
Role Equipment			

**8. MAINTENANCE REVIEW and CERTIFICATION - All aircraft**

Item	Check for compliance and correct entries and certifications in log books	Notes	Signature
1	Check Maintenance programme & schedule for currency against manufacturer's program and for evidence of CAA approval i.a.w. 91.605 - State manufacturer's revision status in "Notes" column		
2	Every applicable Mandatory Modifications/ADs has been complied with and recorded in the airframe & engine logbooks		
3	Check Installation details of engine(s), propeller(s), APU(s); and Engine, propellers and APU logbook cross-checked to aircraft log book		
4	Service record checked – airframe, engine, propeller & APU logbooks (all due maintenance specified in applicable maintenance program has been completed within the time period and recorded)		
5	Check all Life items confirmed and recorded (check against applicable maintenance program)		
6	Check that every defect entered in the technical log has been rectified or properly deferred in accordance with the procedures in the approved OMM		
7	Check all local modifications - approved and satisfactorily recorded		
8	Weight & Balance summary entered in Log book & Flight Manual		
9	Maintenance cycle and latest events confirmed		
10	Every applicable certification of RTS has been made i.a.w. subpart C of Part 43		
11	Check Certification of the Maintenance Review entry made and certified in aircraft logbook i.a.w. 121 or 125.415	Mandatory for Part 121/125 AOC Holders	

**9. ADDITIONAL MAINTENANCE REQUIREMENTS – All aircraft i.a.w. Part 91 Subpart G**

Item	91.605(e) Mandatory Inspections– show compliance of items listed in this table	Notes	Signature
1	43 appendix C Annual/100 hour inspection – ref part 43 appendix C if applicable		
2	91.605(e)(1) Radio Station Test & Inspection - refer part 43 appendix B (24 months)		
3	91.605(e)(2) Altimeter system & Altitude Reporting Equipment Test & Inspection – refer part 43 appendix D (24 months)		
4	91.605(e)(3) SSR Transponder Test & Inspection – refer part 43 appendix E (24 months)		
5	91.605(e)(4) ELT Test and Inspection – refer part 43 appendix F (12 months or battery used or replaced)		
6	91.602 maintenance requirements before flight– before release to service, ensure that 91.603;605 & 615 are complied with		
7	91.615 Annual review of airworthiness – to be complied with for issue & renewal of C of A ( if applicable)	Mandatory for GA and GAAOC holders	
8	91.617 Maintenance Records - check entries for description of work, date of completion, signature, cert No etc.		
9	91.619 Technical Log – check for compliance to rule & AC43.8		

**10. CAR PART 26 - COMPLIANCE CHECKLIST – ALL AIR TRANSPORT AIRCRAFTS APPLICABLE**

**10.1 Appendix B - All aircraft**

Item	Marking of doors and emergency exists	OK	FDG
B.1	(a) Normal/emergency exists marked and operating instructions placarded clearly in contrasting color internally and externally on exit or adjacent surface. (b) Instructions concise and easily readable.		
B.2	<b>Crew protection requirements</b>		
	Restricted category agricultural aircraft must meet crew protection requirements of Section 35 of appendix B of CAM 8		

