

CATEGORY 9-AEROSPACE AND PROPULSION

(L.N. 254 of 2008)

9A SYSTEMS, EQUIPMENT AND COMPONENTS

(For propulsion systems designed or rated against neutron or transient ionizing radiation, see the Munitions List.)

9A001 Aero gas turbine engines having any of the following:

N.B.:

See also 9A101.

(a) Incorporating any of the technologies controlled by 9E003(a); or

Note:

9A001(a) does not control aero gas turbine engines which meet all of the following:

1. Certified by the civil aviation authority in a "Participating State"; and
2. Intended to power non-military manned "aircraft" for which one of the following has been issued by a "Participating State" for the "aircraft" with this specific engine type:

(a) A civil Type Certificate; or

(b) An equivalent document recognized by the International Civil Aviation Organisation (ICAO).

(b) Designed to power an "aircraft" designed to cruise at Mach 1 or higher for more than 30 minutes;

(L.N. 95 of 2006)

9A002 'Marine gas turbine engines' with an ISO standard continuous power rating of 24245 kW or more and a specific fuel consumption not exceeding 0.219 kg/kWh in the power range from 35 to 100%, and specially designed assemblies and components therefor; (L.N. 95 of 2006)

Note:

The term 'marine gas turbine engines' includes those industrial, or aero-derivative, gas turbine engines adapted for a ship's electric power generation or propulsion.

9A003 Specially designed assemblies and components, incorporating any of the "technologies" controlled by 9E003(a), for the following gas turbine engine propulsion systems: (L.N. 183 of 1999)

(a) Controlled by 9A001;

(b) Whose design or production origins are either non-"participating states" or unknown to the manufacturer;

9A004 Space launch vehicles and "spacecraft";

N.B.:

See also 9A104.

Note:

9A004 does not control payloads.

N.B.:

For the control status of products contained in "spacecraft" payloads, see the appropriate Categories. (L.N. 132 of 2001)

9A005 Liquid rocket propulsion systems containing any of the systems or components

controlled by 9A006;

N.B.:

See also 9A105 and 9A119.

9A006 Systems and components specially designed for liquid rocket propulsion systems, as follows:

N.B.:

See also 9A106 and 9A108.

- (a) Cryogenic refrigerators, flightweight dewars, cryogenic heat pipes or cryogenic systems specially designed for use in space vehicles and capable of restricting cryogenic fluid losses to less than 30% per year;
- (b) Cryogenic containers or closed-cycle refrigeration systems capable of providing temperatures of 100 K (-173⁰C) or less for "aircraft" capable of sustained flight at speeds exceeding Mach 3, launch vehicles or "spacecraft";
- (c) Slush hydrogen storage or transfer systems;
- (d) High pressure (exceeding 17.5 MPa) turbo pumps, pump components or their associated gas generator or expander cycle turbine drive systems;
- (e) High-pressure (exceeding 10.6 MPa) thrust chambers and nozzles therefor;
- (f) Propellant storage systems using the principle of capillary containment or positive expulsion (i.e., with flexible bladders);
- (g) Liquid propellant injectors, with individual orifices of 0.381 mm or smaller in diameter (an area of $1.14 \times 10^{-3} \text{ cm}^2$ or smaller for non-circular orifices) specially designed for liquid rocket engines;
- (h) One-piece carbon-carbon thrust chambers or one-piece carbon-carbon exit cones with densities exceeding 1.4 g/cm^3 and tensile strengths exceeding 48 MPa;

9A007 Solid rocket propulsion systems with any of the following:

N.B.:

See also 9A107 and 9A119. (L.N. 254 of 2008)

- (a) Total impulse capacity exceeding 1.1 MNs;
- (b) Specific impulse of 2.4 kNs/kg or more when the nozzle flow is expanded to ambient sea level conditions for an adjusted chamber pressure of 7 MPa;
- (c) Stage mass fractions exceeding 88% and propellant solid loadings exceeding 86%;
- (d) Any of the components controlled by 9A008; or
- (e) Insulation and propellant bonding systems using direct-bonded motor designs to provide a 'strong mechanical bond' or a barrier to chemical migration between the solid propellant and case insulation material;

Technical Note:

For the purposes of 9A007(e), a 'strong mechanical bond' means bond strength equal to or more than propellant strength.

9A008 Components, as follows, specially designed for solid rocket propulsion systems:

N.B.:

See also 9A108.

