

Swiss confederation

FOCA Form ST-LB105 Status Report Non-Complex Aircraft and Helicopters EO 20241105V06 ST EN

1. References

- ICAO Annex 6 & 8
- EASA Part 21 / EASA Part M / EASA Part-ML
- EASA-OPS (965/2012 as revised)
- DETEC Decree SR 748.215.1 / FOCA Decree SR 748.216.1
- FOCA Technical Communications

2. Introduction

- The owner/operator shall ensure the airworthiness of the aircraft and the serviceability of both operational and emergency equipment. The owner operator should therefore have adequate knowledge of the design status, i.e. type specification, customer options, AD's, modifications, operational equipment, and records of required and performed maintenance.
- The receiving operator has to ensure that records are maintained that show the correct maintenance status of the aircraft to ensure they provide the current maintenance information necessary to phase the aircraft into the maintenance program of the receiving operator.

3. Purpose

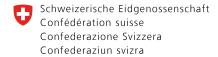
- When an operator intends to import or export an aircraft, it is the owener/operator's responsibility to ensure that the aircraft complies with the applicable requirements prior to presenting the aircraft to the FOCA for an airworthiness inspection. For aircraft imported into Switzerland, FOCA requires a declaration that the aircraft conforms to its certified type design and is in condition for safe operation. This declaration must be signed either by the transferring owner/operator or a contracted maintenance / engineering organisation.

4. Applicability

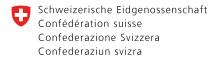
- Import or export of an aircraft, change of owner/operator, or if requested by FOCA.

5. Completion

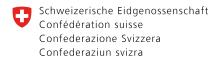
- The owner/operator has to submit to FOCA this Aircraft Status Report. It should be noted that the official FOCA airworthiness inspection will not take place earlier than ten (10) working days after receipt of the FOCA form "Application for a CofA".
- Each relevant box should be completed with a cross ()
- All aircraft relevant sections have to be filled in, respectively have to be confirmed accordingly. Reason for non-compliance (N/A) should be indicated on Page 15, Section 4.1 "Notes" of this Aircraft Status Report. Non-compliances justified with missing or incomplete aircraft documentation won't be accepted.



6.	Options											
	- Please select one of the below listed options connected with your kind of business respectively order:											
	Transfer of new aircraft	Note: Related to transfer of Aircraft form an EASA Member state to Switzerland										
	Transfer of used aircraft	Note: Related to transfer of Aircraft from an EASA Member state to Switzerland										
	Import of new aircraft	Note: Applicable to Aircraft imported from a third country										
	Import of used aircraft	Note: Applicable to Aircraft imported from a third country										
	Export of used aircraft	Note: Export C of A will be issued provided the inspection has been successfully completed (no open findings)										
Cod	e: X = applicable											



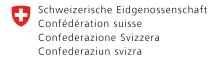
1.1	Applicant								
1.1.1	Owner or Operator / Aircraft registration	Owner/Operator		Aircraft Registration HB-					
1.2	Aircraft								
1.2.1	Manufacturer and type designation	Manufacturer		Type Designation					
1.2.2	Serial No. / Year of manufacture	Serial No.		Year of Manufacture					
1.2.3	Max Take-off Mass	MTOM (kg)							
1.2.4	Total Hours / Total Landings/Cycles	Total Hours		Total Landings/Cycles					
1.2.5	Date and type of last major inspection	Date		Inspection type					
1.2.6	Hours and landings since last major inspection	Hours		Landings/Cycles					
1.2.7	Date of last weighing	Date							
1.2.8	TCDS No. Aircraft / Engine / Propeller	TCDS	Engine	Propeller					
1.2.9	Performance Class	Operation in							
1.3	Engine / Propeller								
1.3.1	Manufacturer and Type Designation Engine	Manufacturer		Type Designation					
1.3.2	Manufacturer and Type Designation Propeller	Manufacturer							
1.3.3	Engine position / Propeller position	Engine No. 1	Engine No. 2	Propeller No. 1	Propeller No. 2				
1.3.4	TBO (as defined by TC Holder)								
1.3.5	Serial No.								
1.3.6	Year of manufacture								
1.3.7	Total Hours / Total cycles								
1.3.8	T.S.O. / C.S.O. (hours/cycles since overhaul)								
1.3.9	Hours / Cycles since Shop Visit (if no overhaul)								
1.4	Aircraft Flight Manual								
1.4.1	Revision Status (an envelope copy shall be submitted for FOCA reference files).	AFM Part Nr. (if available)		Revision Nr.	Date				
1.5	Accessories								
1.5.1	Hoist (HHO) - Operational Hours and/or Cycles	Hours	Cycles	_					
1.5.2	Cargo (Hook) - Operational Hours and/or Cycles	Hours	Cycles						
1.5.3	Other (pls. specify)								



