

GUIDANCE MATERIAL FOR AIRWORTHINESS
INSPECTORS

SOUTH AFRICAN



***CIVIL AVIATION
AUTHORITY***

EXPORT AIRWORTHINESS APPROVALS



Department / Division: AIRCRAFT REGISTRATION & INSPECTION UNIT

Document Owner: ASO: EXECUTIVE

Name of Document:

TECHNICAL GUIDANCE MATERIAL FOR EXPORT AIRWORTHINESS APPROVALS

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1. RECORD OF AMENDMENTS

Amendment Number	Pages Affected	Date Amended	Approved Name	By:	Signature
All	All	31/01/23	E Mataba		

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2. LIST OF EFFECTIVE PAGES

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Column 1				Column 2			
*	PAGE	REVISION	DATED	*	PAGE	REVISION	DATED
	1	Original	13/01/2023				
	2	Original	13/01/2023				
	3	Original	13/01/2023				
	4	Original	13/01/2023				
	5	Original	13/01/2023				
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	10	Original	13/01/2023				
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2.1. TERMS AND ABBREVIATIONS

TERM	DEFINITION
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Authorised Officer	Inspector, engineer or any employee of the SACAA authorized by the Director of Civil Aviation in terms of the Act No. 13 of the Civil Aviation Act 2009
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AD	Airworthiness Directive
DCA	Director for Civil Aviation
DoA	Delegation of Authority
CE	Certification Engineer
E: ASO	Executive: Aviation Safety Operations
ICAO	International Civil Aviation Organisation
M: AE	Manager: Airworthiness Engineering
MM	Maintenance Manual
OEM	Original Equipment Manufacturer
SACAA	South African Civil Aviation Authority
TGM	Technical Guidance Material
M: ARI	Manager Aircraft Registration & Inspection
SM: AW	Senior Manager Airworthiness
E: ASO	Executive Aviation Safety Organization

3. GENERAL

3.1. BACKGROUND

The following note follows Annex 8, Part II, 3.2.4.

- 3.1.1. "Note- Some contracting States facilitate the transfer of aircraft onto the register of another state by the issue of an "Export Certificate of Airworthiness" or similarly titled document. While not valid for the purpose of flight such a document provides confirmation by the exporting state of a recent satisfactory review of the airworthiness status of the aircraft. Guidance on the issue of an "Export Certificate of Airworthiness" is contained in the Airworthiness Manual (Doc 9760)."
- 3.1.2. In producing procedures for facilitating the export of the aircraft, States have adopted various titles for the export documents, e.g., "Export Certificate of Airworthiness" or Certificate of Airworthiness for Export". While differing in title, all such certifications are intended to achieve the same goal which is a statement by the exporting State confirming to the importing State the acceptable airworthiness status of the aircraft or other product.
- 3.1.3. In the case of a complete aircraft the Export Certificate of Airworthiness either confirms the aircraft's conformity with the approved design data and its acceptable airworthiness status, stating in effect that if the aircraft were to remain on the registry of the exporting State it would continue to qualify for the continuance of its Certificate of Airworthiness or that the aircraft standard complies with the requirements of the importing State and is in a condition for safe operation. It should be noted that some States have no provision for export certification or have any requirement for such certificates from States from which they receive exported products.

3.2. EXCEPTIONS

- 3.2.1. If it has any specific certification or operational requirements in place in addition to those adopted or required by the exporting State, the importing State will make these known to the exporting State and either agree that these may be listed as exceptions on the Export Certificate of Airworthiness or require Compliance with the additional requirements before agreeing to accept the Export Certificate of Airworthiness.
- 3.2.2. Exceptions therefore are a matter of agreement between the States concerned.
- 3.2.3. When an aircraft is removed from storage immediately prior to its export, required maintenance inspections or Airworthiness Directives may not have been accomplished.
- 3.2.4. For the purpose of the delivery flight, these non-compliances may be accepted by the importing State but again will be listed as agreed exceptions on the Export Certificate of Airworthiness.
- 3.2.5. Export airworthiness approval status
- It is crucial to understand that an export certificate of airworthiness is not a Certificate of Airworthiness as defined by Article 31 of the Convention and therefore does not confer the right of international flight and cannot be validated in accordance with Annex 8, Part II, Chapter 3, 3.2.4.
 - To fly internationally, an aircraft having an Export Certificate of Airworthiness will require a valid Certificate of Airworthiness issued by the South African Civil Aviation Authority, or some equivalent document mutually acceptable to the exporting and importing States and accepted by any State over which the aircraft will fly on its delivery flight.
- 3.2.6. Export Airworthiness Approval