- (a) Insulation and propellant bonding systems using liners to provide a 'strong mechanical bond' or a barrier to chemical migration between the solid propellant and case insulation material;

Technical Note:

For the purpose of 9A008(a), a 'strong mechanical bond' means bond strength equal to or more than propellant strength.

- (b) Filament-wound "composite" motor cases exceeding 0.61 m in diameter or having structural efficiency ratios (PV/W) exceeding 25 km;

Technical Note:

The structural efficiency ratio (PV/W) is the burst pressure (P) multiplied by the vessel volume (V) divided by the total pressure vessel weight (W).

- (c) Nozzles with thrust levels exceeding 45 kN or nozzle throat erosion rates of less than 0.075 mm/s;
- (d) Movable nozzle or secondary fluid injection thrust vector control systems capable of any of the following:
 - (1) Omni-axial movement exceeding $\pm 5^\circ$;
 - (2) Angular vector rotations of $20^\circ/\text{s}$ or more; or
 - (3) Angular vector accelerations of $40^\circ/\text{s}^2$ or more;

9A009 Hybrid rocket propulsion systems with:

N.B.:

See also 9A109 and 9A119.

- (a) Total impulse capacity exceeding 1.1 MNs; or
- (b) Thrust levels exceeding 220 kN in vacuum exit conditions;

9A010 Specially designed components, systems and structures for launch vehicles, launch vehicle propulsion systems or "spacecraft", as follows:

N.B.:

See also 1A002 and 9A110.

- (a) Components and structures each exceeding 10 kg, specially designed for launch vehicles manufactured using metal "matrix", "composite", organic "composite", ceramic "matrix" or intermetallic reinforced materials controlled by 1C007 or 1C010;

Note:

The weight cut-off is not relevant for nose cones.

- (b) Components and structures specially designed for launch vehicle propulsion systems controlled by 9A005 to 9A009 manufactured using metal "matrix", "composite", organic "composite", ceramic "matrix" or intermetallic reinforced materials controlled by 1C007 or 1C010;
- (c) Structural components and isolation systems specially designed to control actively the dynamic response or distortion of "spacecraft" structures;
- (d) Pulsed liquid rocket engines with thrust-to-weight ratios equal to or more than 1 kN/kg and a response time (the time required to achieve 90% of total rated thrust from start-up) of less than 30 ms;

9A011 Ramjet, scramjet or combined cycle engines and specially designed components therefor;

N.B.:

See also 9A111 and 9A118.

9A012 "Unmanned Aerial Vehicles" ("UAVs"), associated systems, equipment and components as follows:

- (a) "UAVs" having any of the following:
 - (1) An autonomous flight control and navigation capability (e.g. an autopilot with an Inertial Navigation System); or
 - (2) Capability of controlled flight out of the direct visual range involving a human operator (e.g., televisual remote control);

- (b) Associated systems, equipment and components as follows:
 - (1) Equipment specially designed for remotely controlling the "UAVs" controlled by 9A012(a);
 - (2) Guidance or control systems, other than those controlled in Category 7, specially designed for integration into "UAVs" controlled by 9A012(a);
 - (3) Equipment and components specially designed to convert a manned "aircraft" to a "UAV" controlled by 9A012(a);
 - (4) Air breathing reciprocating or rotary internal combustion type engines, specially designed or modified to propel "UAVs" at altitudes above 50000 feet (15240 metres); (L.N. 254 of 2008)

Note:

9A012 does not include model aircraft. (L.N. 254 of 2008)

(L.N. 95 of 2006)

9A101 Turbojet and turbofan engines (including turbocompound engines), other than those controlled by 9A001, as follows: (L.N. 95 of 2006; L.N. 254 of 2008)

- (a) Engines having both of the following characteristics:
 - (1) Maximum thrust value greater than 400 N (achieved un-installed) excluding civil certified engines with a maximum thrust value greater than 8890 N (achieved un-installed); and (L.N. 65 of 2004)
 - (2) Specific fuel consumption of 0.15 kg/N/h or less (at maximum continuous power at sea level static and standard conditions); or (L.N. 65 of 2004)
- (b) Engines designed or modified for use in "missiles" or in 'missiles' regardless of thrust or specific fuel consumption;

Technical Note:

In 9A101(b), 'missiles' means complete rocket systems and unmanned aerial vehicle systems capable of a range exceeding 300 km. (L.N. 254 of 2008)

(L.N. 254 of 2008)

9A102 'Turboprop engine systems' specially designed for "Unmanned Aerial Vehicles", and specially designed components for those systems, having a maximum power greater than 10 kW (achieved uninstalled at sea level standard conditions), excluding civil certified engines;

Technical Note:

For the purposes of 9A102, a 'turboprop engine system' incorporates all of the following:

- (a) Turboshaft engine;
- (b) Power transmission system to transfer the power to a propeller.

