

CERTIFICATES OF AIRWORTHINESS FOR EXPORT

Exchange of notes at Montevideo January 3 and July 17, 1947
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Department of State files

The American Embassy to the Minister for Foreign Affairs

MONTEVIDEO, URUGUAY

January 3, 1947

No. 4

EXCELLENCY:

Acting under instructions of my Government, I have the honor to inform Your Excellency that the Civil Aeronautics Administration of my Government is considering a change in the procedure of granting certificates of airworthiness for export covering unassembled aircraft and components which have not been previously assembled and flight tested.

At present the issuance of a certificate of airworthiness for export constitutes a certification that the specific aircraft being exported has been examined and found to comply with applicable standards and requirements of the Civil Aeronautics Administration and any special requirements stipulated by the country of import. Such examinations have included inspection and flight testing of the aircraft after final assembly. Certificates of airworthiness for export covering aircraft components likewise evidenced inspection after assembly. Because of the mass production methods and tooling now employed by most American aircraft manufacturers, individual parts of a given model are substantially identical or interchangeable. For this reason final assembly of the aircraft can be accomplished away from the factory without difficulty and it is not considered necessary that such aircraft be flight tested by Civil Aeronautics Administration inspectors before exportation from the United States.

Therefore, in order to obviate the need of assembling aircraft for flight testing, with attendant expense and delay, and subsequently disassembling for export shipment, Civil Aeronautics Administration is contemplating the issuance of certificates of airworthiness for export for unassembled aircraft which have not been previously assembled and flight tested. Likewise, Civil Aeronautics Administration contemplates issuing such certificates cover-