

CYPRUS DEPARTMENT OF CIVIL AVIATION
SAFETY REGULATION UNIT – AIRWORTHINESS SECTION

**APPLICATION FOR THE ISSUE
OF AN EASA CERTIFICATE OF AIRWORTHINESS**

1. AIRCRAFT DETAILS

PREVIOUS REGISTRATION MARKS:	
AIRCRAFT MANUFACTURER:	
AIRCRAFT TYPE DESIGNATION AND SERIES:	
NEW / USED?	
AIRCRAFT SERIAL NUMBER:	
AIRCRAFT YEAR OF MANUFACTURE:	
AIRFRAME HOURS:	
NUMBER OF ENGINES:	
ENGINE MANUFACTURER / MODEL:	
TIME SINCE OVERHAUL (FOR EACH ENGINE, IF APPLICABLE):	
PROPELLER MANUFACTURER / MODEL:	
PROPELLER HUB AND BLADE DESIGNATION (IF APPLICABLE):	
APU MANUFACTURER / MODEL (IF APPLICABLE):	
MAXIMUM APPROVED CREW / PASSENGER NUMBERS:	
MAXIMUM TAKE OFF WEIGHT:	
MAXIMUM LANDING WEIGHT:	

2. CERTIFICATE OF AIRWORTHINESS CATEGORY APPLIED FOR:

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3. TYPE CERTIFICATION

ORIGINAL TYPE CERTIFICATE DATA SHEET NUMBER:	
ISSUING AUTHORITY:	
EASA TCDS APPROVAL REFERENCE:	

4. REQUIRED DOCUMENTATION: (SEE NOTE)

DOCUMENT REFERENCE	DOCUMENT DATE

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5. SUBMITTED MAINTENANCE PROGRAM REFERENCE:

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6. COMPLIANCE WITH DCA REQUIREMENTS:

CATEGORY C AICs:

AIP GEN 1.5:

**7. DETAILS OF STCs OR MODIFICATIONS WHICH HAVE BEEN INTRODUCED AFTER
MANUFACTURE: (INCLUDE BASIS OF APPROVAL / ACCEPTANCE BY EASA)**

STC OR MODIFICATION REFERENCE	EASA APPROVAL

8. DATE AND LOCATION PROPOSED FOR AIRCRAFT SURVEY:

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9. CONTACT INFORMATION:

8.1 OWNER CONTACT

NAME OF OWNER:	
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ADDRESS OF OWNER:	
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TEL. NUMBER OF OWNER:	
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FAX NUMBER OF OWNER:	
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E-MAIL ADDRESS OF OWNER:	
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8.2 ENGINEERING CONTACT PERSON

NAME OF CONTACT PERSON:	
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NAME OF CONTACT ORGANISATION:	
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ENGINEERING CONTACT ADDRESS:	
ENGINEERING CONTACT TELEPHONE NUMBER:	
ENGINEERING CONTACT FAX NUMBER:	
ENGINEERING CONTACT E-MAIL ADDRESS:	

10. OWNER / REPRESENTATIVE STATEMENT:

I HEREBY CERTIFY THAT THE INFORMATION ENTERED ABOVE IS CORRECT TO THE BEST OF MY KNOWLEDGE.

SIGNATURE:	
NAME:	
DATE:	
ON BEHALF OF AIRCRAFT OWNER:	

FOR DCA USE ONLY

DATE APPLICATION RECEIVED:	
ASSIGNED INSPECTOR:	
DATE OF AIRCRAFT SURVEY:	
REMARKS:	

NOTE:

The following documentation must be submitted to the DCA:

1. With regard to new aircraft:

- (i) Statement of Conformity (EASA FORM 52)
— or, for an imported aircraft, a statement signed by the exporting authority that the aircraft conforms to a design approved by the Agency (Certificate Of Airworthiness for Export with specific reference to the EASA TCDS)
- (ii) A weight and balance report with a loading schedule.
- (iii) The flight manual, when required by the applicable airworthiness code for the particular aircraft.

2. With regard to used aircraft:

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- (i) Originating from a Member State, an Airworthiness Certificate and an Airworthiness Review Certificate issued in accordance with Part M.
 - (ii) Originating from a non-member State:
 - a. A statement by the competent authority of the State where the aircraft is, or was, registered, reflecting the airworthiness status of the aircraft on its register at time of transfer. (Certificate Of Airworthiness for Export with specific reference to the EASA TCDS)
 - b. A weight and balance report with a loading schedule.
 - c. The flight manual when such material is required by the applicable airworthiness code for the particular aircraft.
 - d. Historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations associated with a restricted certificate of airworthiness under 21A.184(c).
 - e. A recommendation for the issuance of a certificate of airworthiness or restricted certificate of airworthiness and an airworthiness review certificate following an airworthiness review in accordance with Part M.
3. With regard to aircraft to be used for commercial air transport:
- (i) JAR-26 compliance statement
 - (ii) EU-OPS Subpart K & L compliance statement
4. With regard to all aircraft:
- (i) Cabin configuration drawing (LOPA)
 - (ii) Previous maintenance programme
 - (iii) Part M and Part 145 / P66 engineer arrangements (contracts)
 - (iv) Aircraft Manuals (AMM, SRM, IPC, WDM TSM, Service Manual etc)
 - (v) Engine and Propeller Maintenance / Service Manuals

The following documents must be available to the DCA for review:

- 1. Aircraft / Engine / Propeller records: Detailed records containing total time in service, status of life limited parts, time since overhaul and current inspection status
- 2. Previous Maintenance Records: Work Packs and Log Books
- 3. Bridging check documentation (alignment of the new maintenance program with the previous)
- 4. Repair and Modification records