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Directorate of Defense Trade Controls

Airframe Parts and Components Common to C-130 and L-100 Aircraft - Update

Last Updated: May 25, 2006

U.S. exporters are advised that, as a result of a recent commodity jurisdiction decision, any airframe parts and components common to the C-130 (Models A through H) and L-100 aircraft that have no current use on any other commercial aircraft will be subject to the jurisdiction of the Department of State as of August 21, 2006. Until then, exporters can complete existing transactions under existing authorizations, but should apply to DDTC for the proper export approval for new or subsequent shipments.

Exporters should note that the change in jurisdiction applies only to the airframe parts and components common to the C-130 and L-100; the Department of State is not asserting jurisdiction over the L-100 aircraft. Any systems employed on the L-100 that are specifically designed, modified, configured, or adapted for a military application remain subject to the jurisdiction of the Department of State.

This determination does not apply to the parts and components for the C-130J model, as this aircraft differs from preceding models of the C-130 so as to be considered a separate military aircraft. All C-130J parts and components are ITAR-controlled.

To read the May 23, 2006 **Federal Register** notice on this matter, [click here](#).

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