(L.N. 254 of 2008)

9A104 Sounding rockets, capable of a range of at least 300 km;

N.B.:

See also 9A004.

9A105 Liquid propellant rocket engines, as follows:

N.B.:

See also 9A119.

- (a) Liquid propellant rocket engines usable in "missiles", other than those controlled by 9A005, having a total impulse capacity of 1.1 MNs or greater;
- (b) Liquid propellant rocket engines, usable in complete rocket systems or unmanned air vehicles, capable of a range of 300 km, other than those controlled by 9A005

or 9A105(a), having a total impulse capacity of 0.841 MNs or greater; (L.N. 132 of 2001; L.N. 95 of 2006)

9A106 Systems or components, other than those controlled by 9A006, usable in "missiles" or sounding rockets specified in 9A104, as follows, specially designed for liquid rocket propulsion systems: (L.N. 254 of 2008)

- (a) Ablative liners for thrust or combustion chambers;
- (b) Rocket nozzles;
- (c) Thrust vector control sub-systems;

Technical Note:

Examples of methods of achieving thrust vector control controlled by 9A106(c) are :

- (1) Flexible nozzle;
 - (2) Fluid or secondary gas injection;
 - (3) Movable engine or nozzle;
 - (4) Deflection of exhaust gas stream (jet vanes or probes); or
 - (5) Thrust tabs.
- (d) Liquid and slurry propellant (including oxidizer) control systems, and specially designed components therefor, designed or modified to operate in vibration environments greater than 10 g rms between 20 Hz and 2000 Hz; (L.N. 65 of 2004; L.N. 95 of 2006)

Note:

The only servo valves and pumps controlled by 9A106(d) are the following:

- (a) Servo valves designed for flow rates equal to or greater than 24 litres per minute, at an absolute pressure equal to or greater than 7 MPa, that have an actuator response time of less than 100 ms; (L.N. 95 of 2006)
- (b) Pumps, for liquid propellants, with shaft speeds equal to or greater than 8000 rpm or with discharge pressures equal to or greater than 7 MPa;
- (e) (Repealed L.N. 254 of 2008)

9A107 Solid propellant rocket engines, usable in complete rocket systems or unmanned air vehicles, capable of a range of at least 300 km, other than those controlled by 9A007, having total impulse capacity equal to or greater than 8.41×10^5 Ns; (L.N. 183 of 1999; L.N. 95 of 2006)

N.B.:

See also 9A119.

9A108 Components, other than those controlled by 9A008, usable in "missiles" or sounding rockets specified in 9A104, as follows, specially designed for solid rocket propulsion systems: (L.N. 254 of 2008)

- (a) Rocket motor cases, "interior lining" and "insulation" therefor;
- (b) Rocket nozzles;
- (c) Thrust vector control sub-systems;

Technical Note:

Examples of methods of achieving thrust vector control controlled by 9A108(c) are:

- (1) Flexible nozzle;
- (2) Fluid or secondary gas injection;
- (3) Movable engine or nozzle;
- (4) Deflection of exhaust gas stream (jet vanes or probes); or
- (5) Thrust tabs.