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	2.1	Aircraft History						
roraft roraft	2.1.1	The aircraft history sind	ce newly delivered by the man	ufacturer sho	uld be known to the receiving operator and to the Authority	/ .		
Transfer of used aircraft	Year o	f Manufacture	Until	Owner/Ope	rator	Registration		
fer of u		From	From Until Owner/Operator					
Trans		From	Until	Owner/Ope	rator	Registration		
		From	Until	Owner/Ope	rator	Registration		
		From	Until	Owner/Ope	rator I	Registration		
		From	Until	Owner/Ope	rator I	Registration		
		From	Until	Owner/Ope	rator I	Registration		
	2.2	Statements by the tra	nsferring Owner/Operator					
2.2.1 It has to be assured that the aircraft, the engines, the propellers and the corresponding components have not been expose adverse conditions such as fire, accident, over temperature, over speed or any other condition like unapproved modification have affected the serviceability or structural integrity of the part. Declaration: Based on the confirmation of the former operator/owner contains the sales contract. Declaration: Based on the confirmation of the former operator/owner contains the sales contract. Declaration: Based on the confirmation of the former operator/owner contains the sales contract. Declaration: Based on the confirmation of the former operator/owner contains the sales contract. Declaration: Based on the confirmation of the former operator/owner contains the sales contract. Declaration: D								
·	2.2.2	Reference - Statement (e.g. sales	contract)		Declaration: Based on the confirmation of the former operator/owner contain the sales contract, I herewith confirm that the aircraft, engines, propellers and components, have not been subject to any unapprendifications or repairs and that the aircraft, engines, propellers components have not been exposed to or involved in any advercondition which may have affected the serviceability or structural integrity of the part.	proved and se	N/A	
	2.3 2.3.1	during the operation ar Bulletins, Airworthiness	nd for recording details of any s	subsequent r ponents. Alt	fications, repairs, defects, malfunctions or unairworthy con ectification. In addition, technical logs constitute a system is ernate format (Computer print-outs) can be permanently in nical logs are readily available.	in recording S	Service	
F E	2.3.2	- Owner's/Operator's	ame, engine/module, propeller,	, and	Declaration: I herewith confirm that the technical logs have been reviewed for proper completion of the documents and have been properly red I also confirm that beside the technical logs no unofficial list and logs of deferred items ("snag list") exists or has been transferred the former owner/operator. Quality of log entries guarantees uninterrupted traceability of airframe, engine, propeller and combuild, modification and maintenance status.	corded. //or d by	N/A	

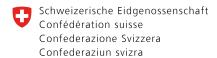


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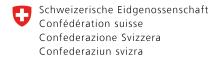
Federal Office of Civil Aviation FOCA