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- a. An export airworthiness approval for a Class I product, shall be issued in the form of an export certificate of airworthiness; and a Class II or a Class III product, shall be issued in the form of an export airworthiness approval tag.
- b. An export airworthiness approval may be issued for an aircraft with a valid certificate of airworthiness, or other Class I product which has been maintained in accordance with the provisions of part 43.
- c. Some States may have adopted more detailed export airworthiness approval procedures, covering not only the issue of an Export Certificate of Airworthiness for a complete aircraft but also encompassing the issue of export certifications for engines, propellers and other component parts. For the purpose of such procedures, the item being exported may be placed within a particular "Class", for example:
 - i. *Class I product* - a complete aircraft, engine or propeller which has been type certificated in accordance with the appropriate airworthiness requirements and for which the necessary type certificate data sheets or equivalent have been issued.
 - ii. *Class II product* - a *major* component of a Class I product such as a wing, fuselage, empennage surface, etc. the failure of which would jeopardize the safety of a Class I product or any part, material or system thereof.
 - iii. *Class III product* - any part or component which is not a Class I or Class II product or a standard part.
- d. For products other than a Class I product, the export airworthiness certification may be issued in the form of certificates or identification tags, which will confirm 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.

3.2.7. Application for Export Airworthiness Approval

An applicant for the issue of an Export Certificate of Airworthiness will be required to provide sufficient detail concerning the product (e.g., aircraft, engines, or propellers) in order to enable the CAA to make a determination that the product conforms with the approved design data, is in a condition for safe operation, and complies with the requirements of the importing State.

3.2.8. The application shall be submitted in the prescribed form, manner; and accompanied by:

- a. The appropriate fee as prescribed under Part 187 of the CARs.
- b. A written statement from the appropriate authority of the importing State that such authority will validate the export airworthiness approval if the product being exported is—
 - i. An aircraft manufactured outside the Republic and being exported to a foreign State with which the South African government has entered into a reciprocal agreement concerning the recognition of export airworthiness approvals.
 - ii. An unassembled aircraft which has not been flight-tested.
 - iii. A product which does not comply with the requirements referred to in regulation 21.11.3 (1), (2) or (3), as the case may be, for the issuing of an export airworthiness approval, in which case the written statement shall contain a list of those requirements not complied with.
- c. The CA 21-11 form to be completed in support of the application is intended to provide enough information to allow the CAA or its delegated representative to make the determination of conformity to the applicable airworthiness requirements.

- 3.2.9. The application form requires the following minimum information:
- a. Contact information for the exporter and foreign purchaser, as well as country of destination.
 - b. Basic information regarding the product, such as:
 - i. Type of product (e.g., aircraft, engine, or propeller).
 - ii. Make and model.
 - iii. Identification number.
 - iv. Serial number(s).
 - v. Operating time in hours since overhaul and total operating time.
 - vi. Whether the product new, used (for aircraft), or newly overhauled.
 - vii. If applicable, the status of the current Certificate of Airworthiness.
 - viii. Maximum Certificated Mass/Take-off Mass (kg).
 - ix. Location of aircraft for physical inspection, if necessary.
 - c. Information Regarding the Airworthiness Requirements, such as:
 - i. Product compliance with all applicable CAA regulations and Airworthiness Directives.
 - ii. Compliance with the applicable special requirements of the Importing State.
 - iii. Additional remarks regarding compliance with either the applicable CAA Regulations or Special Requirements of the Importing State (e.g. exceptions to the approved data or special requirements).
 - d. Declaration by person making the application including the name, designation and signature of applicant and date.

Note 1: The application form also contains a section requiring the certification and signature of the applicant (exporter).

Note 2: This application must be accompanied by all necessary supporting documents.