- 9A109 Hybrid rocket motors, usable in 'missiles', other than those controlled by 9A009, and specially designed components therefor;
Technical Note:
 In 9A109, 'missiles' means complete rocket systems and "unmanned aerial vehicle" systems capable of a range exceeding 300 km.
N.B.:
 See also 9A119.
 (L.N. 95 of 2006)
- 9A110 Composite structures, laminates and manufactures thereof, other than those controlled by 9A010, specially designed for use in space launch vehicles controlled by 9A004 or sounding rockets controlled by 9A104 or the subsystems controlled by 9A005, 9A007, 9A105(a), 9A106 to 9A108, 9A116 or 9A119; (L.N. 95 of 2006)
N.B.:
 See also 1A002. (L.N. 132 of 2001)
- 9A111 Pulse jet engines, usable in "missiles" or "Unmanned Aerial Vehicles" specified in 9A012, and specially designed components therefor; (L.N. 254 of 2008)
N.B.:
 See also 9A011 and 9A118.
- 9A115 Launch support equipment as follows:
 (a) Equipment and devices for handling, control, activation or launching, and designed or modified for space launch vehicles controlled by 9A004, "unmanned aerial vehicles" controlled by 9A012 or sounding rockets controlled by 9A104;
 (b) Vehicles for transport, handling, control, activation or launching, and designed or modified for space launch vehicles controlled by 9A004, "unmanned aerial vehicles" controlled by 9A012 or sounding rockets controlled by 9A104;
 (L.N. 65 of 2004; L.N. 95 of 2006)
- 9A116 Reentry vehicles, usable in "missiles", and equipment designed or modified therefor, as follows:
 (a) Reentry vehicles;
 (b) Heat shields and components therefor fabricated of ceramic or ablative materials;
 (c) Heat sinks and components therefor fabricated of light-weight, high heat capacity materials;
 (d) Electronic equipment specially designed for reentry vehicles;
- 9A117 Staging mechanisms, separation mechanisms, and interstages, usable in "missiles";
- 9A118 Devices to regulate combustion usable in engines, which are usable in "missiles" or "Unmanned Aerial Vehicles" specified in 9A012, specified in 9A011 or 9A111;
 (L.N. 254 of 2008)
- 9A119 Individual rocket stages, usable in complete rocket systems or unmanned air vehicles, capable of a range of at least 300 km, other than those controlled by 9A005, 9A007, 9A009, 9A105, 9A107 and 9A109; (L.N. 183 of 1999)
- 9A120 Liquid propellant tanks, other than those specified in 9A006, specially designed for propellants specified in 1C111 or 'other liquid propellants', used in rocket systems

capable of delivering at least a 500 kg payload to a range of at least 300 km;

Note:

In 9A120, 'other liquid propellants' includes, but is not limited to, propellants specified in the Munitions List.

(L.N. 254 of 2008)

9A350 Spraying or fogging systems, specially designed or modified for fitting to "aircraft", "lighter-than-air vehicles" or "unmanned aerial vehicles" controlled by 9A012, and specially designed components therefor, as follows:

- (a) Complete spraying or fogging systems capable of delivering, from a liquid suspension, an initial droplet the 'VMD' of which is less than 50 microns at a flow rate of greater than two litres per minute;
- (b) Spray booms or arrays of 'aerosol generating units' capable of delivering, from a liquid suspension, an initial droplet the 'VMD' of which is less than 50 microns at a flow rate of greater than two litres per minute;
- (c) 'Aerosol generating units' specially designed for fitting to systems controlled by 9A350(a) and 9A350(b);

Notes:

1. 'Aerosol generating units' are devices specially designed or modified for fitting to "aircraft" such as nozzles, rotary drum atomizers and similar devices.
2. 9A350 does not control spraying or fogging systems and components that are demonstrated not to be capable of delivering biological agents in the form of infectious aerosols.

Technical Notes:

1. Droplet size for spray equipment or nozzles specially designed for use on "aircraft", "lighter-than-air vehicles" or "unmanned aerial vehicles" controlled by 9A012 should be measured using either of the following:
 - (a) Doppler laser method;
 - (b) Forward laser diffraction method.
2. In 9A350, 'VMD' means Volume Median Diameter and, for water-based system, this equates to Mass Median Diameter (MMD).

(L.N. 95 of 2006)

9B TEST, INSPECTION AND PRODUCTION EQUIPMENT

9B001 Specially designed equipment, tooling and fixtures, as follows, for manufacturing gas turbine blades, vanes or tip shroud castings: (L.N. 132 of 2001)

- (a) Directional solidification or single crystal casting equipment;
- (b) Ceramic cores or shells;
- (c)-(d) (Repealed L.N. 132 of 2001)

9B002 On-line (real time) control systems, instrumentation (including sensors) or automated data acquisition and processing equipment, specially designed for the "development" of gas turbine engines, assemblies or components incorporating "technologies" controlled by 9E003(a);

9B003 Equipment specially designed for the "production" or test of gas turbine brush seals designed to operate at tip speeds exceeding 335 m/s, and temperatures in excess of 773 K (500°C), and specially designed components or accessories therefor;

9B004 Tools, dies or fixtures for the solid state joining of "superalloy", titanium or

intermetallic airfoil-to-disk combinations described in 9E003(a)(3) or 9E003(a)(6) for gas turbines;

9B005 On-line (real time) control systems, instrumentation (including sensors) or automated data acquisition and processing equipment, specially designed for use with any of the following wind tunnels or devices:

N.B.:

See also 9B105.