Airworthiness Section Bern STLB

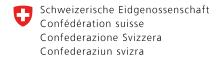
2.4	Aircraft Maintenance Program / Current Aircraft Inspection Status		
Transfer of new aircraft Transfer of used aircraft Import of new aircraft Export of used aircraft	Options 1 ☐ AMP acc. M.A.302: or 2 ☐ AMP owner's declaration ML.A.302 (b)(1): or 3 ☐ MIP acc. ML.A.302 (d): Additional Information • By selecting option 1, 2, 3, 4 or 6(a), copy of the AMP to be enclosed to enclosed to option 5 or 6(b), a signature of the person or organisation recontinuing airworthiness of the aircraft according points M.A.201 or ML.A requested. • By selecting option 6(a) or 6(b), a "Limited AMP Approval Confirmation" by FOCA, indicating a limited period.	esponsible A.201 is	
	or 4 AMP managed by CAMO/CAO, Organisation acc. M.A.302 (c) or ML.A.302 (b)(2): Or	of Approval	
	5 ☐ Derogation acc. ML.A.302 (e) (1 - 4) no Design Approval Holder (DAH) deviation and strict adherence to any issued requirement, recommendation, service bulletin, letter and information:		
	or 6 □ Temporary approval: □ a) the former AMP as it was used for the aircraft of the previous owner can be temporarily approved by FOCA		
	b) Alternatively a statement by the owner to follow all maintenance instructions and recommendations by the Design Approval Holder according the Aircraft Maintenance Manual until the AMP according M.A.302 is temporarily approved by FOCA (Only for Part-M)		
	This chapter is applicable to all columns marked with an "X", provided it can be substantiated that scheduled inspections accordance with the intervals as stipulated in the maintenance program. The records shall be reviewed to ensure that the maintained in accordance with the maintenance program.		rmed ir as beer
2.4.3	Source Documents - Maintenance Program - Technical Logs, Manufacturers airframe, engine, propeller and component logs Declaration: I herewith confirm that it has been verified that all scheduled inspections were performed on time and there are no overdue scheduled inspections.	Yes	N/A



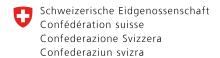
				2.5	Current Status of Components				
2.5.1 This chapter is applicable to all columns marked with an "X", provided it can be shown that records are readily available that show the current s of all serialised and life-limited line-removable components installed on the aircraft at the time of transfer. 2.5.2 The status should contain the component name, the installation location or position, the part number and the serial number. In addition, the status of components subjected to an overhaul life should contain the currently approved overhaul life of the component, the total number of bours/cycles since last overhaul and the number of hours/cycles remaining before the next overhaul time of the component is reached. The									
Iranster of Transfer of	Import of	Import of used	Export of used	2.5.2	The status should contain the component name, the installation lost status of components subjected to an overhaul life should contain hours/cycles since last overhaul, and the number of hours/cycles restatus should contain current hours/cycles, the date of completion	the currently approved overhaul life of the component, the total numerical memaining before the next overhaul time of the component is react	umber of hed. The		
				2.5.3	Source documents	Declaration:	Yes	N/A	
					Delivery documentationMaintenance ProgramTC / STC holder's service instructions	I herewith confirm that the status of components has been reviewed for proper completion and document recording. Components subjected to an overhaul life have been researched to determine that the time in service of each part has not exceeded its permitted life.			
				2.6	Current Status of Airworthiness Limitation Items (ALI) and Ce	rtification Maintenance Requirements (CMR) if applicable	,		
	used aircraft	used aircraft	used aircraft	2.6.1	Maintenance tasks and frequencies that have been specified as m as ALI. Where the maintenance tasks developed result from a sys A life-limited component must be permanently removed from servi	tem safety analysis, the Airworthiness Limitations are usually kno			
	Transfer of used	Import of u	Export of t	2.6.2	This chapter is applicable to all columns marked with an "X", provistatus of airframe, engine and propeller Airworthiness Limitation It the time of transfer. The listing should contain the name of the life structural maintenance task, the component part number and serial hours or accumulated cycles and the number of hours or cycles rereached. The status should contain current aircraft hours/cycles, elidentity of the organisation and person issuing the status.	ems and Certification Maintenance Requirement items, installed limited component and structural item, the installation location or al number, the expiry date/time of the component, total number of maining before the expiry date/time of the component and/or stru	on the aird position, t f uctural iten	craft at the m is	
				2.6.3	Source documents	Declaration:	Yes	N/A	
					Type Cert. Data Sheet, Type Cert. holder's service instructionsMaintenance Program	I herewith confirm that all scheduled inspections were performed on time and that there are no scheduled inspections overdue.			