**10.2 Appendix C - Air Transport aeroplane TC > 9 Passenger Seats (Part 135)**

C.1	Doors and exits	OK	FDG
	Each external door and exit shall:- 1) Be operable from inside and except for sliding flight deck windows, the outside. 2) Unobstructed by seats, seat backs or other equipment; and 3) Have a means of locking that prevents inadvertent opening in flight by persons or by mechanical failure; and when the initial opening movement is outwards, for crew members to directly view the locking mechanism; and when the door is the main exit of visually indicating to the crew members that the door is not fully closed and locked.		
	<b>C.2 Evacuation and egress provisions - Additional emergency exists</b>		
	<b>C.2.1 Additional emergency exists</b> (a) Pax doors meet FAR23 for a floor level emergency exit. (b) Emergency exits additional to the pax entrance as follows:- 1) Type certificated less than 16 pax, an exit on each side of the fuselage per 23.807(b) 2) Type certificated between 16 and 23 pax, one exit on the same side as the passenger entrance door, and two exits on the side opposite the passenger door of FAR 23.807(b). Type certificated more than 23 pax, exits meeting the requirements for certification of that aeroplane type. <b>C.2.2 Emergency exit evacuation equipment</b> Emergency exit are to be located over the wing; or if 2m or more high have a means of assisting the occupants 1) to descend to the ground. <b>C.2.3 Emergency exit interior marking</b> Identified by sign with EXIT 25 mm white letters/50mm re background or vice versa and self/electrically illuminated		
	<b>C.3 Systems and Equipment</b>		
	<b>C.3.1 Landing Gear aural warning</b> Each aeroplane equipped with wing flaps and retractable LG shall have a LG aural warning device. (Except amphibians per para c.)		

**10.3 Appendix D - Air Transport Aeroplanes TC > 19 passengers (Part 121 & 125)**

D.1	Doors and Exits	OK	FDG
	<b>D.1.1 Exit types</b> Exit types shall be those specified in FAR 25.807		
	<b>D.1.2 Floor level exits</b> Other than exits that lead into a cargo or baggage compartment that is not accessible from the passenger cabin, each floor level exit in the side of the fuselage shall meet the requirements for floor level emergency exits if that exit is:- 1) Greater than 1090 mm high and between 490 mm & 1150 mm wide; or 2) A ventral exit; or 3) A tail cone exit.		

