



APPLICATION FOR THE ISSUE OF A CERTIFICATE OF AIRWORTHINESS

1. DETAILS OF AIRCRAFT			
Registration Mark:	C6-		
Manufacturer's Designation of Aircraft:			
Serial Number:			
Manufacturer of Aircraft:			
Date of Manufacture:			
Type Certificate Data Sheet (TCDS) to which the aircraft conforms: <i>(See note 4)</i>			
<input type="checkbox"/> New or <input type="checkbox"/> Used	Airframe Hours:	Cycles:	
Engine(s) Manufacturer:		Type Designation:	
Propeller(s) Manufacturer:		Type Designation:	
APU Manufacturer:		Type Designation:	
Maximum Take-off Mass:		Maximum Landing Mass:	
	(kg)		(kg)
Maximum No. of Seats Installed: <i>(See note 6)</i>	Passengers:	Crew:	
2. FLIGHT MANUAL / PILOT OPERATING HANDBOOK <i>(See note 7)</i>			
FM/POH Reference Number:	Revision No.:		
FM Supplement Reference:	FM Supplement Title:	FM Supplement Date:	
3. AVIONICS SYSTEM INSTALLATION AND EQUIPMENT FITTED			
Category	Manufacturer	Type/Model	Quantity
VHF Communication:			
HF Communication:			
VHF Navigation, Marker:			
ELT:			
Satcom:			
Radio Altimeter:			
DME:			
ATC Transponder:			
TCAS/ACAS:			
GPS:			
ADF:			
Weather Radar:			



<i>Include additional categories of equipment below if installed</i>				
4. RECORDERS				
	Manufacturer	Type/Model	Quantity	
Flight Data Recorder (FDR):				
Cockpit Voice Recorder (CVR):				
5. NOISE CERTIFICATION <i>(See note 8)</i>				
<i>Noise levels should include the unit of measure</i>				
ICAO Noise Certification Standard:				
Lateral/Full Power Noise Level:	Approach Noise Level:	Flyover Noise Level:	Over Flight Noise Level:	Take-off Noise Level:
6. DIFFERENCES TO TYPE DESIGN STANDARD <i>(See notes 9 and 10)</i>				
<p>Please provide details of any major modifications (STCs) at original manufacture or during initial outfitting.</p> <p>Include STC or the equivalent reference here.</p> <p>If no differences exist, then please state NONE.</p>				
<i>Continue on a separate sheet if necessary</i>				
<p>Please provide details of modifications, STCs, etc. embodied since first entry into service.</p> <p>Include STC or the equivalent reference here.</p> <p>If no differences exist, then please state NONE.</p>				
7. RECORDS <i>(See note 11)</i>				
The maintenance and continuing airworthiness records are in the English language:			<input type="checkbox"/> Yes <input type="checkbox"/> No	
Provide comments if some, or all, of the records are not in the English language:				



8. DETAILS OF AIRCRAFT INSPECTION (See notes 12 - 14)			
8a. Details of Aircraft Records and Documents Inspection			
Date and location of aircraft records and documents inspection:	Date:		
	Location:		
Host Organisation where the aircraft records and documents will be inspected:			
Details of person presenting the aircraft records and documents for inspection:	Name:		
	Telephone No.:		
	Email:		
If the details of the aircraft physical inspection are the same as 8a above, tick the box <input type="checkbox"/> If different, proceed to complete 8b:			
8b. Details of Aircraft Physical inspection			
Date and location of physical aircraft inspection:	Date:		
	Location:		
Host Organisation where the aircraft will be physically inspected:			
Details of person presenting the aircraft for physical inspection:	Name:		
	Telephone No.:		
	Email:		
9. CERTIFICATE OF AIRWORTHINESS PERIOD OF VALIDITY (See note 14)			
I hereby request a certificate of airworthiness valid for a period of:			
<input type="checkbox"/>	12 months	Applicable only for those aircraft operated privately under CAR OPS 2A, CAR OPS 2H or a RPA operating under CAR OPS 4, or aircraft operated commercially under an ICAO Article 83bis agreement, or CAR OPS 1/CAR OPS 3 (Commercial Air Transport).	
<input type="checkbox"/>	24 months	Applicable only for those aircraft operated privately under CAR OPS 2A Part II, CAR OPS 2H, or a RPA operating under CAR OPS 4, a copy of the contract with an acceptable continuing airworthiness management organisation valid for at least 12 months, must be supplied.	
10. APPLICANTS DECLARATION			
I hereby declare that to the best of my knowledge the particulars given on this application are true in every respect.			
I agree to pay all charges in connection with this application in accordance with the current Scheme of Fees on behalf of the aircraft owner/operator.			
Date:		Position:	
Name of Applicant:		Signature of Applicant:	

Note: Refer also to Guidance Notes overleaf.