(a) Wind tunnels designed for speeds of Mach 1.2 or more;

except:

Those specially designed for educational purposes and having a test section size (measured laterally) of less than 250 mm;

Technical Note:

Test section size in 9B005(a) means the diameter of the circle, or the side of a square, or the longest side of the rectangle, at the largest test section location.

(b) Devices for simulating flow-environments at speeds exceeding Mach 5, including hot-shot tunnels, plasma arc tunnels, shock tubes, shock tunnels, gas tunnels and light gas guns; or

(c) Wind tunnels or devices, other than two-dimensional sections, capable of simulating Reynolds number flows exceeding 25×10^6 ;

9B006 Acoustic vibration test equipment capable of producing sound pressure levels of 160 dB or more (referenced to $20 \mu\text{Pa}$) with a rated output of 4 kW or more at a test cell temperature exceeding 1273K (1000°C), and specially designed quartz heaters therefor;

N.B.:

See also 9B106.

9B007 Equipment specially designed for inspecting the integrity of rocket motors using non-destructive test (NDT) techniques other than planar X-ray or basic physical or chemical analysis;

9B008 Transducers specially designed for the direct measurement of the wall skin friction of the test flow with a stagnation temperature exceeding 833 K (560°C);

9B009 Tooling specially designed for producing turbine engine powder metallurgy rotor components capable of operating at stress levels of 60% of ultimate tensile strength (UTS) or more and metal temperatures of 873 K (600°C) or more;

9B010 Equipment specially designed for the "production" of "UAVs" and associated systems, equipment and components controlled by 9A012;

(L.N. 95 of 2006)

9B105 Wind tunnels for speeds of Mach 0.9 or more, usable for 'missiles' and their sub-systems; (L.N. 254 of 2008)

N.B.:

See also 9B005.

Technical Note:

In 9B105, 'missiles' means complete rocket systems and unmanned aerial vehicle systems capable of a range exceeding 300 km. (L.N. 254 of 2008)

9B106 Environmental chambers and anechoic chambers, as follows:

- (a) Environmental chambers capable of simulating the following flight conditions:
 - (1) Having any of the following:
 - (a) Altitude equal to or greater than 15 km;
 - (b) Temperature range from below 223 K (-50 C) to above 398 K (+125 C); *and*
 - (2) Incorporating, or designed or modified to incorporate, a shaker unit or other vibration test equipment to produce vibration environments equal to or greater than 10 g rms, measured 'bare table', between 20 Hz and 2 kHz imparting forces equal to or greater than 5 kN;

Technical Notes:

- 1. 9B106(a) describes systems that are capable of generating a vibration environment with a single wave (e.g. a sine wave) and systems capable of generating a broadband random vibration (i.e. power spectrum).
- 2. In 9B106(a), designed or modified means the environmental chamber provides appropriate interfaces (e.g. sealing devices) to incorporate a shaker unit or other vibration test equipment as specified in 2B116. (L.N. 254 of 2008)

- (b) Environmental chambers capable of simulating the following flight conditions: (L.N. 95 of 2006)
 - (1) Acoustic environments at an overall sound pressure level of 140 dB or greater (referenced to 2×10^{-5} N/m²) or with a total rated acoustic power output of 4 kW or greater; and (L.N. 95 of 2006)
 - (2) Altitudes equal to or greater than 15 km; or (L.N. 95 of 2006)
 - (3) Temperature range from below 223 K (-50 C) to above 398 K (+125 C); (L.N. 254 of 2008)

Note:

In 9B106, 'bare table' means a flat table, or surface, with no fixture or fittings. (L.N. 95 of 2006)

9B115 Specially designed "production equipment" for the systems, sub-systems and components controlled by 9A005 to 9A009, 9A011, 9A101, 9A102, 9A105 to 9A109, 9A111, 9A116 to 9A120;
(L.N. 254 of 2008)

9B116 Specially designed "production facilities" for the space launch vehicles controlled by 9A004, or systems, sub-systems, and components controlled by 9A005 to 9A009, 9A011, 9A101, 9A102, 9A104 to 9A109, 9A111, 9A116 to 9A120;
(L.N. 183 of 1999; L.N. 254 of 2008)

9B117 Test benches and test stands for solid or liquid propellant rockets or rocket motors, usable for 'missiles' and their subsystems, having any of the following characteristics:

- (a) The capacity to handle more than 68 kN of thrust;
- (b) Capable of simultaneously measuring the three axial thrust components;

Technical Note:

In 9B117, 'missiles' means complete rocket systems and unmanned aerial vehicle systems capable of a range exceeding 300 km.

