

# **TAIWAN SPECIAL IMPORT REQUIREMENTS**

(Revised –02 June, 2025)

**Civil Aviation Administration, MOTC  
(Taiwan, ROC)**

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# **TAIWAN SPECIAL IMPORT REQUIREMENTS**

(Revised – 02 June, 2025)

## **PART I GENERAL REQUIREMENTS**

1. This document briefly describes the general requirements for type validation of Aviation Product, and thereafter the airworthiness acceptance of all Aeronautical Product that intends for export to Taiwan from foreign countries. This document also defines the requirements of design validation of TSO articles that intends for separately export to Taiwan. Nevertheless, existing Agreement/Arrangement between CAA and the foreign authority involved will prevail provided that any information prescribed therein is found potentially inconsistent with this document.
2. In this document, Aviation Product means aircraft, aircraft engine and propeller; whereas Aeronautical Product comprises, in addition to Aviation Product, any part or material that is, or is intended by its manufacturer to be, a part of or used in an aircraft, unless excluded by the Regulations.
3. For acceptance of an Aeronautical Product, the foreign exporter is responsible for showing compliance with both the applicable regulations promulgated by the Ministry of Transportation and Communications (MOTC), and the applicable airworthiness/environment requirements defined by the Civil Aeronautics Administration (CAA).
4. In addition to the requirements prescribed above, Aviation Product to be eligible for import into Taiwan must have Type Validation Certificate issued by CAA first. The type validation requirements are prescribed in the subsequent PART II & III.
5. CAA's type validation of Aviation Product and thereafter acceptance of aircraft is made at the expense of applicant.
6. For type validation of Aviation Product, to the effect that to ensure the airworthiness of the product, applicant should submit a statement that the applicant will provide CAA automatically free of charge with all the pertinent information, service bulletins, manuals and the revisions thereof relevant to aircraft, engines and propellers.
7. For type validation of Aviation Product, CAA will conduct a preliminary evaluation of the data submitted by the applicant and inform the applicant if other documents are required. For concerns requiring clarification and resolution, CAA may send specialists to conduct on-site evaluation to ascertain if the product complies with the applicable CAA standards and requirements.
8. For TSO article imported for civil aviation use, the TSO manufacturer shall apply to CAA for design validation in accordance with the requirements outlined in PART II and III of this document; unless that the TSO article has been validated by CAA as

part of the type design of the installed product previously.

9. More information regarding importation requirements of Aviation Product and TSO articles, except from the United States, is prescribed in the subsequent PART II. Specific requirements applicable for Aviation Product and TSO articles imported from the United States is defined in the PART III.
10. CAA's requirements for airworthiness acceptance of individual aircraft imported is delineated in PART IV.
11. To be eligible for operation under the Taiwan, ROC registration, imported aircrafts must meet the requirements of appropriate operational and special regulations also. Additional information may be obtained from:

Director, Flight Standards Division  
Civil Aviation Administration, MOTC  
Taipei Sung Shan Airport  
340, Dun Hua North Rd.  
Taipei, Taiwan R.O.C. 105

## **PART II ADDITIONAL REQUIRMENTS FOR AVIATION PRODUCT AND TSO ARTICLES IMPORTED FROM FOREIGN COUNTRIES OTHER THAN FROM THE UNITED STATES**