Guidance Notes for the Completion of this Application

1. These notes are provided to assist in the completion of the Form in respect of applying for the initial issue of a Certificate of Airworthiness (C of A). The applicant must refer to CAR 21 and CAP AIR 02 for further guidance.
2. Applicants should note that unless all Sections of the form are completed accurately and all necessary documents supplied, the CAA-B may not be able to process the application. In this event, the applicant will be notified accordingly and the application held until all the required information is supplied.
3. The application must be signed by the aircraft owner, the owner's authorised representative or the operator's representative.
4. Please state the EASA, FAA, TCCA, ANAC or UK CAA Type Certificate Data Sheet with which the aircraft complies for registering the aircraft in The Bahamas. See CAR 21.21 for full details.
5. Engine and propeller details should include the manufacturer and type designation of the engine. The engine/propeller combination must comply with the Type Certificate Data Sheets (TCDS) or applicable Supplemental Type Certificates (STCs).
6. Details of occupancy; 'Seating Capacity' should be the total number of seats fitted in accordance with the aircraft (TCDS), applicable STC or other accepted data. 'Crew Seats' should be the number of seats solely for the use of crew.
7. In respect of a Flight Manual or Pilot's Operating Handbook, the applicable document reference number is required and must conform to that detailed on the aircraft (TCDS). All applicable Flight Manual/POH Supplement references, including their revision status must be included. Supplements sometimes have numbers or just titles. Supplements are often a condition of an STC having been embodied on the aircraft.
8. Please state the Chapter of ICAO Annex 16 with which the aircraft complies and the certified noise levels including the unit of measure for each level.
9. Additional requirements for import include information in respect of modifications (design changes), including STCs that have been embodied to ensure compliance. If further guidance is required, please see Note 10 below or if in doubt contact the CAA-B.
10.
 - (a) Details should be given of any significant modifications (for example additional, replacement or modified systems or equipment) which have been embodied on the aircraft at, or since, original manufacture, including STCs.
 - (b) Any modifications listed must be supported by documentation defining the modification, demonstrating its approval status and, including any applicable Flight Manual/POH supplements.
 - (c) It is important to declare all known modifications as failure to do so can delay the issue of the C of A.
 - (d) All modifications must be approved. It is the aircraft owner's responsibility to establish and demonstrate that any modifications have been approved in accordance with one of the options set out in CAR 21.73 (a).
 - (e) If no significant changes have taken place to the original build standard as in (a) please state NONE.



Guidance Notes for the Completion of this Application (cont'd)

11. Please do not send original documents, as copies of the originals are sufficient to accompany this application. Original documents will be reviewed by the CAA-B Airworthiness Inspector when inspecting and recommending the issue of the C of A.
12. Applicants must refer the relevant CAP AIR 02 for further guidance on documents required to be onsite. Maintenance and continuing airworthiness records must be in the English language or accompanied by an official translation.
13. If the inspection of the aircraft and its records are to be done in a different location, the inspection of the aircraft records must be accomplished prior to the aircraft physical inspection, the aircraft is not flown or the aircraft configuration has not changed between the records and aircraft inspections.
14. It is strongly recommended that the Nominated Airworthiness Coordinator or Postholder for Continuing Airworthiness is present during the CAA-B inspection of the aircraft and its records. Questions arise during the inspection that they are best placed to answer and unnecessary delays can therefore be avoided.
15. If the inspection of the aircraft and its records demonstrate that a C of A cannot be issued due to findings, non-compliances or the aircraft is not in a condition for safe operation, the CAA-B may require the aircraft and records to be re-inspected prior to the issuance of the C of A.
16. For privately operated aircraft under CAR OPS 2A, Part II, CAR OPS 2H, or a RPA operating under CAR OPS 4 the C of A will normally be valid for a period of 12 months from the date of issue unless satisfactory maintenance arrangements are made for the management of continuing airworthiness, which in such cases, the C of A may be valid for a period of 24 months.

A Certificate of Airworthiness will be valid for a maximum period of;

- (a) 12 months for an aircraft operating in accordance with CAR OPS 1/3;
- (b) 12 months for an aircraft operating under a foreign AOC;
- (c) 12 months for aeroplanes below 5 700 kg operating in accordance with CAR OPS 2A, Part I; helicopters below 3 175 kg operating in accordance with CAR OPS 2H;
- (d) 24 months for aerial work aircraft operating under CAR OPS 2A/H,
- (e) 24 months for an aeroplane operating under CAR OPS 2A Part II or a helicopter above 3175 kg operating in accordance with CAR OPS 2H; or
- (f) 24 months for an aircraft operating under CAR OPS 4.

For a C of A valid for a maximum period of 24 months, satisfactory maintenance arrangements are considered to be a suitable contract with an approved continuing airworthiness management organisation from the following Authorities as defined on CAP 02 para 20:

- (a) EASA Part M Subpart CAMO, as approved by an EASA Member State;
- (b) UK Part M Subpart G/Part CAMO, as approved by the UK CAA;
- (c) CAR M Subpart G, as approved by the UAE GCAA;
- (d) CAR OPS 1 or CAR OPS 3 Maintenance System Approval, as approved by the CAA-B.

Such contracts must be for a minimum of twelve months duration and up to date, signed, copies provided to the CAA-B at the time of the aircraft inspection. Copies of the contracts do not have to include the financial details.