3.3. PROCESSING AN APPLICATION FOR AN EXPORT AIRWORTHINESS APPROVAL

- 3.3.1. The process for the issue of an Export Certificate of Airworthiness typically consists of the following steps:
- a. Submission of the Application and Supporting Documentation incomplete application forms (including supporting documents) should be rejected.
 - b. applicant must submit relevant documentation and records demonstrating that the aircraft continues to meet the type certification, airworthiness and CAA requirements of the exporting State
- 3.3.2. Acknowledgement of Receipt
- a. The applicant shall be notified that their application has been received and they shall be provided with the details of the inspector assigned to process the application.
- 3.3.3. Compliance:
- a. Documents received shall be inspected for accuracy and compliance
 - b. Aircraft inspection is conducted, if required using the applicable checklist and procedures as guideline.
- 3.3.4. Maintenance check records, if required:

- a. To ensure all non-conformances are appropriately addressed and closed.
 - b. In those cases where the Export C of A will attest compliance with the requirements of the importing State
 - c. Review any request for exceptions/additional conditions received from the importing authority.
 - d. Consider if the requested exceptions/conditions are appropriate/applicable and can be recorded on the Export C of A
- ;
- i. See paragraph 6 for details regarding the issuance.
 - ii. Filing of complete application package and copy of Export C of A.

3.4. ISSUING OF EXPORT AIRWORTHINESS APPROVAL

3.4.1. An applicant in terms of regulation SACAR 21.11 shall be granted an export certificate of airworthiness if:

- a. in the case of a product manufactured in the Republic, the product complies with the requirements prescribed in Subpart 8 of SACAR Part 21.
- b. in the case of a product manufactured outside the Republic, a valid South African certificate of airworthiness has been issued for the product.
- c. the product has undergone a mandatory periodic inspection and be approved for release to service; and the requirements prescribed by the appropriate authority of the importing State are complied with.
- d. The export airworthiness approval shall be issued on approved format CA 21-C-06(Refer Annex A).

3.5. ELT DEREGISTRATION

3.5.1. If a South African registered ELT is exported, the owner must apply for the deregistration of the ELT.

3.5.2. An application must be made on the prescribed form CA 91-02.

3.5.3. The SACAA shall deregister an ELT if satisfied that such ELT is permanently withdrawn from use or is registered in another State.

3.6. CONCLUSION

The CAA when intending to issue an Export Certificate of Airworthiness should follow closely the procedures for the issuance of a Certificate of Airworthiness and any applicable requirements specified by the Importing State.

3.7. ENQUIRIES

All Export Airworthiness Approvals related enquiries may be forwarded to the Airworthiness Department.



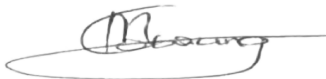
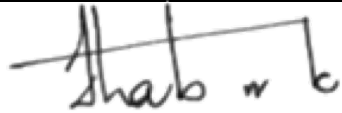

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4. DOCUMENT AUTHORISATION

DEVELOPED BY:		
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REVIEWED & VALIDATED BY:		
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SIGNATURE OF SM: AW	NAME IN BLOCK LETTERS	DATE
APPROVED BY:		
	ERIC MATABA	10 February 2023
SIGNATURE OF E: ASO	NAME IN BLOCK LETTERS	DATE

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**ANNEX A
EXPORT C OF A TEMPLATE**

EXPORT CERTIFICATE OF AIRWORTHINESS (FOR CLASS I PRODUCTS)					
1. Nationality and registration marks					
Product	Manufacturer	Model	Serial No.	Total Time since new (hrs.)	Time since overhaul (hrs.)
2. Aircraft					
3. Engine					
4. Propeller					
5. Please mark the appropriate block:					
<input type="checkbox"/> New	<input type="checkbox"/> Newly overhauled		<input type="checkbox"/> Used aircraft		
6. Country of original type design					
7. Relevant type certificate no.					
8. List of locally approved modifications					
9. Exceptions/ Exemptions					
10. State to which exported					
11. This certifies that the product identified above has been examined and as of the date of this certificate, is considered airworthy in accordance with a comprehensive and detailed airworthiness code of the South African Civil Aviation Authority, and is in compliance with those special requirements of the importing State filed with the South African Civil Aviation Authority, except as noted above. This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.					
For: DIRECTOR OF CIVIL AVIATION		NAME IN BLOCK LETTERS		DATE OF ISSUE	