



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 owner/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.



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6. Options

- Please select one of the below listed options connected with your kind of business respectively order:

- | | |
|---|---|
| <input type="checkbox"/> Transfer of new aircraft | Note: Related to transfer of Aircraft from an EASA Member state to Switzerland |
| <input type="checkbox"/> Transfer of used aircraft | Note: Related to transfer of Aircraft from an EASA Member state to Switzerland |
| <input type="checkbox"/> Import of new aircraft | Note: Applicable to Aircraft imported from a third country |
| <input type="checkbox"/> Import of used aircraft | Note: Applicable to Aircraft imported from a third country |
| <input type="checkbox"/> Export of used aircraft | Note: Export C of A will be issued provided the inspection has been successfully completed (no open findings) |

Code: **X** = applicable



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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		Type Designation	
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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<input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of used aircraft	2.1 Aircraft History 2.1.1 The aircraft history since newly delivered by the manufacturer should be known to the receiving operator and to the Authority.						
	Year of Manufacture From From From From From From	Until Until Until Until Until Until Until	Owner/Operator Owner/Operator Owner/Operator Owner/Operator Owner/Operator Owner/Operator Owner/Operator	Registration Registration Registration Registration Registration Registration Registration			
<input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	2.2 Statements by the transferring Owner/Operator 2.2.1 It has to be assured that the aircraft, the engines, the propellers and the corresponding components have not been exposed to or involved in any adverse conditions such as fire, accident, over temperature, over speed or any other condition like unapproved modifications or repairs which may have affected the serviceability or structural integrity of the part.						
	2.2.2 Reference - Statement (e.g. sales contract)	Declaration: Based on the confirmation of the former operator/owner contained in the sales contract, I herewith confirm that the aircraft, engines, propellers and components, have not been subject to any unapproved modifications or repairs and that the aircraft, engines, propellers and components have not been exposed to or involved in any adverse condition which may have affected the serviceability or structural integrity of the part.		<table border="1"> <tr> <td>Yes</td> <td>N/A</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>	Yes	N/A	<input type="checkbox"/>
Yes	N/A						
<input type="checkbox"/>	<input type="checkbox"/>						
<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	2.3 Technical Logs 2.3.1 Technical logs constitute a system for recording inspections, modifications, repairs, defects, malfunctions or unairworthy conditions discovered during the operation and for recording details of any subsequent rectification. In addition, technical logs constitute a system in recording Service Bulletins, Airworthiness Directives and serialised components. Alternate format (Computer print-outs) can be permanently inserted in Technical Logs, but must be signed and dated. It must be ensured that technical logs are readily available.						
	2.3.2 Source documents - Owner's/Operator's Aircraft Technical Log - Manufacturer's airframe, engine/module, propeller, and component logs/log books.	Declaration: I herewith confirm that the technical logs have been reviewed for proper completion of the documents and have been properly recorded. I also confirm that beside the technical logs no unofficial list and/or logs of deferred items ("snag list") exists or has been transferred by the former owner/operator. Quality of log entries guarantees uninterrupted traceability of airframe, engine, propeller and component build, modification and maintenance status.		<table border="1"> <tr> <td>Yes</td> <td>N/A</td> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>	Yes	N/A	<input type="checkbox"/>
Yes	N/A						
<input type="checkbox"/>	<input type="checkbox"/>						



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	2.4 Aircraft Maintenance Program / Current Aircraft Inspection Status
	2.4.1
	<div><div><div><input type="checkbox"/> AMP acc. M.A.302:</div><div>or</div><div><input type="checkbox"/> AMP owner's declaration ML.A.302 (b)(1):</div><div>or</div><div><input type="checkbox"/> MIP acc. ML.A.302 (d):</div><div>or</div><div><input type="checkbox"/> AMP managed by CAMO/CAO, Organisation acc. M.A.302 (c) or ML.A.302 (b)(2):</div></div><div><div><div><div>Name</div><div>Approval reference</div><div>Date of Approval</div></div></div></div><div><div><div><div>5 <input type="checkbox"/> 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:</div><div><div>Date</div><div>Signature</div></div></div></div><div><div><div><div>6 <input type="checkbox"/> Temporary approval:</div><div><input type="checkbox"/> a) the former AMP as it was used for the aircraft of the previous owner can be temporarily approved by FOCA</div><div><input type="checkbox"/> 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)</div></div></div></div></div><div><div><div><div>Additional Information</div><div><ul style="list-style-type: none">By selecting option 1, 2, 3, 4 or 6(a), copy of the AMP to be enclosed to FOCA.By selecting option 5 or 6(b), a signature of the person or organisation responsible of the continuing airworthiness of the aircraft according points M.A.201 or ML.A.201 is requested.By selecting option 6(a) or 6(b), a "Limited AMP Approval Confirmation" will be delivered by FOCA, indicating a limited period.</div></div></div></div></div>
	<div><div><div><div>2.4.2</div><div>This chapter is applicable to all columns marked with an "X", provided it can be substantiated that scheduled inspections were performed in accordance with the intervals as stipulated in the maintenance program. The records shall be reviewed to ensure that the aircraft has been maintained in accordance with the maintenance program.</div></div><div><div><div>2.4.3</div><div>Source Documents</div><div><ul style="list-style-type: none">- Maintenance Program- Technical Logs, Manufacturers airframe, engine, propeller and component logs</div></div></div><div><div><div><div>Declaration:</div><div>I herewith confirm that it has been verified that all scheduled inspections were performed on time and there are no overdue scheduled inspections.</div></div><div><div>Yes</div><div>N/A</div></div></div></div></div></div>



