



AIRWORTHINESS

ADVISORY

CIRCULAR

CIVIL AVIATION AUTHORITY OF BOTSWANA

CAAB Document AAC-008

EXPORT AIRWORTHINESS APPROVALS

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1. PURPOSE

This Airworthiness Advisory Circular (AAC) provides information and guidance and serves as an acceptable means of compliance with regulatory requirements regarding issuance of airworthiness approvals required for exporting aircraft and other aeronautical products.

2. STATUS OF THIS ADVISORY CIRCULAR

This AAC is an original issuance.

3. EFFECTIVE DATE

This AAC becomes effective immediately. It supersedes Aeronautical Engineering Notice (AEN) No. 36.

4. APPLICABILITY

This AAC is applicable to all persons, operators, organizations and other entities applying for issuance of an Export Certificate of Airworthiness.

5. RELATED REGULATIONS

Copies may be obtained from the Government Printer.

- Civil Aviation (Airworthiness) Regulations, 2012
- Civil Aviation (Approved Maintenance Organisations) Regulations, 2012
- Civil Aviation (Aircraft Operations) Regulations
- Civil Aviation (Air Operator Certification and Administration) Regulations

6. RELATED PUBLICATIONS

- ICAO Annex 8 Part II
- ICAO Doc 9760

Copies may be obtained from Document Sales Unit, ICAO, 999 University Street, Montreal, Quebec, Canada H3C 5H7.

7. DEFINITIONS AND ACRONYMS

7.1 The following definitions are used in this circular

Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

State of Design. The State having jurisdiction over the organization responsible for the type design.

Special Conditions. Any additional design requirements considered necessary by the importing State in addition to the requirements of the exporting State to provide a level of safety and environment quality (including noise) equivalent to what is provided by the importing State's certification basis.

Special Requirements. The administrative requirements which must be satisfied as a condition of shipment at the time of export including for example, the requirement for an Export Certificate of Airworthiness, copies of log books, flight manuals, etc.

State of Manufacture. The State having jurisdiction over the organisation responsible for the final assembly of the aircraft.

State of Registry. The State on whose register the aircraft is entered.

Advisory Circulars (ACs) are intended to provide advice and guidance to illustrate an acceptable means, but not necessarily the only means, of complying with the regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material. Where a regulation contains the words "prescribed by the Authority," the AC may be considered to prescribe a viable method of compliance, but status of that "prescription" is always "guidance" (never regulation).

Type Certificate. A document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State.

7.2 The following acronyms are used in this circular

AAC	Airworthiness Advisory Circular
AD	Airworthiness Directive
AOC	Air Operator's Certificate
CAA	Civil Aviation Authority
CAAB	Civil Aviation Authority of Botswana
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
FSD	Flight Safety Directorate (CAAB)
ICAO	International Civil Aviation Organization
TC	Type Certificate
TCDS	Type Certificate Data Sheet

8. BACKGROUND

- 8.1 Any person who wishes to export an aircraft or any other aeronautical product is required by Regulations 17 and 18 of the Civil Aviation (Airworthiness) Regulations, 2012 to apply for an export airworthiness approval from the CAAB. An export airworthiness approval serves as confirmation of a recent satisfactory review of the airworthiness status of the aircraft or aeronautical product being exported. It only indicates that the product complies with original Type Certificate Data Sheet issued by the State that issued the Type Certificate. Thus, export airworthiness approvals only facilitate transfer of products between States, but do not confer the right of flight.
- 8.2 For a complete aircraft, the export airworthiness approval shall be in the form of an Export Certificate of Airworthiness (Export C of A). This certificate serves to facilitate transfer of an aircraft from Botswana civil aircraft register to the register of another State as required by Regulation 17.(1) of the Civil Aviation (Airworthiness) Regulations, 2012.
- 8.3 In the case of aeronautical products other than a complete aircraft, the export airworthiness approval may be issued in the form of Airworthiness Approval Tags.
- 8.4 Where a person exports a new aeronautical product the application shall be made to the State of Manufacture.

9. CLASSES OF AERONAUTICAL PRODUCTS FOR EXPORT

- 9.1 For the purpose of export airworthiness approval, aeronautical products are classified as follows:
- (a) Class I product – a complete aircraft, aircraft engine or propeller which has a Type Certificate, Type Certificate Data Sheet or an equivalent document issued for it;

- (b) Class II product – a major component of a Class I product such as wing, fuselage, empennage surface the failure of which would jeopardise the safety of a Class I product; or
- (c) Class III product – any part or component which is not a Class I or Class II product or standard part.

9.2 The CAAB can only issue an Export Certificate of Airworthiness for a Class I products. For Class II and Class III, the Authority may issue Airworthiness Approval Tag. Both are export airworthiness approvals and will include, among other things, conformity certification and indicate whether the product is new, newly overhauled or used.

10. EXPORT CERTIFICATE OF AIRWORTHINESS: EXPORTING A COMPLETE AIRCRAFT

10.1 General

As previously mentioned, an Export C of A only indicates that the aircraft complies with original Type Certificate Data Sheet (TCDS) issued by the State that issued the Type Certificate, but does not confer the right of flight. To fly, an aircraft having an Export C of A will require a valid Certificate of Airworthiness issued by the CAAB or some equivalent document mutually acceptable to the CAAB and civil aviation authorities of importing States and accepted by any State over which the aircraft will fly on its delivery flight.