### **SECTION 1 - TYPE VALIDATION REQUIREMENTS FOR AVIATION PRODUCT**

1. For Aviation Product (including the aircraft itself, and the engine, propeller model installed) to be exported to Taiwan for the first time and used for civil aviation operation, the foreign applicant shall apply to CAA for a Type Validation Certificate unless granted by CAA in accordance with exemption otherwise prescribed in the existing Agreement/Arrangement.
2. An applicant applying for type validation of Aviation Product must hold the applicable Type Certificate (TC) issued by, or have made application for type certification to, the Aviation Authority having jurisdiction privilege on the TC holder/applicant (short for cognizant Authority hereinafter). The application shall be made through the cognizant Authority with a request that the application and related information be forwarded to CAA. Especially, for applicant located within territories of EASA member countries, application for type validation must be made via EASA.
3. Application for type validation of Aviation Product will only be accepted on the ground that related bilateral Agreement or Arrangement between CAA and the cognizant Authority is in place; unless that some Aviation Product from the State of Design has been earlier imported and used for civil passenger transportation.
4. The basis for CAA type validation will be:
  - a. For applicants that do not yet hold one type design approval but are currently going through type certification, the applicable CAA airworthiness standards that are established or adopted by CAA on the date the application is made to CAA.
  - b. For one applicant holding a type design approval, the applicable CAA airworthiness standards in effect on the date the TC application was made to the cognizant Authority.
  - c. The regulatory basis for compliance with environmental requirements is the effective amendment defined by CAA on the date of application.
5. CAA may impose additional design/environmental requirements or issue Special Conditions, if necessary, for a product under validation so as to provide a level of safety and environmental quality equivalent to that required by CAA.
6. The applicant may request an equivalent level of safety finding from CAA or

temporary/permanent exemption for certain CAA defined standards or requirements.

7. In addition to the application, an applicant should provide the following documents to CAA:
  - a. Type Certificate, Type Certificate Data Sheet or equivalent document of approval;
  - b. The airworthiness and environmental standards (indicate the applicable sections of standard, their levels of amendment and/or effective dates and the means of compliance) and the list of supporting documents that were used by the cognizant Authority that conducting type certification, coupled with the Compliance Checklist or its equivalent;
  - c. The text of Special Conditions prescribed and equivalent safety items/exemptions granted by cognizant Authority, if exist;
  - d. Copies of Issue Paper records, CRI records, or the equivalent documents;
  - e. The description of unique or novel design features, if exist (for aircraft only);
  - f. The document or certificate for showing compliance with applicable ICAO Annex 16, Volume I, FAR36, EASA CS-36, or their equivalent, coupled with the certified noise data (for aircraft only);
  - g. Proposed schedule for accomplishing validation.
8. The fee requirements for type validation include: Certification Application Fee, Type Validation Certificate Issuance Fee and On-site Evaluation Fees (including Inspection Manpower Fee and Work Expense, provided on-site evaluation is deemed required). The detail information thereof is enclosed, as the attached Table of “Regulations Governing the Certification for Aviation Products, Appliances and Parts” (See website download @ <https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=33626>)
9. After Type Validation Certificate for one Aviation Product is issued by CAA, the holder of that Type Validation Certificate is required to notify CAA of any subsequent major type design change, as defined in Article 19 of “Regulations Governing the Certification for Aviation Products, Appliances and Parts” (See website download @ <https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=33617>), before subsequent products of same type are imported to Taiwan, ROC.
10. Upon request, the applicant shall submit to CAA the relevant data of all minor type design changes that were approved by the cognizant Authority after the issuance of Type Validation Certificate.
11. For aircraft, engines and propellers that are no longer in production, CAA reserves the

right to modify the basis of certification or to refuse validation.

## **SECTION 2 - DESIGN VALIDATION REQUIREMENTS FOR TSO ARTICLES**

1. When applying for a TSO article design validation, the TSO manufacturer shall submit the following documentation, if available, together with an Application Letter, through the cognizant Authority, to CAA:
  - a. Certification Plan, to prescribe the certification overview and list all the applicable airworthiness requirements and industrial standards, including the Compliance Checklist or its equivalent, to elaborate the means of compliance.
  - b. The Certificate/Approval issued by the cognizant Authority, to demonstrate the eligible design and production approval.
  - c. The test or analysis reports, to demonstrate the compliance status with the applicable requirements and standards.
  - d. Instructions for continued airworthiness, for example, Components Maintenance Manual (CMM), Illustrated Parts Catalog (IPC), etc.
  - e. The relevant approval document, to show the validity of the installation of the concerning appliances; and other document if deemed necessary.
  - f. Statement of Conformance, a statement to certify that all the applicable requirements have been complied with and signed by the authorized personnel.
2. The TSO manufacturer shall submit document to the extent for showing compliance with CAA requirement. If deemed necessary, CAA may require additional document at its discretion.
3. An Appliance Design Validation Letter will be issued to the TSO manufacturer if CAA, after examination, finds that the submitted document complied with CAA requirement.
4. There is one fee requirement, Certification Application Fee, for each TSO model applying for design validation.