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.5 Current Status of Components</p> <p>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 status of all serialised and life-limited line-removable components installed on the aircraft at the time of transfer.</p> <p>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 hours/cycles since last overhaul, and the number of hours/cycles remaining before the next overhaul time of the component is reached. The status should contain current hours/cycles, the date of completion and the identity of the organisation and person issuing the status.</p> <p>2.5.3 Source documents</p> <ul style="list-style-type: none"> - Delivery documentation - Maintenance Program - TC / STC holder's service instructions <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> <p>Declaration: 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.</p> </div> <div style="width: 15%; text-align: center;"> <p>Yes</p> <input type="checkbox"/> </div> <div style="width: 15%; text-align: center;"> <p>N/A</p> <input type="checkbox"/> </div> </div>
<input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.6 Current Status of Airworthiness Limitation Items (ALI) and Certification Maintenance Requirements (CMR) if applicable</p> <p>2.6.1 Maintenance tasks and frequencies that have been specified as mandatory by the State of Design in approval of the type design are referred to as ALI. Where the maintenance tasks developed result from a system safety analysis, the Airworthiness Limitations are usually known as CMR. A life-limited component must be permanently removed from service when, or before, its operating limit is exceeded.</p> <p>2.6.2 This chapter is applicable to all columns marked with an "X", provided it can be shown that records are readily available and indicate the current status of airframe, engine and propeller Airworthiness Limitation Items and Certification Maintenance Requirement items, installed on the aircraft at the time of transfer. The listing should contain the name of the life limited component and structural item, the installation location or position, the structural maintenance task, the component part number and serial number, the expiry date/time of the component, total number of hours or accumulated cycles and the number of hours or cycles remaining before the expiry date/time of the component and/or structural item is reached. The status should contain current aircraft hours/cycles, engine hours/cycles and propeller hours/cycles, the date of completion and the identity of the organisation and person issuing the status.</p> <p>2.6.3 Source documents</p> <ul style="list-style-type: none"> - Type Cert. Data Sheet, Type Cert. holder's service instructions - Maintenance Program <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> <p>Declaration: I herewith confirm that all scheduled inspections were performed on time and that there are no scheduled inspections overdue.</p> </div> <div style="width: 15%; text-align: center;"> <p>Yes</p> <input type="checkbox"/> </div> <div style="width: 15%; text-align: center;"> <p>N/A</p> <input type="checkbox"/> </div> </div>