<b>D.2 Evacuation and Egress Provisions</b>	<b>OK</b>	<b>FDG</b>
<p><b>D.2.1 Additional emergency exits</b></p> <p>(a) Emergency exits in the passenger compartments that are in excess of the number required for the type certification of the aircraft shall:-</p> <ol style="list-style-type: none"> <li>(1) meet all of the applicable provisions of this appendix; and</li> <li>(2) be readily accessible.</li> </ol> <p>(b) each ventral exit and each tail cone exit of a turboprop powered aeroplane shall be:-</p> <ol style="list-style-type: none"> <li>(1) designed and constructed so that it cannot be opened during flight; and</li> <li>(2) marked with a placard that :- <ol style="list-style-type: none"> <li>(i) states that the exit cannot be opened in flight; and</li> <li>(ii) is readable from a distant of 750 mm; and</li> <li>(iii) is installed at a conspicuous location near the means of opening the exit.</li> </ol> </li> </ol>		
<p><b>D.2.2 Emergency exit access</b></p> <p>(a) except for additional emergency exits, access shall be provided to aeroplane emergency exits that ensure:-</p> <ol style="list-style-type: none"> <li>1) each passageway is unobstructed and at least 500 mm wide:- <ol style="list-style-type: none"> <li>(i) between each individual passenger areas; and</li> <li>(ii) leading to a type 1 or type 11 emergency exit; and</li> </ol> </li> <li>2) there is enough space next to each Type 1 or type 11 emergency exit to allow a crew member to assist in the evacuation of passengers without reducing the unobstructed width of the passageway below 500 mm; and</li> <li>3) access from the main aisle to each Type 111 and 1V exit is unobstructed by seats, berths, or other provisions that would reduce the effectiveness of the exit; and</li> <li>4) each door separating a passenger compartment from an emergency exit has:- <ol style="list-style-type: none"> <li>(i) a means to latch it in the open position during each take-off and landing and that can withstand the ultimate inertia forces, relative to the surrounding structure, as specified in the certification design standards; and</li> <li>(ii) a placard indication that the door must be opened during each take off and landing.</li> </ol> </li> </ol> <p>(c) Except for curtains that allow free entry through a passageway, each passageway between passenger compartments that leads to an emergency exits shall not be obstructed.</p> <p>(d) No door may be installed in any position between passenger compartments.</p>		
<p><b>D.2.3 Emergency exit operating handles</b></p> <p>(a) Except as provided in paragraph (b), each aeroplane shall be marked on or near each exit with:-</p> <ol style="list-style-type: none"> <li>(1) markings readable from a distant of 750 mm; and</li> <li>(2) the location of each passenger emergency exit operating handle; and</li> <li>(3) the instruction for opening the exit including for each Type 1 and Type 11 emergency exit with a locking mechanism released by rotary motion of the handle:- <ol style="list-style-type: none"> <li>(i) a red arrow with a shaft at least 200 mm wide and a head twice the width of the shaft, extending along at least 70 degrees of arc at radius approximately equal to three-fourths of the handle length; and</li> <li>(ii) the word OPEN in red letters 25 mm high placed horizontally near the head of the arrow.</li> </ol> </li> </ol> <p>(b) Each aeroplane type certificated on or after 1<sup>st</sup> May 1972 shall be marked in accordance with the requirements for the certification of that aeroplane type.</p> <p>(c) Each opening handle and operating handle cover shall have a minimum brightness of 100 micro lamberts.</p>		
<p><b>D.2.4 Emergency exit evacuation equipment</b></p> <p>Each aeroplane type certificated after 1 May 1972 each emergency exit shall have a means of assisting the occupants to the ground meeting the requirements for certification of that aeroplane type, and if deployment is automatic, shall be capable of being armed during taxiing, take-off and landing.</p>		
<p><b>D.2.5 Emergency exit</b></p> <p>Each aeroplane certificated on or after 1 May 1972 shall have a slip-resistant escape route meeting the requirements for certification of that aeroplane type</p>		
<p><b>D.2.6 Emergency Lighting</b></p> <p>(a) each light required for an emergency lighting system shall:-</p> <ol style="list-style-type: none"> <li>(1) have a cockpit control device that has an ON,OFF and ARMED position and also be operable manually from:- <ol style="list-style-type: none"> <li>(i) the flight crew members normally seated position; and</li> <li>(ii) a point in the passenger compartment that is readily accessible to a normal flight attendant seat; and</li> </ol> </li> <li>(2) have a means to prevent inadvertent operation of the manual controls; and</li> <li>(3) when armed or turned ON, remain lighted or become lighted upon interruption of the aeroplane's normal electrical power except in the case of transverse vertical separation of the fuselage; and</li> <li>(4) provided the required level of illumination for at least 10 minutes at the critical ambient conditions after emergency landing.</li> </ol> <p>(b) Lights that form part of a means of assisting the occupants to descend to the ground do not have to meet the requirements in paragraph (a) if they:-</p>		

