



## AESA –Spain

### Document defining the Kamov Ka-32A11BC helicopter model configuration acceptable for AESA Restricted Airworthiness Certificate

This Document contains the definition of the configuration of the Kamov Ka-32A11BC helicopter model acceptable for issuance of a Restricted Airworthiness Certificate by AESA-Spain.

This Document also establishes the conditions and limitations under which the above mentioned product meets the Spanish applicable airworthiness standards (FAR-29) corresponding to the issue of the Russian airworthiness standards applied by IAC-AR to the aircraft, with the exception of the items listed below, on the basis of the original certification by the Aviation Register of the Interstate Aviation Committee of the Commonwealth of Independent States (IAC-AR), recorded on Type Certificate Nr. 36-32A and associated Type Certificate Data Sheets, and the evaluation performed by AESA-Spain<sup>1</sup>,

**Original TC Holder:** Kamov Company, Lubertsy, Moscow, Russian Federation

**Model:** Ka-32A11BC Restricted, Category A and B

#### 1.- Original Certification

Helicopter: C.I.S. Interstate Aviation Committee/ Aviation Register Type Certificate and Data Sheet Nr. 36-32A

Engines: Two Klimov Scientific and Industrial Enterprise models TV3-117VMA or TV3-117VMA series 02, CIS Interstate Aviation Committee Aviation Register Type Certificate and Data Sheet Nr. 34-D

#### Basis of Acceptance

FAR 29 including amendments 29-1 to 29-24 dated September 16, 1991,

FAR 29.1459 at amendment 29-25;

FAR 29.954, 29.963, 29.991, 29.1011, 29.1027 at amendment 29-26;

#### 2.- The following IAC AR Findings of Equivalent Safety with their Certification Basis were accepted:

NLG 32.29.173(b)

NLG 32.29.177

NLG 32.29.923(c) and (i)

NLG 32.29.1027(b)(1)

NLG 32.29.1351(d)(3)

NLG 32.29.1459(a)(5)

#### 3.- The following Findings of Equivalent Safety were added by AESA – Spain:

<sup>1</sup> Which in turn incorporated by reference most elements of a previous validation by Transport Canada.



FAR 29.173(b)  
FAR 29.175(c)  
FAR 29.1357

4.- It was accepted that compliance was not to be demonstrated with the following paragraphs, since it was considered not necessary for issuance of a Restricted Certificate of airworthiness:

FAR 29.571(a)(1)  
FAR 29.613(d)  
FAR 29.773  
FAR 29.785  
FAR 29.801  
FAR 29.901(b)(1)  
FAR 29.1093(b)  
FAR 29.1301(a) & (b)  
FAR 29.1305(a)(14)  
FAR 29.1419

5.- Airworthiness Directives:

The applicable Airworthiness Directives issued by IAC-AR with regard to the helicopter model Kamov Ka-32A-11BC and its engines are considered part of the accepted design.

The Airworthiness Directives issued by Transport Canada relevant to the Kamov Ka-32A11BC helicopter model are adopted also by AESA-Spain, as far as not covered by the IAC-AR Airworthiness Directives, or insofar as they may contain additional requirements to the original IAC-AR Airworthiness Directive. In that respect, they are considered also part of the accepted design.

As of today, the above Transport Canada Airworthiness Directives are considered to include:

CF-2001-39	Vertical limiter.
CF-2001-11	Hot refuelling restriction
CF-2001-10	Main Gearbox Oil
CF-2001-09R1	Washing of engine flow section.

6.- Spanish Configuration:

The helicopter configuration for Spain will be defined by the set of the Lists: Nrs.

323.0000.0000.000E,(Documentación Técnica)  
324.0000.0000.000D,(Modifications)  
324.0000.0000.000D1,(Modifications)  
324.0000.0000.000D2,(Modifications)  
324.0000.0000.000D3,(Modifications)

The encoding altimeter must not have a guard preventing the pilot to change the settings, and must be located either on the co-pilot or on the pilot instrument panel. The modification Nr. 12 from List 324.0000.0000.000D3, Document 324.00.078.4189C3 (related with Transport Canada Issue Paper I/A-5, "Change of encoding altimeter from copilot instrument panel to an additional panel excluding



the possibility that pilot can adjust atmospheric pressure”) must be removed, since the operational rules in Spain require the pilot to adjust the altimeter.