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.7 Current Status of Airworthiness Directives (AD)</p> <p>2.7.1 AD's address matters of importance for continued safe flight either by requiring an inspection to be performed or a modification to be embodied. 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 status of airframe, engine, propeller and appliances AD's at the time of transfer.</p> <p>2.7.2 The statuses must identify the applicable AD's including revision and amendment numbers. Where an AD is generally applicable to the aircraft or component type but not applicable to the particular aircraft or component, then this should be identified for proper recording. The status must include the date when the AD was accomplished and where the AD is controlled by flight hours or flight cycles it must include the aircraft, engine, propeller or component total flight hours or cycles, as appropriate. For repetitive AD's, only the last application should be recorded in the statuses. The statuses should also specify which part of a multi-part directive has been accomplished and the method, where a choice is available in the AD. The statuses should contain current hours/cycles, the date of completion and the identity of the organisation and person issuing the status.</p> <p>2.7.3 Source documents</p> <ul style="list-style-type: none"> - Airworthiness Directives issued by EASA / the State of Design of aircraft, engine, propeller or appliance. <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> Declaration: 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. </div> <div style="display: flex; justify-content: space-around; width: 35%;"> <div style="text-align: center;"> Yes <input type="checkbox"/> </div> <div style="text-align: center;"> N/A <input type="checkbox"/> </div> </div> </div>
<input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.8 Current Status of Supplemental Structural Inspections (SSI) and Supplemental Corrosion Prevention Control Programs (CPCP)</p> <p>2.8.1 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 status of SSI and CPCP at the time of transfer.</p> <p>2.8.2 The status should identify the applicable SSI and/or CPCP numbers. Where an SSI and/or CPCP is generally applicable to the aircraft but is not applicable to the particular aircraft, then this should be identified. The status should include the date when the SSI/CPCP was accomplished and where the SSI/CPCP is controlled by flight hours or flight cycles it should include the aircraft total flight hours or cycles, as appropriate. For repetitive SSI/CPCP items, only the last application should be recorded in the status. The status should also specify which part of a multi-part SSI/CPCP has been accomplished and the method, where a choice is available in the SSI/CPCP document. The status should contain current aeroplane hours/cycles, the date of completion and the identity of the organisation and person issuing the status.</p> <p>Note: Status of SSI and/or CPCP items shall be only submitted for FOCA reference files, if SSI and/or CPCP are mandated by Airworthiness Directives or other mandatory airworthiness information.</p> <p>2.8.3 Source documents</p> <ul style="list-style-type: none"> - Airworthiness Directives - Type Certificate holder's reports (SSIP, SIP, SID, CPCP reports, etc.) - Maintenance Program <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> Declaration: 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. </div> <div style="display: flex; justify-content: space-around; width: 35%;"> <div style="text-align: center;"> Yes <input type="checkbox"/> </div> <div style="text-align: center;"> N/A <input type="checkbox"/> </div> </div> </div>



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.9 Current Status of Modifications, Customer Options and Post-Delivery Modifications / Alterations</p> <p>2.9.1 A new aircraft may be imported into Switzerland, provided it can be shown that records are readily available to show the current status of customer options embodied during aircraft production and the current status of Supplemental Type Certificates (STC) and other major modifications embodied during production or post-delivery activities.</p> <p>2.9.2 This subchapter is applicable to all other columns marked with an "X", provided it can be shown that records are readily available that show the current status of Supplemental Type Certificates (STC) and other major modifications at the time of transfer or inspection.</p> <p>2.9.3 The applicant must submit to the FOCA a complete summary of all Supplemental Type Certificates (STC) or major modifications which have been incorporated in the aircraft. Section 3.1 shall be properly filled out for correct listings.</p> <p>Substantiating documentation: Supplemental Type Certificate (or equivalent); Master Drawing List; Instructions for Continuing Airworthiness (inspection requirements only); Aircraft Flight Manual Supplement (if applicable).</p> <p>2.9.4 Source documents</p> <ul style="list-style-type: none"> - Modification documentation / airworthiness certification documents - EASA Part-21 <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> 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. </div> <div style="text-align: center;"> Yes <input type="checkbox"/> </div> <div style="text-align: center;"> N/A <input type="checkbox"/> </div> </div>
<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.10 Current Status of Service Bulletins (SB)</p> <p>2.10.1 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 status of all the airframe, engine, propeller and appliances (if applicable) Service Bulletins (SB) at the time of transfer.</p> <p>2.10.2 The status should identify the applicable SB including revision numbers and the date when the SB was accomplished. The status should identify SB's that require initial or repetitive action and which part of a multi-part directive has been accomplished and the method, where a choice is available in the SB. The status should contain the date of completion and the identity of the organisation and person issuing the status.</p> <p>2.10.3 Source documents</p> <ul style="list-style-type: none"> - Type Certificate holder's Service Bulletins Component manufacturer's bulletins <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> Declaration: 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. </div> <div style="text-align: center;"> Yes <input type="checkbox"/> </div> <div style="text-align: center;"> N/A <input type="checkbox"/> </div> </div>