## **PART III ADDITIONAL REQUIRMENTS FOR AVIATION PRODUCT AND TSO ARTICLES IMPORTED FROM THE UNITED STATES**

1. The Aviation Safety Agreement (ASA) between the American Institute in Taiwan (AIT) and the Taipei Economic and Cultural Representative Office (TECRO) in the United States outlines the specific procedures for the validation and airworthiness acceptance of products and articles which must occur prior to import. Part IV of this document defines the additional special requirements that must occur prior to import of validated products and articles into Taiwan.
2. The applicable ASA Executive Agreement and Implementation Procedures can be reached via the following FAA website:

ASA Executive Agreement (EA)

[https://www.faa.gov/sites/faa.gov/files/aircraft/air\\_cert/international/bilateral\\_agreements/TECRO-AIT-EA.pdf](https://www.faa.gov/sites/faa.gov/files/aircraft/air_cert/international/bilateral_agreements/TECRO-AIT-EA.pdf) ;

ASA Implementation Procedures for Airworthiness (IPA)

[https://www.faa.gov/sites/faa.gov/files/aircraft/air\\_cert/international/bilateral\\_agreements/TECRO-AIT-IPA.pdf](https://www.faa.gov/sites/faa.gov/files/aircraft/air_cert/international/bilateral_agreements/TECRO-AIT-IPA.pdf)

### **SECTION 1 - TYPE VALIDATION REQUIREMENTS FOR AVIATION PRODUCT**

1. Please refer to Section III of IPA

### **SECTION 2 - DESIGN VALIDATION REQUIREMENTS FOR TSO ARTICLES**

1. Please refer to Section III of IPA



## **PART IV REQUIREMENTS FOR AIRWORTHINESS**

### **ACCEPTANCE OF INDIVIDUAL AIRCRAFT**

1. For airworthiness acceptance, an imported aircraft must comply with the requirement of applicable airworthiness standards and relevant ICAO Annexes. Besides, it must fulfill the requirement for operation as stipulated in “Aircraft Flight Operation Regulations” (short for AOR hereinafter). For this, the applicant should provide CAA one checklist of installed articles, appliances, emergency equipment and the other equipment that required by applicable AOR sections and the attached Attachments, so as to ensure the compliance status of the imported aircraft with AOR, except exempt request is granted by CAA. The checklist should contain, at least but not limited to, the applicable AOR sections, equipment names and manufacturers, part numbers and quantities been installed.

The AOR can be reached through the website:

<https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=37297>). In which Chapter 2 is applicable to civil air transport operations, Chapter 3 to general aviation operations and Chapter 4 to all the other operations.

The AOR Attachments (Attachment 1~Attachment 33) cited thereof can be reached through the following website:

<https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=37300>. The equipment and appliance requirements are mainly stipulated in, but not limited to, Section 5, 6 of Chapter 2, Section 4, 5 of Chapter 3 and Section 3, 6, 7 of Chapter 4 of AOR.

2. The detailed document requirements for each individual new aircraft are provided in the Job functions 33, as enclosed in the volume I of Airworthiness Inspector Manual, Chapter 8 - Civil Aircraft Airworthiness Inspection. See ATTACHMENT hereinafter for quick reference.  
Job function 33 also defines the additional document requirement for aircraft first of the type/model and used aircraft, respectively.
3. A passenger aircraft that imported for operation by the civil air transport enterprise shall not be older than six years. This age restriction may be extended to ten years provided the operator importing this aircraft has over three years operational experience in this same type of aircraft.
4. An aircraft imported for general aviation operations shall not be older than ten years. This age restriction may be extended to fifteen years provided the operator importing this aircraft has over three years operational experience in this same type of aircraft.
5. An aircraft imported for use in private activities shall not be older than ten years.
6. For helicopters that are imported for carrier operation by the civil air transport enterprises, a passenger helicopter must be driven by twin-turbine engines, whereas an imported cargo helicopter must be turbine-engine-driven.

