



ESWATINI CIVIL AVIATION AUTHORITY

# Advisory Circular

CAA-AC-AWS024

April 2021

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## TYPE ACCEPTANCE CERTIFICATES FOR IMPORTED AIRCRAFT

### 1. PURPOSE.

This document, *Guidance for issue of TAC of Imported Civil Aeronautical Products*, prescribes special requirements and procedures that apply to civil aeronautical products imported into Eswatini. Applicable special requirements must be met at the time of import of the product.

### 2. REFERENCE

Part II of Eswatini Civil Aviation (Airworthiness) Regulations, 2011.

Checklist CAA-CL-AIW018

### 3 ACRONYMS

AC	-Advisory Circular
AD	-Airworthiness Directive
EASA	- European Aviation Safety Agency
NAA	- National Airworthiness Authority
ESWACAA	- Eswatini Civil Aviation Authority
ESWACARs	- Eswatini Civil Aviation Regulations
SOD	-State of Design
TAC	-Type acceptance certificate
TC	- Type Certificate
TCDS	- Type Certificate Data Sheet

### 4 INTRODUCTION

This AC prescribes the rules governing the type acceptance certification of aircraft types to be registered in Eswatini; and the operating requirements for the holder of a type certificate.

TAC is a prerequisite to issuance of Eswatini certificate of airworthiness. All aircraft, aircraft engines, and propellers imported into Eswatini may be of a type, which has been issued Eswatini type acceptance certificate. The Aircraft Type Acceptance Approval indicates the ESWACAA's acceptance of a foreign type certification. When an

ESWACAA Type Acceptance Certificate has been granted, all aircraft of the same type which conform to the defined standard may be registered in Eswatini without going through the type acceptance process and would qualify for a Certificate of Airworthiness, provided the condition of the aircraft concerned is acceptable to the Authority. ESWACAA certification rules will only consider the type acceptance of aircraft type certificated by recognized NAA.

## 5. RECOGNIZED NAA

Eswatini recognizes aircraft type that has been issued with a TC or equivalent document by the NAA of one of the following countries or economic communities:

- Canada; - Transport of Canada
- European Union- European Aviation Safety Agency
- The United States of America- Federal Aviation Administration.

## 6. APPLICATION FOR TAC

Any person may apply for a TAC in respect of a type and model of aircraft which is the subject of a TC issued by the NAA of one of the recognized countries. The TAC is issued in respect of the aircraft type itself. The applicant for the TAC is not named on the TAC and there is no certificate holder.

### 6.1 Application Form

The applicant should submit to ESWACAA a completed ESWACAA-Form-AIW018 "Application for Type Acceptance Certificate for Imported Aircraft".

This form may be downloaded from ESWACAA's website [www.eswacaa.co.sz](http://www.eswacaa.co.sz). Alternatively, a copy of the form may be obtained from any ESWACAA office.

Completed application forms and any general enquiries regarding TACs should be forwarded to: Airworthiness Inspection Division, Eswatini Civil Aviation Authority, PO Box D361, The Gables H126 Ezulwini. Email: [airworthiness@eswacaa.co.sz](mailto:airworthiness@eswacaa.co.sz)

### 6.2 Aircraft Type Details and Category of C Of A

(a) The application must state exactly which model(s) are to be included on the TAC. These models must be included on the foreign TC. The data requirements specified in subsection 6.4 must be met for each model to be included on the TAC.

(b) TACs enable certificates of airworthiness to be issued in one or more of the following categories:

i. Transport (Public);	iv. Commuter;	vii. Special classes
ii. Normal;	v. Manned free balloons;	viii. Primary; and
iii. Utility;	vi. Acrobatic;	ix. Restricted

- (c) TACs will usually be issued in the same category available under the foreign TC. If the foreign TC has not been issued for one of the categories in 6.2(b), ESWACAA will determine the category to be shown on the TAC.

### 6.3 Supply of Type Data

The following or equivalent documents must be submitted for issuance of Eswatini TAC. (a)

Copy of CAA's original TC

- (b) Latest issue of the CAA's TCDS
- (c) CAA approved Flight Manual and/or Pilot's Operating Handbook
- (d) General engineering description of the aircraft including definition of the type design standards, installations, primary structures, and three-view drawings of major assemblies.
- (e) All amendments to TCs and STCs on basic type designs which are applicable at the time of certification by the kingdom of Eswatini
- (f) Manufacturer's Compliance Checklist
- (g) Compliance Reports showing that type design meets Eswatini airworthiness requirements
- (h) List of documents necessary for continuing airworthiness and safe operation of aircraft including equipment, operation, and maintenance, overhaul, and repair manuals
- (i) Master Minimum Equipment List (MMEL)
- (j) Maintenance Review Board (MRB) report / Maintenance Planning Data (MPD)
- (k) Parts Catalogue relating to the aircraft and major equipment
- (l) List of all incorporated Service Bulletins and applicable Airworthiness Directives
- (m) Certification summary report
- (n) General interior arrangement configuration drawings
- (o) Master drawing list
- (p) List of service life for critical parts subject to fatigue

*Note 1: This data and the continuing airworthiness data mentioned in paragraph 6.4 must be supplied to ESWACAA without charge.*

*Note 2: Instead of supplying ESWACAA with a document and amendments to that document it is acceptable if ESWACAA is granted permanent access to a website which displays the current version of the document and is sponsored by the TC holder.*

*Note 3: When a TAC is issued, the NAA that issued the foreign TC on which the TAC is based becomes the "relevant NAA".*

If, at the time of the application, some of the documents are not available, an explanation should be supplied.