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.11 Current Status of Aircraft Field Loadable Software Part Configurations</p> <p>Definition: Field Loadable Software (FLS) is software that is installed in an aircraft and used in operating or controlling that aircraft. ("installed" includes up and down loads of software)</p> <p>2.11.1 The part numbers of the software loaded into a loadable system of primary aircraft systems are part of the type certificate. This chapter is applicable to all columns marked with an "X", provided it can be shown that the aircraft documentation reflects the current configuration of field loadable software parts and that the field loadable software parts are certified for the aircraft in which they are installed. To confirm that the proper software part number is loaded in a component, the applicant should verify component status electronically by reading part number from a front panel display, maintenance access terminal, control display unit, or other device designated for that purpose.</p> <p>2.11.2 Source documents</p> <ul style="list-style-type: none"> - Aircraft Configuration Control Document - Service Bulletins / Service Letters - Illustrated Parts Catalogue (IPC) - Approved Modification Documentation <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> <p>Declaration: 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.</p> </div> <div style="width: 15%; text-align: center;"> <p>Yes</p> <input type="checkbox"/> </div> <div style="width: 15%; text-align: center;"> <p>N/A</p> <input type="checkbox"/> </div> </div>
<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft	<p>2.12 Aircraft Radio Equipment</p> <p>2.12.1 An aircraft may, in or over the territory of other States, carry radio equipment only if a license to install and operate such equipment has been issued by the Swiss Federal Office for Communication (BAKOM). This chapter is applicable to all columns marked with an "X", provided it can be shown that the radio equipment installed in the aircraft is approved.</p> <p>2.12.2 Source documents</p> <ul style="list-style-type: none"> - FOCA "Avionics Equipment List", latest revision - List of Avionics Equipment, provided by the manufacturer or by previous owner/operator <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> <p>Declaration: 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"</p> </div> <div style="width: 15%; text-align: center;"> <p>Yes</p> <input type="checkbox"/> </div> <div style="width: 15%; text-align: center;"> <p>N/A</p> <input type="checkbox"/> </div> </div>
<input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.13 Current Status of Major Repairs</p> <p>2.13.1 This chapter is applicable to all columns marked with an "X", provided it can be shown that records are readily available that indicate the current status of all major repairs and unrepaired damages at the time of transfer. All repairs should have been previously approved by means of either using an approved Structural Repair Manual, an approved Service Bulletin, a repair scheme approved by the FOCA, a repair scheme approved by an authorised person of the manufacturer or an EASA approved organisation. A simple "No technical objection" statement may not be sufficient.</p> <p>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 as 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.</p> <p>2.13.3 Source documents</p> <ul style="list-style-type: none"> - Type Certificate holder's Structural Repair Manual, ev. AC 43 - Approval of EASA or the relevant airworthiness authority <div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px; width: 60%;"> <p>Declaration: 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.</p> </div> <div style="width: 15%; text-align: center;"> <p>Yes</p> <input type="checkbox"/> </div> <div style="width: 15%; text-align: center;"> <p>N/A</p> <input type="checkbox"/> </div> </div>



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<div>Transfer of new aircraft <input type="checkbox"/></div> <div>Transfer of used aircraft <input type="checkbox"/></div> <div>Import of new aircraft <input type="checkbox"/></div> <div>Import of used aircraft <input type="checkbox"/></div>	2.14 Compliance with Manufacturer Requirements or Swiss Technical Communications						
	2.14.1 This chapter is applicable to all columns marked with an "X", provided it can be shown that records are readily available to show compliance of the aircraft and aircraft equipment with the applicable Manufacturer Requirements or Swiss Technical Communications.						
	2.14.2 Source documents - Manufacturer Requirements or Technical Communication (TC) - directives (d) /communications (c)						
	Note: Compliance to standards required by Technical Communications has to be demonstrated only, if no equivalent requirements regarding the maintenance or the technical specification of Aircraft / Part(s) and/or Systems has been published by the responsible Aircraft / Part(s) manufacturer. Furthermore it has to be noted, that in particular the pertinent CAT. IDE chapter (965/2012) is taking precedence. Pls. mark as appropriate TC (Technical Communication) MFR (Manufacturer Requirements)						
Declaration: I herewith confirm compliance with "Periodical Inspections of Magnetic Compass Systems". (ref. to TC-d 20.040-00) Last compass swing performed: Date <input type="text"/>		TC <input type="checkbox"/>	MFR <input type="checkbox"/>	Declaration: I herewith confirm compliance with periodic testing of on-board XPDR equipment. (ref. to TM-d 20.100-20) Last XPDR # 1 test performed: Date <input type="text"/> Last XPDR # 2 test performed: Date <input type="text"/>		TC <input type="checkbox"/>	MFR <input type="checkbox"/>
Declaration: I herewith confirm compliance with "Altimeter test i.a.w. FAA FAR 43, Appendix E". (ref. to TM-W / CT-I 20.020-20) - Last PIC altimeter test performed: Date <input type="text"/> - Last COPI altimeter test performed: Date <input type="text"/> - Last standby altimeter test performed: Date <input type="text"/> - Last static pressure system test performed: Date <input type="text"/> - Last Automatic Pressure Altitude Reporting Equipment and ATC XPDR System integration test performed: Date <input type="text"/>				TC <input type="checkbox"/>		MFR <input type="checkbox"/>	