7. Imported cargo aircraft older than fourteen years must submit previous structural maintenance records, the structural integrity program and the supplemental inspection program when applying for the issuance of a Certificate of Airworthiness. Application for altering the usage of a cargo aircraft is prohibited once the related Certificate of Airworthiness is issued.
8. After the aircraft has been properly registered, the ROC nationality marks and registration number shall be displayed on a conspicuous part of the aircraft in the form stipulated in Chapter V of “Regulations of Aircraft Registration” (see website: <https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=34341>)
9. Literal markings and placards that intended to provide warnings, guidance or other information to passengers, and that located externally to furnish imperative procedures, guidance or information in case of emergency, shall be present in bilingual (Chinese and English) form.
10. All aircraft imported in unassembled condition shall have sufficient instructions that describe assembly procedures, methods of rigging/alignment, ground testing, flight testing, inspection methods, and other pertinent data for assembly in Taiwan, otherwise the Export Certificate of Airworthiness will be invalid.
11. Before delivery of the first aircraft to Taiwan, ROC, CAA may send, at most, two operational, and two airworthiness inspectors (one for airframe and one for electronic/avionics systems) who are in charge of annual inspection, to be trained at the expense of the applicant. The applicant will be informed of the number of trainees when a clear picture of fleet size and category of operation is available.

**ATTACHMENT - Detailed Document Requirements  
for Airworthiness Acceptance of Individual Aircraft  
Cited from Volume I of Airworthiness Inspector Manual, Chapter 8 - Civil Aircraft  
Airworthiness Inspection, Job functions 33**

1. Essential Documentation to be inspected with a Copy Retained by CAA
  - A. The original Export Certificate of Airworthiness, or its equivalent, issued by the Authority of the exporting country (for used aircraft), or by the Authority of the State of Manufacture (for newly produced aircraft). The original export document will be return to the operator when it is deemed acceptable.
  - B. Compliance document for environmental requirements. Noise Certificate or the equivalent document regarding noise level approval for the aircraft under inspection, with the approved data (For instance, the approved AFM is deemed acceptable if it provides the relevant data which evidences compliance status with applicable requirement in ICAO ANNEX 16 Vol. I, and/or FAR 36). This data is crucial since it serves as the basis for CAA to issue the noise approval document.
  - C. An Aircraft Bill of Sale or other evidence of ownership, for newly purchased aircraft. For leased aircraft, copy of lease contract signed between lessee and lessor, or its equivalent.
  - D. The current weight and balance report. A complete inventory of all installed equipment and related process for CG calculation should be attached.
  - E. Evidence that the aircraft has never been registered in other country, or has been removed from exporting country's registry.
  - F. The list of all applicable Airworthiness Directives (ADs) issued by the Authority of the State of Design for the aircraft model, with pertinent information that adequately describes the aircraft's compliance status to applicable ADs at the time the EAC is issued. (Such as: complied, non-applicable, need recurrence actions and/or not accomplished yet)
  - G. A copy of the manufacturer production flight test report or the operator's acceptance flight test report, including the appropriate data which proves all discrepancies found during the flight test have been rectified or have been accepted as concession (if applicable) by CAA.
  - H. Document for approval of seating configuration. (LOPA or its equivalent)
  - I. Records of compass system and magnetic compass swings calibration/alignment.
  - J. List of applicable Service Bulletin (SB) and the compliance status.
  - K. A copy of APU (Auxiliary power unit) logbook.
  - L. Documents required for aircraft configuration—
    - 1) Aircraft specification document (e.g., Type Definition, Standard Specification, Technical Specification, etc.) that describes basic configuration and related specifications of the aircraft applying for airworthiness acceptance.
    - 2) List of embodied Supplemental Type Certificate (STC), if any, along with a copy of each STC and TCDS (as applicable). Information regarding special conditions (SCs), equivalent findings of safety (EOS) and exemption items that are applicable to each STC. Also description on scope of all alternations on that aircraft under each STC.
    - 3) Description of other modification, besides the embodied STCs, including

production modifications, customer options and the equipment incorporated additionally.