(L.N. 254 of 2008)

9C MATERIALS (L.N. 132 of 2001)

9C110 Resin impregnated fibre prepregs and metal coated fibre preforms therefor, for

composite structures, laminates and manufactures controlled by 9A110, made either with organic "matrix" or metal "matrix" utilizing fibrous or filamentary reinforcements having a "specific tensile strength" greater than 7.62×10^4 m and a "specific modulus" greater than 3.18×10^6 m; (L.N. 95 of 2006)

N.B.:

See also 1C010 and 1C210.

Note:

The only resin impregnated fibre prepreps controlled by 9C110 are those using resins with a glass transition temperature (T_g), after cure, exceeding 418 K (145°C) as determined by ASTM D4065 or equivalent. (L.N. 132 of 2001; L.N. 95 of 2006)

9D SOFTWARE

9D001 "Software" specially designed or modified for the "development" of equipment or "technology" controlled by 9A, 9B or 9E003; (L.N. 132 of 2001)

9D002 "Software" specially designed or modified for the "production" of equipment controlled by 9A or 9B; (L.N. 132 of 2001)

9D003 "Software" specially designed or modified for the "use" of full authority digital electronic engine controls (FADEC) for propulsion systems controlled by 9A or equipment controlled by 9B, as follows: (L.N. 132 of 2001)

- (a) "Software" in digital electronic controls for propulsion systems, aerospace test facilities or air breathing aero-engine test facilities;
- (b) Fault-tolerant "software" used in "FADEC" systems for propulsion systems and associated test facilities;

9D004 Other "software", as follows:

- (a) 2D or 3D viscous "software" validated with wind tunnel or flight test data required for detailed engine flow modelling;
- (b) "Software" for testing aero gas turbine engines, assemblies or components, specially designed to collect, reduce and analyse data in real time, and capable of feedback control, including the dynamic adjustment of test articles or test conditions, as the test is in progress;
- (c) "Software" specially designed to control directional solidification or single crystal casting;
- (d) "Software" in "source code", "object code" or machine code required for the "use" of active compensating systems for rotor blade tip clearance control;

Note:

9D004(d) does not control "software" embedded in uncontrolled equipment or required for maintenance activities associated with the calibration or repair or updates to the active compensating clearance control system.

- (e) "Software" specially designed or modified for the "use" of "UAVs" and associated systems, equipment and components controlled by 9A012; (L.N. 95 of 2006)
- (f) "Software" specially designed to design the internal cooling passages of aero gas turbine engine blades, vanes and tip-shrouds; (L.N. 254 of 2008)
- (g) "Software" having all of the following characteristics:
 - (1) Specially designed to predict aero thermal, aeromechanical and combustion conditions in aero gas turbine engines;
 - (2) Theoretical modelling predictions of the aero thermal, aeromechanical and combustion conditions, which have been validated with actual aero gas

turbine engine (experimental or production) performance data; (L.N. 254 of 2008)

9D101 "Software" specially designed for the "use" of goods controlled by 9B105, 9B106, 9B116 or 9B117;

9D103 "Software" specially designed for modelling, simulation or design integration of the space launch vehicles controlled by 9A004, "unmanned aerial vehicles" controlled by 9A012 or sounding rockets controlled by 9A104, or the sub-systems controlled by 9A005, 9A007, 9A105(a), 9A106, 9A108, 9A116 or 9A119; (L.N. 183 of 1999; L.N. 95 of 2006)

Note:

"Software" controlled by 9D103 remains controlled when combined with specially designed hardware controlled by 4A102.

9D104 "Software" specially designed or modified for the "use" of goods controlled by 9A001, 9A005, 9A006(d), 9A006(g), 9A007(a), 9A008(d), 9A009(a), 9A010(d), 9A011, 9A101, 9A102, 9A105, 9A106(c), 9A106(d), 9A107, 9A108(c), 9A109, 9A111, 9A115(a), 9A116(d), 9A117 or 9A118;

(L.N. 132 of 2001; L.N. 95 of 2006; L.N. 254 of 2008)

9D105 "Software" which coordinates the function of more than one subsystem, specially designed or modified for "use" in space launch vehicles controlled by 9A004, "unmanned aerial vehicles" controlled by 9A012 or sounding rockets controlled by 9A104; (L.N. 132 of 2001; L.N. 95 of 2006)

9E TECHNOLOGY

Note:

"Development" or "production" "technology" controlled by 9E001 to 9E003 for gas turbine engines remains controlled when used as "use" "technology" for repair, rebuild and overhaul. Excluded from control are: technical data, drawings or documentation for maintenance activities directly associated with calibration, removal or replacement of damaged or unserviceable line replaceable units, including replacement of whole engines or engine modules.