10.2 Application Procedure

10.2.1 An application for an Export C of A should be made in **CAAB Form AIR 121** and submitted to the CAAB Flight Safety Directorate at least four (4) days before the intended date of export of the aircraft out of Botswana.

10.2.2 The application should be accompanied by the following:

- (a) Statement of compliance with the full intents of the approved maintenance program or schedule;
- (b) Statement of compliance with the mandatory airworthiness directives and service bulletins currently applicable to the aircraft and its equipment;
- (c) Description of, and statement of compliance with, the applicable special requirements of the importing State;
- (d) Details of deviations from the original design (including modifications/alterations);
- (e) A weight and balance report with a loading schedule, where applicable, for each aircraft in accordance with the applicable regulations;
- (f) Certified copy of current Certificate of Airworthiness;
- (g) Where applicable, written statement(s) from the CAA of the importing State indicating acceptance of non-compliance of aeronautical product with any special requirements and conditions;
- (h) A fee specified in the Civil Aviation (Airworthiness) Regulations;

10.2.3 The Authority will only issue an Export C of A if –

- (a) The aircraft has been inspected in accordance with the performance rules of the applicable regulations and found airworthy by persons authorized by the Authority to make such determination within the last fourteen (14) days;

- (b) The maintenance determined by the Authority as a prerequisite for issue of the Export C of A has been carried out and certified by a person acceptable to the Authority in accordance with the applicable regulations;

Note: Any extension or variations granted to an aircraft in accordance to an approved maintenance programme or schedule shall be automatically revoked before issue of the export certificate of airworthiness.

- (c) The result of test flight, and such other tests as the Authority may determine, are complied with;
- (d) Historical records establish the production, modification and maintenance standard of the aircraft;
- (e) There are no outstanding charges owed to the Authority in respect of the aircraft.

10.3 Conformity Inspection

10.3.1 The aircraft and its records should be made available for inspection at a location acceptable to the CAAB.

10.3.2 The aircraft should be positioned as required by the Authority for inspection. The inspection will follow closely the procedures for renewal of a Certificate of Airworthiness. The depth to which this procedure will be applied will depend to a large extent on how recent the CAAB Airworthiness Inspectorate was involved with the aircraft.

10.3.3 The applicant must submit the Type Certificate Data Sheet for the aircraft.

10.3.4 The inspection focusses on the primary components being the airframe, engines, and other items as required/determined.

10.3.5 Additional modifications/alterations, which deviated from the original design, would have to be indicated as additional equipment.

10.3.6 All logbooks and maintenance documents will have to be submitted to the CAAB for inspection.

10.4 Issuance of Export Certificate of Airworthiness

The Authority will issue an Export C of A when all the above requirements are met.

10.5 Validity

10.5.1 The Export Certificate of Airworthiness shall be valid for the period of time as shall be indicated on the certificate.

10.5.2 The Export Certificate of Airworthiness is **not** renewable and ceases to be valid upon arrival at the State of import.

11. EXPORT APPROVAL OF A PRODUCT OTHER THAN A COMPLETE AIRCRAFT

11.1 Class I Products: Export C of A

11.1.1 An Export Certificate of Airworthiness may be issued for other Class I products other than a complete aircraft. Examples of eligible products are aircraft engines and propellers.

11.1.2 In this case, the procedure for issuing the Export C of A is the same as that for a complete aircraft as outlined in paragraph 10. Depending on the circumstances, only a few minor changes may be permitted, for instance, it may not be practical to conduct a test flight of an engine or propeller detached from an aircraft.

11.1.3 Where possible, the product will be subjected to a conformity inspection as outlined in paragraph 10.3 before issuance of an Export C of A.

11.2 Class II and III Products: Airworthiness Approval Tags

11.2.1 For Class II and Class III products, the Authority may issue export airworthiness approval in the form of Airworthiness Approval Tags in accordance with Regulation 18 of the Civil Aviation (Airworthiness) Regulations.

11.2.2 An Airworthiness Approval Tag confirms that the product in question meets the approved design data, is in a condition for safe operation and complies with any special requirements as notified by the importing State.

11.2.3 An application for an Airworthiness Approval Tag should be made in CAAB Form AIR 121 and submitted to the CAAB together with the following:

- (a) The conformity certification;
- (b) Information stating whether the product is new, newly overhauled or used;
- (c) The fee set out in the Civil Aviation (Airworthiness) Regulations; and
- (d) Any applicable item outlined in paragraph 10.2.2.

11.2.4 When necessary and practically possible, the product will be subjected to a conformity inspection as outlined in paragraph 10.3 before issuance of an Airworthiness Approval Tag.

11.2.5 The Authority will issue an Airworthiness Approval Tag upon satisfying itself that all applicable requirements have been met.

11.2.6 The Airworthiness Approval Tag will be valid for a period of time specified in the document and is not renewable.


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For/Civil Aviation Authority of Botswana

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