4) Exceptions, commitments, concessions, or the open letter (as applicable).

M. Document requirements for the engine(s) installed—

- 1) Airworthiness document (e.g., FAA form 8130-3, EASA Form 1, EAC, or the equivalent) for the engine (if applicable).
- 2) List of engine component and list of all additional equipment.
- 3) List all applicable ADs and a statement of compliance that shows the compliance status. (Such as: complied, non-applicable, need recurrence actions and/or not accomplished yet)
- 4) List of applicable Service Bulletin (SB) and the compliance status.
- 5) Engine performance/test data.
- 6) Engine historical records. (Including the history of life limited parts)

N. Document requirement for the propeller installed—

- 1) Airworthiness document (e.g., FAA form 8130-3, EASA Form 1, EAC, or its equivalent) for the propeller (if applicable).
- 2) A copy of TCDS applicable to the propeller.
- 3) Propeller configuration list.
- 4) List all applicable ADs and a statement of compliance to denote the compliance status thereof. (Such as: complied, non-applicable, need recurrence actions and/or not accomplished yet)
- 5) List of applicable Service Bulletin (SB) and the compliance status thereof.
- 6) Propeller performance/test data.
- 7) Propeller's historical records.

O. Configuration Difference List, or its equivalent, which describes the configuration discrepancy (e.g., newly developed wingtip/sharklet installed, or that FEDEC software is updated, etc.) between the aircraft the operator is applying for airworthiness acceptance and the aircraft of same model first imported previously by the operator. This requirement can be exempted if there are no configuration differences identified or if this is the first aircraft of that model the operator intends to import.

P. For particular scenarios (e.g., the aircraft applies for airworthiness inspection and registered overseas) that part of above-mentioned documents (e.g., EAC, Bill of Sales, evidence of de-registration, acceptance flight test report, etc.) are still unavailable when they submit the application, it is acceptable that provision of these documents be postponed till the date the physical inspection is undertaken or the date the CoA is issued.

Q. For aircraft with no propeller or APU installed, the document requirements above, can be exempted.

## 2. For Aircraft of the Make/Model the Operator First Imported

For aircraft of the make/model the operator first imported, in addition to the documents listed above, the latest versions of following technical data, or their equivalent are also required before physical inspection is conducted—

A. Approved Master Minimum Equipment List (MMEL), approved by the Authority of the State of Design, (if applicable).

- B. Maintenance Review-Board (MRB) report or its equivalent, as approved by the Authority of the State of Design, (if applicable).
  - C. Maintenance Planning Document. (MPD), as furnished by the TC holder of that aircraft (if applicable).
  - D. Drawings of the both major assemblies and primary structures (if applicable).
  - E. Technical Manuals (select the available items)—
    - 1) Flight Manual, as approved by the Authority of the State of Design. It should provide information regarding aircraft performance, operating limitations and other flight data, if deemed required.
    - 2) The Configuration Deviation List (CDL). This document requirement can be exempted if it not available from the TC holder or if relevant information has been incorporated into Flight Manual.
    - 3) Operation Manual (FCOM) or its equivalent. It should contain, but not limited to, aircraft and system descriptions, procedures for normal, abnormal, and emergency procedures, and all important operational performance data.
    - 4) Maintenance Manual (AMM).
    - 5) Wiring Diagram Manual (WDM).
    - 6) Structural Repair Manual (SRM).
    - 7) Illustrated Part Catalog (IPC).
    - 8) Electrical load analysis (ELA).
    - 9) Weight and Balance Manual (WBM).
    - 10) Components Manual- Overhaul/Component Maintenance Manual that is provided by both the manufacturer and its vendors.
    - 11) Non-destructive Inspection (NDI) Manual.
    - 12) Overhaul/Repair Standard Practices Handbook.
    - 13) One complete set of SB or equivalent.
    - 14) Engine Maintenance Manual.
    - 15) Engine Illustrated Parts Catalog.
    - 16) Engine Overhaul Manual.
    - 17) Propeller Maintenance Manual.
    - 18) Propeller Illustrated Parts Catalog.
    - 19) Propeller Overhaul Manual.
3. For Each Individual Used Aircraft
- For each individual used aircraft that is applying for its first CoA, in addition to the documents listed above, the following technical data is also required, as applicable—
- A. A copy of the latest AC(Airworthiness Certificate), as issued by the exporting Authority. The aircraft should be imported from a country that maintains adequate flight safety records and the National Aviation Authority (NAA) has been recognized to possess excellent surveillance capability. (For example, one country that is graded as category 1 via FAA IASA assessment or via equivalent ICAO assessment)
  - B. All the logbook or historical records, or their equivalent, for aircraft, engine, propeller installed and for the major equipment and component (such as APU). Information regarding operational times and cycles (TSN, CSN, TSO, CSO), maintenance overhaul, repairs, and alterations, and status of parts with limited life