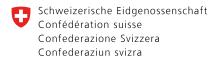
	2.7	Current Status of Airworthiness Directives (AD)							
airo airo	2.7.1	AD's address matters of importance for continued safe flight either chapter is applicable to all columns marked with an "X", provided airframe, engine, propeller and appliances AD's at the time of trans	I it can be shown that records are readily available that show the						
Transfer of new Transfer of used Import of new Import of used Export of used	2.7.2	component type but not applicable to the particular aircraft or com the date when the AD was accomplished and where the AD is con component total flight hours or cycles, as appropriate. For repetitiv should also specify which part of a multi-part directive has been accomponent	Intuses must identify the applicable AD's including revision and amendment numbers. Where an AD is generally applicable to the nent type but not applicable to the particular aircraft or component, then this should be identified for proper recording. The status is when the AD was accomplished and where the AD is controlled by flight hours or flight cycles it must include the aircraft, enging nent total flight hours or cycles, as appropriate. For repetitive AD's, only the last application should be recorded in the statuses. It is also specify which part of a multi-part directive has been accomplished and the method, where a choice is available in the AD. It is contain current hours/cycles, the date of completion and the identity of the organisation and person issuing the status.						
	2.7.3	Source documents	Declaration:	Yes	N/A				
		 Airworthiness Directives issued by EASA / the State of Design of aircraft, engine, propeller or appliance. 	I herewith confirm that all applicable AD's (or foreign equivalents), up to and including the completion date of this Aeroplane Status Report, have been complied with and properly registered.						
	2.8	Current Status of Supplemental Structural Inspections (SSI)	and Supplemental Corrosion Prevention Control Programs (C	CPCP)					
ed aircraft ed aircraft ed aircraft	2.8.1	This chapter is applicable to all columns marked with an "X", provof SSI and CPCP at the time of transfer.	rided it can be shown that records are readily available that show	v the curre	ent status				
Transfer of used aircraft Import of used aircraft Export of used aircraft	2.8.2	The status should identify the applicable SSI and/or CPCP number applicable to the particular aircraft, then this should be identified. It where the SSI/CPCP is controlled by flight hours or flight cycles it repetitive SSI/CPCP items, only the last application should be recently SSI/CPCP has been accomplished and the method, where a choicaeroplane hours/cycles, the date of completion and the identity of Note: Status of SSI and/or CPCP items shall be only submitted for Directives or other mandatory airworthiness information.	The status should include the date when the SSI/CPCP was according should include the aircraft total flight hours or cycles, as appropriorded in the status. The status should also specify which part of a ce is available in the SSI/CPCP document. The status should continue organisation and person issuing the status.	mplished ate. For a multi-par	and t ent				
	2.8.3	Source documents	Declaration:	Yes	N/A				
		 Airworthiness Directives Type Certificate holder's reports (SSIP, SIP, SID, CPCP reports, etc.) Maintenance Program 	I herewith confirm that SSI (SID) and CPCP status have been analysed to determine that the inspection tasks have not exceeded its maximum permitted inspection interval.						



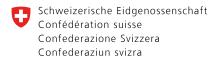
					2.9	urrent Status of Modifications, Customer Options and Post-Delivery Modifications / Alterations							
Transfer of new aircraft	of used aircraft	Import of new aircraft	Import of used aircraft	of used ai	2.9.1	• •	be shown that records are readily available to show the current starrent status of Supplemental Type Certificates (STC) and other materials.						
Transfer	Transfer of used	Import	Import	Export	2.9.2	This subchapter is applicable to all other columns marked with current status of Supplemental Type Certificates (STC) and othe	an "X", provided it can be shown that records are readily avail r major modifications at the time of transfer or inspection.	able that	show the				
					2.9.3	2.9.3 The applicant must submit to the FOCA a complete summary of all Supplemental Type Certificates (STC) or major modification incorporated in the aircraft. Section 3.1 shall be properly filled out for correct listings.							
						Substantiating documentation: Supplemental Type Certificate (or equivalent); Master Drawing Li Aircraft Flight Manual Supplement (if applicable).	st; Instructions for Continuing Airworthiness (inspection requireme	ents only);					
					2.9.4	Source documents - Modification documentation / airworthiness certification documents - EASA Part-21	Declaration: I herewith confirm that there are no unapproved modifications incorporated on the airframe, engines, propellers, or any installed components that are subject to an approval by EASA, State of Design, or manufacturer.	Yes	N/A				
					2.10	Current Status of Service Bulletins (SB)		•	•				
w aircraft	of used aircraft	w aircraft	ed aircraft	of used aircraft	2.10.1	This chapter is applicable to all columns marked with an "X", pro status of all the airframe, engine, propeller and appliances (if applications).	vided it can be shown that records are readily available that show blicable) Service Bulletins (SB) at the time of transfer.	the currer	nt				
Transfer of new aircraft	Transfer of use	Import of new aircraft	Import of used aircraft	Export of use	2.10.2	·	umbers and the date when the SB was accomplished. The status sulti-part directive has been accomplished and the method, where a setion and the identity of the organisation and person issuing the state.	a choice is					
					2.10.3	Source documents	Declaration:	Yes	N/A				
						- Type Certificate holder's Service Bulletins Component manufacturer's bulletins	I herewith confirm that the SB statuses have been reviewed and found to be in compliance with the above requirements. The status has been assessed for proper recording of SB affected by Airworthiness Directives.						