If the application relates to a model of an aircraft type for which there is already a TAC in force, then only data peculiar to the model need be supplied. The TAC will be amended to include the new model.

#### 6.4 Supply of Continuing Airworthiness Information

- (a) An inherent requirement for type acceptance is the continued support of the aircraft and components in the form of service bulletins and other instructions for continuing airworthiness, amendments to documents, and foreign airworthiness directives (ADs) etc.
- (b) The applicant must provide ESWACAA with an undertaking from the holder of the foreign TC to continue to supply to ESWACAA those items applicable to the models to be included on the TAC. These are:
- Service bulletins;
  - Other instructions for continued airworthiness; and
  - A set and amendments to documents specified in the following table;

Classification of Manual	Number Required	
	***	****
Flight Manual	1	1
Maintenance	1	1
Operations (or Pilot Operating Handbook)	1	1
Weight and Balance Loading Procedures	1	-
Overhaul	1	-
Structural Repair	1	-
Component Overhaul	1	-
Engine Maintenance and Overhaul	1	-
NDT (None Destructive Test)	1	-
Structurally significant items	1	-
Maintenance planning guide	1	-
Parts catalogue	1	1

*Note: 1. "\*\*\*" means the quantity required only with the very first aircraft of a particular type and model exported to Eswatini*

*. Note: 2. "\*\*\*\*" means the quantity required with the same model that has been exported to and certificated in Eswatini*

ESWACAA will arrange with the NAA of the SOD for the supply of ADs issued by that NAA for the aircraft type.

## **6.5 Airworthiness Requirements**

6.5.1 Each applicant for the grant of a type acceptance certificate for an aircraft type shall demonstrate to ESWACAA the following:

- (a) The aircraft type has been appropriately type certified by recognized NAA
- (b) The aircraft type meets the ICAO Annex 16 in regard to noise, fuel venting and emission standards
- (c) The aircraft type meets any special conditions imposed under the foreign type certification or prescribed by the ESWACAA;
- (d) Any airworthiness requirements not complied with are compensated for by the factors providing an equivalent level of safety; and
- (e) No feature or characteristic of the aircraft type makes it unsafe for the intended use.

6.5.2 A meeting between the applicant and ESWACAA will normally be held to review the following:

- (a) Aircraft design, systems, structure and operational characteristics in sufficient detail that any unusual or new features can be identified;
- (b) Provide details of the basis of domestic Type Certification, including any Special conditions, and where equivalent safety measures were made;
- (c) Any waivers or variations granted by the state of manufacture;
- (d) Establishing the certification basis for ESWACAA Type Acceptance Approval;

1. Complementary Technical Conditions to address the differences between airworthiness design standards specified in ESWACARs (Instruments & Equipment) and the code used by the State of Manufacture for Type Certification;
2. Supplementary basis for issue of a ESWACAA Certificate of Airworthiness and compliance with operational legislation such as Aeronautical Circulars and relevant ESWACARs.

- (e) Review of in service experience, including major defects currently under investigation and any corrective action.
- (f) Initial maintenance requirements.
- (g) Continued airworthiness review.

## **7. CONDITION, REFUSAL, SUSPENSION AND CANCELLATION**

### **7.1 Issue of a TAC subject to conditions**

Persons intending to apply for a TAC should note that ESWACAA may issue a TAC subject to a condition if there are reasonable safety grounds, provided the condition is substantially the same as a condition imposed by the NAA of a recognized country on the corresponding foreign TC.

ESWACAA may also issue a TAC subject to other conditions, provided there are reasonable grounds for believing that issuing the certificate without imposing conditions or taking other measures would constitute a significant threat to aviation safety.

## **7.2 Refusal to issue a TAC**

Persons intending to apply for a TAC should note that ESWACAA may refuse to issue a TAC if there are reasonable safety grounds.

## **7.3 Suspension or cancellation of a TAC**

A TAC may be suspended or cancelled if, in the interests of aviation safety, ESWACAA considers it necessary. An inability on the part of the foreign TC holder to provide ongoing technical support for the aircraft type may constitute grounds for such suspension or cancellation.