time, must be furnished.

- C. The past maintenance schedule and program.
  - D. Components operating and storage limits, overhaul life summary, (including details of remaining service time, list of modification ever made, description of modification and the applicable standards).
  - E. Summary of component and structure life-limited parts, (including details of service life limits remaining).
  - F. Structural sampling program, if applicable. Clear identification of the inspection location/area, details of sampling procedures and practices should be included or attached.
  - G. A complete record of accident and major incident, as applicable, along with the description of each event and the outcome of investigation as well as the coupled corrective actions ever taken, if applicable.
  - H. A list of major repair and major alterations for the aircraft, engine, and propeller installed, if applicable. The relevant approved data and the work records shall also be attached.
  - I. A list of the repairs related to structurally significant items and the skin repair location in the pressurized cabin area, if applicable. The relevant work records shall also be attached.
  - J. If the imported aircraft has received a heavy maintenance (e.g., C check), or equivalent, or a higher level maintenance, within 90 days of the application or 100 flight hours of the application, whichever comes first, at a repair station which is authorized by CAA, FAA or EASA to conduct heavy maintenance checks on that aircraft model, no further heavy maintenance effort on this aircraft is required.
  - K. If the imported aircraft does not meet the condition prescribed above, it should be subject to at least one heavy maintenance check, or the equivalent, at a repair station which is certificated by CAA, FAA or EASA to conduct heavy maintenance check on that aircraft make/model. In addition, the applicant should accomplish the maintenance program bridge check and provide the relevant check record for CAA's review. The applicant must assign an engineering specialist to carry out on-site monitoring when the maintenance checks are accomplished, to ensure all tasks are appropriately conducted.
  - L. Besides the requirements of item J and K, as stipulated above, routine task cards of the latest various level checks as well as all non-routine task cards shall be provided.
4. For Imported Cargo Aircraft Older than 14 Years
- In addition to the above, imported cargo aircraft older than fourteen years must submit the following documents—
- A. The 「Airworthiness Evaluation Report」 (Refer to CAA AC21-003E, or its subsequent <https://www.caa.gov.tw/FileAtt.ashx?lang=2&id=21186> ) for the imported aircraft. This report must be well prepared prior to its importation.
  - B. The applicable airworthiness regulations or requirement for aged aircraft defined by the NAA(National Aviation Authority) of the export country, if applicable.
  - C. Previous maintenance records that are specifically applicable to the aging aircraft, if required by the structural inspection program. In addition, if repairs was

accomplished all relevant repair records shall be provided.

- D. Copy of the structural integrity program, if applicable, (i.e., the structural inspection program, CPCP program, structure repair assessment program, structure damage tolerance evaluation program, etc.)
- E. The supplemental inspection program, if exists.
- F. Detail description of all the structure repairs accomplished with no approved data, as applicable.

5. Additional Review

- A. All aircraft imported in unassembled condition shall have sufficient instructions that describe assembly procedures, methods of rigging/alignment, ground testing, flight testing, inspection methods, and other pertinent data for assembly in Taiwan.
- B. When the aircraft has not been operated or has been under storage for a long period, or modifications made have significantly altered the aircraft characteristics or its performance, or modified the function of any appliance or equipment, the applicant shall provide CAA all the relevant data, attached with the application when applying for the airworthiness certificate.