	2.11	Current Status of Aircraft Field Loadable Software Part Confi	gurations					
/ aircraft / aircraft / aircraft / aircraft		Definition: Field Loadable Software (FLS) is software that is insta ("installed" includes up and down loads of software)	alled in an aircraft and used in operating or controlling that aircraft	t.				
Transfer of new aircraft Transfer of used aircraft Import of new aircraft Import of used aircraft Export of used aircraft	2.11.1	The part numbers of the software loaded into a loadable system of applicable to all columns marked with an "X", provided it can be should be software parts and that the field loadable software parts approper software part number is loaded in a component, the application a front panel display, maintenance access terminal, control display.	nown that the aircraft documentation reflects the current configura are certified for the aircraft in which they are installed. To confirm ant should verify component status electronically by reading part r	ition of fiel that the				
	2.11.2	? Source documents	Declaration:	Yes	N/A			
		 Aircraft Configuration Control Document Service Bulletins / Service Letters Illustrated Parts Catalogue (IPC) Approved Modification Documentation 	I herewith confirm that the current status of the software configuration has been approved with certified documentation. An electronic verification of the component status has been successfully performed.					
	2.12	Aircraft Radio Equipment						
new air used air new air used air	2.12.1	An aircraft may, in or over the territory of other States, carry radio issued by the Swiss Federal Office for Communication (BAKOM). be shown that the radio equipment installed in the aircraft is approximately ap	This chapter is applicable to all columns marked with an "X", prov					
ransfer of ansfer of Import of Import of I	2.12.2	? Source documents	Declaration:	Yes	N/A			
Tran Tran Ir		 FOCA "Avionics Equipment List", latest revision List of Avionics Equipment, provided by the manufacturer or by previous owner/operator 	I herewith confirm that the radio equipment installed in this aircraft is listed on a document which contains at least all details based on the FOCA "Avionics Equipment List"					
	2.13	Current Status of Major Repairs						
Transfer of used aircraft Import of used aircraft Export of used aircraft	2.13.1	This chapter is applicable to all columns marked with an "X", provi status of all major repairs and unrepaired damages at the time of tusing an approved Structural Repair Manual, an approved Service by an authorised person of the manufacturer or an EASA approve sufficient.	ransfer. All repairs should have been previously approved by mease Bulletin, a repair scheme approved by the FOCA, a repair scheme	ans of eith ne approv	ner			
	2.13.2 The status should indicate all major repairs performed since aircraft delivery and which are still existent in the operated aircraft. It should be demonstrated that repairs have been carried out in compliance with manufacturer's Structural Repair Manual (SRM), or other approved data specified by EASA. If additional action is required, e.g. recurring inspection, this should also be indicated in the repair status as well as in the Maintenance Program.							
	2.13.3	Source documents	Declaration:	Yes	N/A			
		 Type Certificate holder's Structural Repair Manual, ev. AC 43 Approval of EASA or the relevant airworthiness authority 	I herewith confirm that there are no unapproved repairs incorporated on the aircraft, engines or any installed components that are subject to an approval by EASA or other authorised entities.					