## **7.4 Consultation**

In all the cases in paragraphs 7.1, 7.2 and 7.3, ESWACAA will first consult with and consider the views of the applicant, the NAA that issued the foreign TC, and the manufacturer.

## **7.5 Exercise of powers**

Only the Director General of ESWACAA has the power to:

- issue a TAC subject to a condition in accordance with paragraph 7.1;
- refuse to issue a TAC in accordance with paragraph 7.2;
- or
- suspend or cancel a TAC in accordance with paragraph 7.3.

## **7.6 Duration of Approval**

A Type Acceptance Approval shall remain in force until it is suspended or revoked.

# **8. PAYMENT OF FEES**

The applicant shall pay to ESWACAA account the applicable statutory fees, bear the travelling and upkeep costs of the aviation safety inspector(s).

# **9. DOCUMENTS REQUIRED OBTAINING ESWATINI AIRWORTHINESS CERTIFICATES**

ESWACAA requires that an applicant for Eswatini airworthiness certificate submit substantiating evidence as may be necessary for establishment of airworthiness and eligibility for certification by ESWACAA.

Note: Applicant will prepare additional 1 copy of documents requiring ESWACAA approval.

## **9.1 New Aircraft**

For new aircraft, the person applying for TAC shall provide:

- a) CAA's Export Certificate of Airworthiness for aircraft, engines, and propellers

- b) Modification status, including customer options incorporated and any supplemental type certificates (STCs) installed
- c) Airworthiness Directives
  - i. A declaration of compliance with all applicable Airworthiness Directives issued by a State of Design must be provided. Where optional means of compliance are offered, the means chosen shall be stated.
  - ii. Airworthiness Directives issued by a State of Design containing repetitive compliance requirements must be identified. Information as to when the next compliance is due also must be provided.
- (d) List of all incorporated Service Bulletins and Alert Service Bulletins
- (e) Production flight test reports and any statements regarding the corrective actions taken for defects during the production flight test
- (f) Logbooks of aircraft, engines and propellers
- (g) Seat configuration approval documents
- (h) Weight and Balance report
- (i) Records of compass system and magnetic compass swing
- (j) Master Minimum Equipment list
- (k) Flight Data Recorder/Cockpit Voice Recorders type and data format records and interpretation reports
- (l) Time/Life limitations

## **9.2 Used Aircraft.**

In addition to the requirements in paragraph 9.1 (a) through (d) and (f) through (l), the following are also required for used aircraft:

- (a) A complete history of aircraft, engines, propellers, components and equipment including:
  - (1) Number of landings/cycles where the aircraft is subject to mandatory life limitations.
  - (2) Record of aircraft's maintenance program that includes past and future check cycles
- (b) Flight times of aircraft, engines, propellers, and equipment for reaching their mandatory life limitations.
- (c) Flight times of aircraft, engines, propellers, and equipment for reaching their approved overhaul periods
- (d) Details of all changes of major structural components such as wings, tail planes, helicopter rotors or transmission components, and histories of all replaced parts
- (e) Details of major structural repairs including the nature of damage in each case

## **9.3 Noise Requirements for Airworthiness Certificate of Aircraft.**

In accordance with the ESWACARS, an aircraft will qualify for airworthiness certificate only if its noise level is as low as technologically practicable and appropriate to the aircraft type in question. ESWACARS (Airworthiness) Part VI is the standards for conformance with Eswatini noise requirements.

## 10 Procedures for Acceptance of Class II and Class III Products

### 10.1 Class II Products

- a. A foreign manufacturer of a Class II product is required to supply information and documentation deemed necessary by ESWACAA for justifying its installation on a Class I product that requires ESWACAA certification.
- b. ESWACAA installation approval of a Class II product will be granted by the issuance of the Eswatini Supplemental Type Certificate for the Class I product on which it is installed.
- c. Each Class II product exported to Eswatini must have an airworthiness approval tag from exporting CAA issued in accordance with appropriate regulations of an exporting state and must include a statement of compliance with all applicable Airworthiness Directives and incorporated Service Bulletins.

### 10.2 Class III Products

- a. Class III Products are compatible for installation on Eswatini registered aircraft when the Class III Product:
  1. Conforms to the design data for the Class I product of which it is a part or component, or conforms to industrial or national standards (e.g., AN, SAE, NAS, etc.);
  2. is identical with the manufacturer's name and part number, either on the product or the packaging, whichever is appropriate; and
  3. Is a condition for safe operation.
- b. For Class III products, ESWACAA will accept as proof of conformity an original manufacturer's release document with a statement certifying the product conforms to its recognized standard or specification.

## 11 Continuing Airworthiness.

A foreign manufacturer of product approved by ESWACAA is responsible for providing all information relating to continuing airworthiness to ESWACAA. This includes prompt communication with ESWACAA of all information regarding hazardous service difficulties, corresponding design corrections, proposed operational precautions and limitations.

**Approved by Director General  
Civil Aviation Authority**