(1) serve only one means of assistance; and (2) are automatically activated when the means of assistance is deployed; and (3) are independent of the aeroplane's main emergency lighting systems.		
<b>D.2.7 Emergency interior lighting</b> Each aeroplane shall have an emergency lighting system that:- 1) has a power supply independent of the main lighting system; and 2) provides an average illumination in the passenger compartment of at least 0.05 foot-candles when measured at seat armrest at 1 m intervals on the centerline of the main passenger aisle; and 3) illuminates each exit marking and sign; and 4) includes floor proximity emergency escape path markings.		
<b>D.2.8 Emergency exterior lighting</b> Each aeroplane TCd on or after 1 <sup>st</sup> May 1972 shall have emergency exterior lighting that meets the requirements for certification of that aeroplane type		
<b>D.2.9 Emergency Exit Interior Marking</b> Each Emergency exits and its means of access and its means of opening shall be clearly marked and recognizable from a distance equal to the width of the cabin.  The location of passenger emergency exits shall be indicated by signs visible to occupants approaching along the main passenger aisle:- (a) Above over wing exit. (b) Next to floor level exits and (c) on each bulkhead/divider that prevents fore & aft vision along passenger compartments. (d) each emergency exit marking and sign shall have a minimum brightness of 250 microlamberts.		
<b>D.2.10 Emergency Exit Exterior Markings</b> Emergency exits operable from the outside shall be marked with a continuous 50mm wide colored band outlining the exit and shall be colored to achieve visual contrast. The band may be on the edge of the exit, on the surface surrounding the exit or partially on both. The operating instructions shall be in red or in bright chrome yellow.		
<b>D.3 Lavatory Fire Protection</b>	OK	FDG
Each lavatory shall be conspicuously marked one each side of the door with “ <b>NO SMOKING IN LAVATORY</b> ” Paper & waste disposal receptacle door shall be marked with “ <b>NO CIGARETTE DISPOSAL</b> ” and each receptacle shall be fitted with a door that provides a seal to contain fires within the receptacle, and each receptacle shall have a built-in automatic fire extinguisher that will discharged upon the occurrence of a fire.  A “smoke detector/system” shall be fitted in each lavatory and a warning light or audio warning that is readily detectable by crew members during all phase of flight.		
<b>D.4 Materials for Compartment Interiors/ D.5 Cargo and Baggage Compartments</b>	OK	FDG
Furnishing materials and including seat cushion (sponge foam) in each compartment used by the crew members or passengers shall meet the requirements of the heat release rate test of FAR Part 25  Each Class C or D compartment greater than 200 cu.ft in volume shall have ceiling & sidewall liner panels constructed of glass fiber re-enforced resin or material that meets the test requirements for liner panel of FAR Part 25 in effect of 29 <sup>th</sup> March 1993.		

## 11. AIRCRAFT CONDITION

State condition in space provided or attach extra sheet as appropriate

Fuselage		Power-plant		Electrics	
Wings		Propellers		Safety Equipment	
Empennage		Controls		Systems	
Control surfaces		Cabin/Cockpit		Avionics	
Landing Gear		Instrument Panel		Modifications	

**12. DISCREPANCIES FOUND DURING THIS INSPECTION**

<i>Discrepancies Found</i>	<i>Action Taken</i>

**NOTE:**

*The provision of false information or failure to disclose information relevant to the grant or holding of an aviation document constitutes an offence under the Civil Aviation Act of Vanuatu and may result in a fine or imprisonment or both.*

**13. CERTIFICATION for GAAOC Part 135 Operators**

I CERTIFY THAT THIS ANNUAL REVIEW OF AIRWORTHINESS/APPLICATION FOR ISSUE/RENEWAL OF THE C of A HAS BEEN CARRIED OUT I.A.W. THE CURRENT RULE PARTS IN FORCE AND ARE COMPLIED WITH EXCEPT FOR DISCREPANCIES NOTED IN SECTION 12.

Name: .....

Signature \_\_\_\_\_ Licence/Authorization No.  Date

**14. CERTIFICATION for Part 121 and 125 Airline AOC Operators (Refer to section 8 of this form)**

I CERTIFY THAT THE MAINTENANCE REVIEW OF THIS AIRCRAFT AND SUCH OF ITS EQUIPMENT AS IS NECESSARY FOR ITS CONTINUED AIRWORTHINESS AND FOR THE ISSUE/RENEWAL OF THE C of A HAS BEEN CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CIVIL AVIATION RULES FOR THE TIME BEING IN FORCE AND ARE COMPLIED WITH EXCEPT FOR DISCREPANCIES NOTED IN SECTION 12.

Name: .....

Signature ..... Licence /Authorization No.  Date

<b>For Official Use Only</b>	
I am satisfied/ not satisfied that the requirements of current rule parts have been complied with for the issue/renewal of a Certificate of Airworthiness in the following category: - _____	
Date _____	Airworthiness Surveyor _____
<b>C of A No</b> _____ <b>issued/renewed</b>	<b>From</b> _____ <b>To</b> _____
<b>Date</b> _____	<b>Signature of issuing Officer</b> _____