#### 7.- Placards:

Placards as listed in the applicable approved Rotorcraft Flight Manual must be installed in their specified locations. The Safety placards in the cockpit and cargo cabin, as well as in the outside of the helicopter, must be in English and Spanish languages, as defined in Document: “List of the required markings and placards installed in the Ka-32A11BC helicopter” agreed by AESA-Spain.

#### 8.- Required Equipment:

The basic required equipment as prescribed in the applicable airworthiness requirements (see Basis of Acceptance under 1 above) must be installed in the aircraft. In addition, the following item of equipment is required:

- Rotorcraft Flight Manual as listed under 12 (Accepted Publications) below, as well as the appropriate supplements pertinent to the operation being conducted.

The original fire extinguishers installed by Kamov are not accepted by AESA-Spain. AESA-Spain accepts that fire extinguishers are not installed in the helicopter at delivery. However, they are required, and the Spanish operator shall install the fire extinguishers of a model accepted by AESA-Spain.

#### 9.- Operational Limitations:

The helicopter model Kamov Ka-32A11BC is authorised for flight in VFR day, restricted to water dropping operations in forest fire fighting and general external cargo operations.

#### 10.- Minimum crew:

1 Pilot

#### 11.-Maximum occupants:

Flight crew only, no passengers. For external cargo operations, personnel required to monitor the hook and the cargo and to operate the hook can be on board. For ferry flights, the holder of an appropriate aircraft maintenance licence required to perform any mandatory pre-flight inspection can be on board.

#### 12.-Accepted Publications:

a) Aviation Register Interstate Aviation Committee (IAC AR) approved Kamov Ka-32A11BC Rotorcraft Flight Manual, Issue 1 dated August 14 , 1998 (approved September 2, 1998) or later approved revisions.

b) Aviation Register Interstate Aviation Committee (IAC AR) approved Kamov Ka32A11BC -FMS-1.1 Rotorcraft Flight Manual Supplement Issue 1 for External Cargo Operation dated August 14 , 1998 (approved September 2, 1998) or later approved revisions.

c) Aviation Register Interstate Aviation committee (IAC AR) approved Kamov Ka-32A22BC-FMS-2.1 Rotorcraft Flight Manual Supplement Issue 1 for Skis dated August 14 , 1998 (approved September 2, 1998) or later approved revisions.

d) Chapter 4 Airworthiness Limitations of the Ka-32A11BC Maintenance Manual, book 0, dated December 9, 1998.



### 13.-Life Limited Parts

Components which are life limited are listed in the IAC AR approved Chapter 4 Airworthiness Limitations of the Ka-32A11BC Maintenance Manual book 0, dated December 9, 1998 or later approved revisions

### 13.- Datum:

Reference datum line is located in the rotor axis. The positive longitudinal coordinate axis is directed forward. For the Rotorcraft Flight Manual another datum may be used in which the Station 0 is located 528 cm. forward of the rotor axis and the positive longitudinal coordinate axis is directed afterwards.

### 14.- Serial numbers eligible:

To be notified by Kamov / IAC-AR.

### 14.-Import Requirements:

The import documentation to Spain must include:

A Russian Federation Export Certificate of Airworthiness to Spain signed by the Interstate Aviation Committee Aviation Register (IAC AR) or a designated representative; or

The Export Certificate of Airworthiness must contain the following statement:

"The aircraft identified by this Certificate has been examined and found to conform to the AESA-Spain Document defining the Kamov Ka-32A11BC helicopter model configuration acceptable for AESA Restricted Airworthiness Certificate".

### 15.- Cargo hook modifications

The modifications approved by Transport Canada under STC number P-LSH14-029/D (at issue 2, December 1, 2022) for model KA32A11BC are accepted by AESA for installation in Spain-registered aircraft:

KA32A11BC - S/N 9712, S/N 9714, S/N 9715, and S/N 9815

For all other conditions and limitations, refer to IAC-AR Type Certificate Data Sheets Nr. 36-32A, Revision 9, dated 28 February 2002, or later revisions approved by IAC-AR, and the Rotorcraft Flight Manual mentioned in 12a) above.