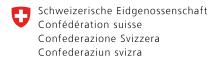
				2.14	Compliance with Manufacturer Requirements or Sv	wiss Tec	hnical	Communications		
ransfer of new aircraft	Transfer of used sinceff	v aircraft	daircraft	2.14.1	This chapter is applicable to all columns marked with a of the aircraft and aircraft equipment with the applicable	an "X", pr le Manufa	ovided acturer	it can be shown that records are readily available to show or Requirements or Swiss Technical Communications.	ompliance	
of nev	100	of new	of used	2.14.2	Source documents					
ısfer	cfor	Import	Import o		- Manufacturer Requirements or Technical Communica	ation (TC) - dire	ctives (d) /communications (c)		
Tra	Ę	<u> </u>	<u>E</u>	Note:	regarding the maintenance or the technical specifi	ication o	f Aircra	has to be demonstrated only, if no equivalent requirem aft / Part(s) and/or Systems has been published by the reat in particular the pertinent CAT. IDE chapter (965/2012)	sponsibl	
					Pls. mark as appropriate TC (Technical Communication	ation)	MFR (Manufacturer Requirements)		
				Declara		TC	MFR	Declaration:	TC	MFR
					rith confirm compliance with ical Inspections of Magnetic Compass Systems".			I herewith confirm compliance with periodic testing of on-board XPDR equipment. (ref. to TM-d 20.100-20)		
				(ref. to	TC-d 20.040-00)			Last XPDR # 1 test performed: Date		
				Last	ompass swing performed: Date			Last XI DIX # 1 lest performed. Date		
								Last XPDR # 2 test performed: Date		
				Declara	······································	- V D 10 V	nnandi	V. F." (ref. to TM M / CT 20 020 20)	TC	MFR
				I nerew	rith confirm compliance with "Altimeter test i.a.w. FAA F	'AK 43, A	фрепа	x E . (Iei. to TM-vv / C1-1 20.020-20)		П
					- Last PIC altimeter test performed:	D	ate			
					- Last COPI altimeter test performed:	D	ate			
					- Last standby altimeter test performed:	D	ate			
					- Last static pressure system test performed:	D	ate			
					 Last Automatic Pressure Altitude Reporting Equipment and ATC XPDR System integration test performed 		ate			



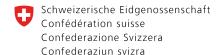
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	2.15	Aircraft Conformity							
Transfer of new aircraft Transfer of used aircraft Import of new aircraft Import of used aircraft Export of used aircraft		chapter is applicable to all columns marked with an "X", provided it can be shown that: e flight manual is applicable to the aircraft configuration and reflects the latest revision status. e aircraft complies with the latest revision of its type design approved by the Agency. e physical survey of the aircraft shall ensure that M.A.901 (m) / ML.A.903 (c) has been complied with. e airframe model number, engine model number and propeller model number agrees with the Type Certificate Data Sheet. All placards have sen affixed to the aircraft or to the components in accordance with the instructions for continuing airworthiness and weight and balance has been wrified i.a.w. relevant Weight & Balance Manual (weight and balance report shall be submitted for FOCA reference files).							
	2.15.2	Source documents - Type Certificate Data Sheets - EASA Part-M / Part-ML - EASA OPS (965/2012) - Aircraft Maintenance Manual - Aircraft Flight Manual	Declaration: I herewith confirm that this airframe model number, engine model number, and propeller model number agrees with the EASA Type Certificate Data Sheet. The physical survey of the aircraft has been properly complied with. The aircraft cabin is in an approved configuration. All required placards have been affixed to the aircraft or components. As far as applicable: The requirements of EASA OPS NCO.IDE have been complied with and the AFM is applicable to the aircraft configuration.	Yes	N/A				
	2.16	Special Conditions for the Import and Export of an Aircraft							
<u> </u>	2.16.1	of the new operator and meets the additional requirements of Sv	his chapter is applicable to all columns marked with an "X", provided it conforms to a type design acceptable to the FOCA or to the fundational requirements of Switzerland or of the importing country. Except for import of an aircraful pplicant's responsibility to provide FOCA with details in respect of any special requirements of the importing state.						
Transfer of used Import of used Export of used	2.16.2	, ,	eraft and/or equipment does not meet the additional requirements est FOCA to accept the non-conformity. If acceptable, FOCA will in the conformity of the co						
	2.16.3		new operator or the aircraft and/or equipment does not meet the ac ne applicant to provide to the FOCA a written statement to reflect						
	2.16.4	Source documents - EASA EC 748/2012 (Part 21/CS) if applicable - FAA Advisory Circular AC No. 21-2(), as revised.	Declaration: I herewith confirm that this aircraft is to an acceptable type design and meets all additional requirements of the importing country as listed in the applicable certification laws. Refer to:	Yes	N/A				
		etc.	- 748/2012, in particular 21.A.174 - FAA Advisory Circular AC No. 21-2(), as revised or equivalent.						