9E001 "Technology" according to the General Technology Note for the "development" of equipment or "software" specified in 9A001(b), 9A004 to 9A012, 9A350, 9B or 9D; (L.N. 95 of 2006; L.N. 254 of 2008)

9E002 "Technology" according to the General Technology Note for the "production" of equipment specified in 9A001(b), 9A004 to 9A011, 9A350 or 9B; (L.N. 254 of 2008)
N.B.:

For "technology" for the repair of controlled structures, laminates or materials, see 1E002(f). (L.N. 132 of 2001)

Note:

"Development" or "production" "technology" controlled by 9E001 to 9E003 for gas turbine engines remains controlled when used as "use" "technology" for repair, rebuild and overhaul. Excluded from control are: technical data, drawings or documentation for maintenance activities directly associated with calibration, removal or replacement of damaged or unserviceable line replaceable units, including replacement of whole

engines or engine modules. (L.N. 132 of 2001)

9E003 Other "technology", as follows:

- (a) "Technology" "required" for the "development" or "production" of any of the following gas turbine engine components or systems:
 - (1) Gas turbine blades, vanes or tip-shrouds made from directionally solidified (DS) or single crystal (SC) alloys having (in the 001 Miller Index Direction) a stress-rupture life exceeding 400 hours at 1273 K (1000⁰C) at a stress of 200 MPa, based on the average property values;
 - (2) Multiple domed combustors operating at average burner outlet temperatures exceeding 1813 K (1540⁰C), or combustors incorporating thermally decoupled combustion liners, non-metallic liners or non-metallic shells;
 - (3) Components manufactured from any of the following:
 - (a) Organic "composite" materials designed to operate above 588 K (315⁰C);
 - (b) Metal "matrix" "composite", ceramic "matrix", intermetallic or intermetallic reinforced materials controlled by 1C007; or
 - (c) "Composite" materials controlled by 1C010 and manufactured with resins controlled by 1C008; (L.N. 132 of 2001)
 - (4) Uncooled turbine blades, vanes, tip-shrouds or other components designed to operate at gas path total (stagnation) temperatures of 1323 K (1050⁰C) or more at sea-level static take-off (ISA) in a 'steady state mode' of engine operation; (L.N. 254 of 2008)
 - (5) Cooled turbine blades, vanes, tip-shrouds other than those described in 9E003(a)(1), exposed to gas path total (stagnation) temperatures of 1643 K (1370⁰C) or more at sea-level static take-off (ISA) in a 'steady state mode' of engine operation; (L.N. 254 of 2008)
 - (6) Airfoil-to-disk blade combinations using solid state joining;
 - (7) Gas turbine engine components using "diffusion bonding" "technology" controlled by 2E003(b);
 - (8) Damage tolerant gas turbine engine rotating components using powder metallurgy materials controlled by 1C002(b);
 - (9) "FADEC" for gas turbine and combined cycle engines and their related diagnostic components, sensors and specially designed components;
 - (10) Adjustable flow path geometry and associated control systems for:
 - (a) Gas generator turbines;
 - (b) Fan or power turbines;
 - (c) Propelling nozzles; or (L.N. 132 of 2001)

Notes:

1. Adjustable flow path geometry and associated control systems in 9E003(a)(10) do not include inlet guide vanes, variable pitch fans, variable stators or bleed valves for compressors.
2. 9E003(a)(10) does not control "development" or "production" "technology" for adjustable flow path geometry for reverse thrust.