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.15 Aircraft Conformity</p> <p>2.15.1 This chapter is applicable to all columns marked with an "X", provided it can be shown that:</p> <ul style="list-style-type: none"> - The flight manual is applicable to the aircraft configuration and reflects the latest revision status. - The aircraft complies with the latest revision of its type design approved by the Agency. - The physical survey of the aircraft shall ensure that M.A.901 (m) / ML.A.903 (c) has been complied with. - The airframe model number, engine model number and propeller model number agrees with the Type Certificate Data Sheet. All placards have been affixed to the aircraft or to the components in accordance with the instructions for continuing airworthiness and weight and balance has been verified i.a.w. relevant Weight & Balance Manual (weight and balance report shall be submitted for FOCA reference files). <p>2.15.2 Source documents</p> <ul style="list-style-type: none"> - Type Certificate Data Sheets - EASA Part-M / Part-ML - EASA OPS (965/2012) - Aircraft Maintenance Manual - Aircraft Flight Manual <div style="border: 1px solid black; padding: 5px;"> <p>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.</p> </div> <div style="display: flex; justify-content: space-between;"> <div>Yes <input type="checkbox"/></div> <div>N/A <input type="checkbox"/></div> </div>
<input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of used aircraft <input type="checkbox"/> Export of used aircraft	<p>2.16 Special Conditions for the Import and Export of an Aircraft</p> <p>2.16.1 This chapter is applicable to all columns marked with an "X", provided it conforms to a type design acceptable to the FOCA or to the authority of the new operator and meets the additional requirements of Switzerland or of the importing country. Except for import of an aircraft, it is the applicant's responsibility to provide FOCA with details in respect of any special requirements of the importing state.</p> <p>2.16.2 Where the type design is not acceptable to the FOCA or the aircraft and/or equipment does not meet the additional requirements of Switzerland, it is the responsibility of the exporting entity to request FOCA to accept the non-conformity. If acceptable, FOCA will issue a Waiver Letter.</p> <p>2.16.3 Where the type design is not acceptable to the authority of the new operator or the aircraft and/or equipment does not meet the additional requirements of the importing country, it is the responsibility of the applicant to provide to the FOCA a written statement to reflect that the foreign authority will accept the non conformity (Waiver Letter).</p> <p>2.16.4 Source documents</p> <ul style="list-style-type: none"> - EASA EC 748/2012 (Part 21/CS) if applicable - FAA Advisory Circular AC No. 21-2(), as revised. etc. <div style="border: 1px solid black; padding: 5px;"> <p>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: - 748/2012, in particular 21.A.174 - FAA Advisory Circular AC No. 21-2(), as revised or equivalent.</p> </div> <div style="display: flex; justify-content: space-between;"> <div>Yes <input type="checkbox"/></div> <div>N/A <input type="checkbox"/></div> </div>