				2.17	Aircraft Nationality and Registration Marks	aircraft Nationality and Registration Marks							
Transfer of new aircraft	ed aircraft	ew aircraft	ed aircraft	2.17.1	The nationality and registration marks shall be painted permanence. The marks shall be kept clean and visit	ed on the aeroplane or shall be affixed by any other means ensuring a similar of the state of th	legree of						
r of ne	of used	Import of new	mport of used	2.17.2	Source documents	Declaration:	Yes	N/A					
Transfe	Transfer	Impol	Import		- VKZ / OMDA 748.216.1	I herewith confirm that nationality marks comply with VKZ / OMDA paragraph 2.							
						Declaration:	Yes	N/A					
						I herewith confirm that registration marks comply with VKZ / OMDA paragraph 3.							
						Declaration:	Yes	N/A					
						I herewith confirm that visibility of marks complies with VKZ / OMDA paragraph 4							
						Declaration: I herewith confirm that measurements and locations of registration	Yes	N/A					
						marks are in accordance with VKZ / OMDA paragraph 5.							
						Declaration: I herewith confirm that measurements and locations of national flags	Yes	N/A					
						are in accordance with VKZ / OMDA paragraph 6.							
						Declaration: I herewith confirm that dimensions, material standards and	Yes	N/A					
						installation location of identification plate comply with VKZ / OMDA paragraph 11.							
						Declaration: I herewith confirm that the radio call sing is installed in clear view of the pilot.	Yes	N/A					
						Therewith committed the factor can sing is installed in clear view of the pilot.							
				2.18	Customer Acceptance		=						
Transfer of new aircraft	Transfer of used aircraft	Import of new aircraft	mport of used aircraft	2.18.1		with an "X"; provided it can be shown that the airworthiness of aircraft has been dance with documented procedures. Ground and flight inspections of imported		у					
nsfer (ısfer o	nport (port o	2.18.2	Source documents	Declaration: I herewith confirm that a Customer Ground Acceptance has	Yes	N/A					
Tra	Trar	7	Ш		ICAO Annex 8EASA Part-M / Part-MLVLL; 748.215.1	been performed. Records are available for review by the FOCA. The customer Acceptance Flight has been performed in accordance with manufacturer's recommended check flight schedule. The Check flight protocol must be available for review by the FOCA							
				1									



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Complete list as follows:

- If there are no STC's or Major Modifications/Repairs incorporated each relevant box in column "Note" should be completed with a tick (√) or a (X)
- (1) STC or Major Modification/Repair reference number (e.g. STC SA5656-AT)
- (2) Short description of modification (e.g. Installation of cabin interior)
- (3) See STC cover sheet, or equivalent, for availability of AFM Supplement
- (4) Instructions for continued Airworthiness

3.1 List	of incorporated STC's / Major Modifications and Major Rep	airs							
STC or Major Modification and Repairs Reference (1)	Description (2)	Suppl	FM lement 3)	add. Maint Requirem. (4)		EASA Approval Reference	EASA Approval Date	Note	No STC's No Major Modifications
Neierence (1)		Yes	N/A	Yes	N/A				No Major Repairs

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3.1 Con	t. (List of incorporated STC's / Major Modifications and Major Repairs)								
STC or Major Modification and Repairs Reference (1)	Description (2)	Suppl	AFM Supplement (3)		Maint irem. I)	EASA Approval Reference	EASA Approval Date	Note	No STC's No Major Modifications
		Yes	N/A	Yes	N/A				No Major Repairs

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4.1	Notes	(Each note must be id	entified by number and the number	er must cross	relate to the same number in Section 2	2)			
Item									
I herewith confirm proper completion of the Aircraft Status Report and that the information provided herein is accurate, correct and complete.									
Name:			Signature		Organisation: (CAO, CAMO, Part-145 or	Owner)	Date:		