

# **TAIWAN SPECIAL IMPORT REQUIREMENTS**

(Revised –28 January, 2016)

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

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# **TAIWAN SPECIAL IMPORT REQUIREMENTS**

(Revised –28 January, 2016)

## **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.
9. CAA's requirements for airworthiness acceptance of individual aircraft imported is delineated in PART IV.
10. 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 Aeronautics Administration  
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 <https://www.caa.gov.tw/APFile/en/download/pliad/1387866400652.pdf>)
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 <https://www.caa.gov.tw/APFile/en/download/pliad/1450079184001.pdf>), 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 Bilateral Aviation Safety Agreement (BASA) 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 BASA Executive Agreement and Implementation Procedures can be reached via the following FAA website:

BASA Executive Agreement (EA)

[https://www.faa.gov/aircraft/air\\_cert/international/bilateral\\_agreements/baa\\_basa\\_listing/media/TECRO-AIT-EA.pdf](https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/media/TECRO-AIT-EA.pdf);

BASA Implementation Procedures for Airworthiness (IPA)

[https://www.faa.gov/aircraft/air\\_cert/international/bilateral\\_agreements/baa\\_basa\\_listing/media/TECRO-AIT-IPA.pdf](https://www.faa.gov/aircraft/air_cert/international/bilateral_agreements/baa_basa_listing/media/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/APFile/en/download/pliad/1452152394078.pdf>). 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 Attachments (Attachment 1~Attachment 33) cited thereof can be reached through the following website: <https://www.caa.gov.tw/APFile/en/download/pliad/1452152410282.pdf>. 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 III of Airworthiness Inspector’s Handbook, Order 3500 (<https://www.caa.gov.tw/APFile/en/files/05-01-04-D-a331.pdf>). 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/APFile/en/download/pliad/1372311459117.pdf>)
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.