- (11) Hollow fan blades; (L.N. 95 of 2006)

Technical Note:

The term 'steady state mode' defines engine operation conditions, where the engine parameters, such as thrust/power, rpm and others, have no appreciable fluctuations, when the ambient air temperature and pressure at the engine inlet are constant. (L.N. 254 of 2008)

- (b) "Technology" "required" for the "development" or "production" of any of the

following:

- (1) Wind tunnel aero-models equipped with non-intrusive sensors capable of transmitting data from the sensors to the data acquisition system; or
 - (2) "Composite" propeller blades or propfans capable of absorbing more than 2000 kW at flight speeds exceeding Mach 0.55;
- (c) "Technology" "required" for the "development" or "production" of gas turbine engine components using "laser", water jet, ECM or EDM hole drilling processes to produce holes having any of the following sets of characteristics:
- (1) All of the following:
 - (a) Depths more than four times their diameter;
 - (b) Diameters less than 0.76 mm; and
 - (c) Incidence angles equal to or less than 25⁰; or
 - (2) All of the following:
 - (a) Depths more than five times their diameter;
 - (b) Diameters less than 0.4 mm; and
 - (c) Incidence angles of more than 25⁰;

Technical Note:

For the purposes of 9E003(c), incidence angle is measured from a plane tangential to the airfoil surface at the point where the hole axis enters the airfoil surface.

- (d) "Technology" "required" for the "development" or "production" of helicopter power transfer systems or tilt rotor or tilt wing "aircraft" power transfer systems; (L.N. 132 of 2001)
- (e) "Technology" for the "development" or "production" of reciprocating diesel engine ground vehicle propulsion systems having all of the following:
- (1) A box volume of 1.2 m³ or less;
 - (2) An overall power output of more than 750 kW based on 80/1269/EEC, ISO 2534 or national equivalents; and
 - (3) A power density of more than 700 kW/m³ of box volume;

Technical Note:

Box volume: The product of three perpendicular dimensions is measured in the following way:

Length: The length of the crankshaft from front flange to flywheel face;

Width: The widest of the following:

- (a) The outside dimension from valve cover to valve cover;
- (b) The dimensions of the outside edges of the cylinder heads; or
- (c) The diameter of the flywheel housing;

Height: The largest of the following:

- (a) The dimension of the crankshaft centre-line to the top plane of the valve cover (or cylinder head) plus twice the stroke; or
- (b) The diameter of the flywheel housing. (L.N. 65 of 2004)

- (f) "Technology" "required" for the "production" of specially designed components, as follows, for high output diesel engines:
- (1) "Technology" "required" for the "production" of engine systems having all of the following components employing ceramics materials controlled by 1C007:
 - (a) Cylinder liners;
 - (b) Pistons;
 - (c) Cylinder heads; and
 - (d) One or more other components (including exhaust ports, turbochargers, valve guides, valve assemblies or insulated fuel injectors);
 - (2) "Technology" "required" for the "production" of turbocharger systems, with

single-stage compressors having all of the following:

- (a) Operating at pressure ratios of 4:1 or higher;
 - (b) A mass flow in the range from 30 to 130 kg per minute; and
 - (c) Variable flow area capability within the compressor or turbine sections;
- (3) "Technology" "required" for the "production" of fuel injection systems with a specially designed multifuel (e.g., diesel or jet fuel) capability covering a viscosity range from diesel fuel (2.5 cSt at 310.8 K (37.8⁰C)) down to gasoline fuel (0.5 cSt at 310.8 K (37.8⁰C)), having both of the following:
- (a) Injection amount in excess of 230 mm³ per injection per cylinder; and
 - (b) Specially designed electronic control features for switching governor characteristics automatically depending on fuel property to provide the same torque characteristics by using the appropriate sensors; (L.N. 65 of 2004)
- (g) "Technology" "required" for the "development" or "production" of high output diesel engines for solid, gas phase or liquid film (or combinations thereof) cylinder wall lubrication, permitting operation to temperatures exceeding 723 K (450⁰C), measured on the cylinder wall at the top limit of travel of the top ring of the piston;

Technical Note:

High output diesel engines: diesel engines with a specified brake mean effective pressure of 1.8 MPa or more at a speed of 2300 rpm, provided the rated speed is 2300 rpm or more. (L.N. 65 of 2004)

9E101 "Technology" according to the General Technology Note for the "development" or "production" of goods specified in 9A101, 9A102, 9A104 to 9A111 or 9A115 to 9A119;

(L.N. 254 of 2008)

9E102 "Technology" according to the General Technology Note for the "use" of space launch vehicles specified in 9A004 or goods specified in 9A005 to 9A011, 9A101, 9A102, 9A104 to 9A111, 9A115 to 9A119, 9B105, 9B106, 9B115, 9B116, 9B117, 9D101 or 9D103;

(L.N. 183 of 1999; L.N. 95 of 2006; L.N. 254 of 2008)