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<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft	<p>2.17 Aircraft Nationality and Registration Marks</p> <p>2.17.1 The nationality and registration marks shall be painted on the aeroplane or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.</p> <p>2.17.2 Source documents - VKZ / OMDA 748.216.1</p> <table border="1"> <tr> <td data-bbox="1060 383 1806 488"> Declaration: I herewith confirm that nationality marks comply with VKZ / OMDA paragraph 2. </td> <td data-bbox="1806 383 1898 488"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 383 1990 488"> N/A <input type="checkbox"/> </td> </tr> <tr> <td data-bbox="1060 488 1806 594"> Declaration: I herewith confirm that registration marks comply with VKZ / OMDA paragraph 3. </td> <td data-bbox="1806 488 1898 594"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 488 1990 594"> N/A <input type="checkbox"/> </td> </tr> <tr> <td data-bbox="1060 594 1806 699"> Declaration: I herewith confirm that visibility of marks complies with VKZ / OMDA paragraph 4 </td> <td data-bbox="1806 594 1898 699"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 594 1990 699"> N/A <input type="checkbox"/> </td> </tr> <tr> <td data-bbox="1060 699 1806 805"> Declaration: I herewith confirm that measurements and locations of registration marks are in accordance with VKZ / OMDA paragraph 5. </td> <td data-bbox="1806 699 1898 805"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 699 1990 805"> N/A <input type="checkbox"/> </td> </tr> <tr> <td data-bbox="1060 805 1806 911"> Declaration: I herewith confirm that measurements and locations of national flags are in accordance with VKZ / OMDA paragraph 6. </td> <td data-bbox="1806 805 1898 911"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 805 1990 911"> N/A <input type="checkbox"/> </td> </tr> <tr> <td data-bbox="1060 911 1806 1016"> Declaration: I herewith confirm that dimensions, material standards and installation location of identification plate comply with VKZ / OMDA paragraph 11. </td> <td data-bbox="1806 911 1898 1016"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 911 1990 1016"> N/A <input type="checkbox"/> </td> </tr> <tr> <td data-bbox="1060 1016 1806 1120"> Declaration: I herewith confirm that the radio call sign is installed in clear view of the pilot. </td> <td data-bbox="1806 1016 1898 1120"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 1016 1990 1120"> N/A <input type="checkbox"/> </td> </tr> </table>	Declaration: I herewith confirm that nationality marks comply with VKZ / OMDA paragraph 2.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>	Declaration: I herewith confirm that registration marks comply with VKZ / OMDA paragraph 3.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>	Declaration: I herewith confirm that visibility of marks complies with VKZ / OMDA paragraph 4	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>	Declaration: I herewith confirm that measurements and locations of registration marks are in accordance with VKZ / OMDA paragraph 5.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>	Declaration: I herewith confirm that measurements and locations of national flags are in accordance with VKZ / OMDA paragraph 6.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>	Declaration: I herewith confirm that dimensions, material standards and installation location of identification plate comply with VKZ / OMDA paragraph 11.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>	Declaration: I herewith confirm that the radio call sign is installed in clear view of the pilot.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>
Declaration: I herewith confirm that nationality marks comply with VKZ / OMDA paragraph 2.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
Declaration: I herewith confirm that registration marks comply with VKZ / OMDA paragraph 3.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
Declaration: I herewith confirm that visibility of marks complies with VKZ / OMDA paragraph 4	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
Declaration: I herewith confirm that measurements and locations of registration marks are in accordance with VKZ / OMDA paragraph 5.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
Declaration: I herewith confirm that measurements and locations of national flags are in accordance with VKZ / OMDA paragraph 6.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
Declaration: I herewith confirm that dimensions, material standards and installation location of identification plate comply with VKZ / OMDA paragraph 11.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
Declaration: I herewith confirm that the radio call sign is installed in clear view of the pilot.	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				
<input type="checkbox"/> Transfer of new aircraft <input type="checkbox"/> Transfer of used aircraft <input type="checkbox"/> Import of new aircraft <input type="checkbox"/> Import of used aircraft	<p>2.18 Customer Acceptance</p> <p>2.18.1 This chapter is applicable to all columns marked with an "X"; provided it can be shown that the airworthiness of aircraft has been verified by conducting ground and flight inspections in accordance with documented procedures. Ground and flight inspections of imported aircrafts should be performed under foreign registration.</p> <p>2.18.2 Source documents - ICAO Annex 8 - EASA Part-M / Part-ML - VLL; 748.215.1</p> <table border="1"> <tr> <td data-bbox="1184 1276 1806 1468"> Declaration: I herewith confirm that a Customer Ground Acceptance has 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 </td> <td data-bbox="1806 1276 1898 1468"> Yes <input type="checkbox"/> </td> <td data-bbox="1898 1276 1990 1468"> N/A <input type="checkbox"/> </td> </tr> </table>	Declaration: I herewith confirm that a Customer Ground Acceptance has 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	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																		
Declaration: I herewith confirm that a Customer Ground Acceptance has 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	Yes <input type="checkbox"/>	N/A <input type="checkbox"/>																				

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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 Repairs

STC or Major Modification and Repairs Reference (1)	Description (2)	AFM Supplement (3)		add. Maint Requirem. (4)		EASA Approval Reference	EASA Approval Date	<div>Note</div> <div> <input type="checkbox"/> No STC's <input type="checkbox"/> No Major Modifications <input type="checkbox"/> No Major Repairs </div>
		Yes	N/A	Yes	N/A			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

[illegible]



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4.1 Notes (Each note must be identified by number and the number must cross relate to the same number in Section 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: