



Form: AC – AWS020

October 2013

EXPORT CERTIFICATE OF AIRWORTHINESS (EAC) APPLICATION

This section is to be completed by the applicant

1.1

- a) The following checklist should be used for exportation of completed aircraft.
- b) Where the SWACAA has agreed to issue an Export Airworthiness Certificate in respect of an aircraft being exported as conforming to a foreign airworthiness standard, the SWACAA is obligated to verify compliance with any special requirements contained in that foreign standard. This includes those requirements listed in the Application Form AC-AWS020 and any additional requirements specified by the importing state as a condition of shipment at the time of export. Such additional requirements can involve, for example, markings and registration, additional copies of the export airworthiness certificates, copies of maintenance records and flight manuals etc... It is the applicant's responsibility to provide SWACAA with details in respect of any special requirements of the importing state.

Where an aircraft does not meet the type certificate or portions thereof, the SWACAA may issue an Export Airworthiness Certificate by providing a declaration that specifies the non-conformity to the applicable type design or any special requirement, and the acceptance of that non-conformity by the state to which the aircraft is being exported.

Provide the name and telephone number of the organization / person who will be responsible for the aircraft inspection and application for the Export Airworthiness Certificate.

Name: _____

Organization: _____

Address: _____

Telephone Number: _____

Facsimile Number: _____

E-mail Address: _____

Part 1: General

Confirmation by applicant:

To be completed by the aircraft owner or his representative to confirm that paragraph 1.1 above has been satisfied.	
Aircraft Owners Name: _____	
Telephone Number: _____	Date: _____
<i>Note: A signature in this block requires an accompanying document as evidence that the person has been duly authorized by the owner.</i>	
Aircraft Owners Authorized Representative Name (Exporting AMO): _____	
Telephone Number: _____	Date: _____
Fee Submitted (as applicable): _____	Date: _____

Part 2: To be completed by the applicant (where applicable)

Please ensure all applicable areas are completed. Mail or deliver to SWACAA.

2.1 Photograph, copy all (sketch) ACTUAL data plate(s) details in the space provided:

Information Note: Note all aircraft have data plates, should this not be the case contact SWACAA for assistance.

Part 2: To be completed by the applicant (where applicable)

2.2 Tombstone Data:

It is the applicant's responsibility to accurately record the applicable airframe, engine, propeller, main rotor, tail rotor and auxiliary power unit descriptive data from a visual inspection of the components specific data plate. Other technical information may be obtained from the aircraft journey and technical logs.

Aircraft		
Manufacturer		
Model Number		
Serial Number		
Total Time Since New (TTSN)		
Total Cycles Since New (TCSN)		
Type Certificate Number		
Identify last major inspection and date completed:	Type:	Date:
Indicate if the Inspection was conducted in accordance with the manufacturer's requirements or other maintenance schedule		
Previous foreign registration		

Additional Information: *Use additional sheets as required.*

Part 2: To be completed by the applicant (where applicable)

2.3 Tombstone Data: (cont'd)

Engine	Engine # 1	Engine # 2	Engine # 3	Engine # 4
Manufacturer				
Model Number				
Serial Number				
Type Certificate Number				
Total Time Since New (TTSN)				
Total Time Since Overhaul (TTSO)				
Total Cycles Since New (TCSN)				
Total Cycles Since Overhaul (TCSO)				

Additional Information: *Use additional sheets as required.*

Part 2: To be completed by the applicant (where applicable)

2.4 Tombstone Data: (cont'd)

Propeller	Propeller # 1	Propeller # 2	Propeller # 3	Propeller # 4
Manufacturer				
Model Number				
Serial Number				
Type Certificate Number				
Total Time Since New (TTSN)				
Total Time Since Overhaul (TTSO)				

Additional Information: *Use additional sheets as required.*

Part 2: To be completed by the applicant (where applicable)

2.5 Tombstone Data: (cont'd)

Auxiliary Power Unit (APU)	
Manufacturer	
Model Number	
Serial Number	
Type Certificate/ TSO Number	
Total Time Since New (TTSN)	
Total Time Since Overhaul (TTSO)	
Total Cycles Since New (TCSN)	
Total Cycles Since Overhaul (TCSO)	

Additional Information: *Use additional sheets as required.*

Part 2: To be completed by the applicant (where applicable)

2.6 Tombstone Data: (cont'd)

Provide a list of all helicopter dynamic components as listed on the aircraft type certificate.					
Dynamic Components	Manufacturer	Model Number	Serial Number	TTSN	TTSO

Additional Information: *Use additional sheets as required.*

Part 3: General

Note: The following checklist is controlled, therefore it is suggested that, should copies be made, you please ensure the revision status is current prior to use. Contact SWACAA for information. The checklist is also available on the Internet.

This checklist shall be used to ensure the standardization of the export process and assure that all data necessary to validate the export are requested and received from the applicant. The SWACAA Airworthiness Inspectorate is responsible for the export and will ensure compliance with the requirements stated herein.

Enhancements or questions regarding this document may be made through SWACAA Directorate.

The responsibility rests with the applicant to ensure that all export requirements identified in the applicable SWACCA Regulations and Orders have been complied with and validated prior to making application for a Export Airworthiness Certificate. Any false claims identified by SWACAA Inspectors during their subsequent review will be forwarded directly to the Enforcement office for further action.

Part 3: Checklist - To be completed by the applicant

	Acceptable		N/A
	Yes	No	
Has the aircraft been inspected and certified by a person authorized to do so?			
<p>Inspection, including disassembly when necessary, depending on the technical history of the aircraft, shall be carried out, if the technical history is sufficient, a 100 hour inspection or equivalent shall be carried out. Has this been accomplished?</p> <p>Note 1: "Sufficient" in relation to technical history means, as a minimum, a maintenance release or equivalent certification for each maintenance task completed within the preceding year, and technical records in sufficient detail to enable a <u>determination</u> of the following:</p> <ul style="list-style-type: none"> - the identity of the aircraft; - the identity of each installed engine; - the identity of each installed propeller / rotor; - the identity and airworthiness status of each installed serialized component; - the time remaining before the next scheduled task on the applicable maintenance schedule; - the permissible time in service remaining for each life-limited part installed; <p>Note 2: The aircraft owner shall submit a <u>report (survey)</u> to the SWACAA Principal Maintenance Inspector (PMI) clearly detailing the inspection conducted and all additional details of the work required to bring the aircraft to a condition of conformity to the certified type design and of safe operation. The SWACAA Inspector will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of conformity and to a condition of safe operation.</p>			
<p>Is the technical history of the aircraft continuous?</p> <p>Note 1: If the technical history of the aircraft <u>lacks continuity</u>, or does not, in the opinion of the "authorized person", contain sufficient data regarding the maintenance of the aircraft, engines, or other aeronautical products, disassembly and inspection are required.</p> <p>Note 2: The aircraft owner shall submit a <u>report (survey)</u> to the SWACAA (PMI) detailing what portions of the aircraft, engines, aeronautical products <u>lack continuity</u> and will require disassembly and inspection.</p> <p>The SWACAA (PMI) will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of conformity and to a condition of safe operation.</p>			

Part 3: Checklist - To be completed by the applicant

	Acceptable		N/A
	Yes	No	
<p>Is the technical history sufficient to determine the conformity and condition of the aircraft? Note 1: <i>If the technical history of the aircraft is <u>not sufficient to determine the conformity and condition of the aircraft</u>, a complete overhaul is required.</i></p> <p>Note 2: <i>The aircraft owner shall submit a <u>report (survey)</u> to the SWACAA (PMI) detailing what portions of the technical history are not sufficient to determine the aeronautical products <u>conformity and condition</u>, and will be overhauled. The SWACAA (PMI) will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of conformity and to a condition of safe operation.</i></p>			
<p>Is the aircraft, engine(s), propeller(s) and appliances in compliance with the applicable type certificate data sheets or aircraft specifications?</p>			
<p>Is the aircraft cabin in an approved configuration? Note: <i>Review against the type certificate and approved drawings.</i></p>			
<p>Does the importing country provide for acceptance of Export Airworthiness Certificates (EAC)?</p>			
<p>Have major modifications or major repairs have been embodied. See Order CAA-O-AWS15A for definitions of major and minor. Has a listing of these been provided?</p>			
<p>Have "Application" (Form # AC-AWS014) been submitted for each major modification or major repair on the aircraft?</p>			
<p>Have any unapproved modifications or repairs been incorporated on the aircraft, engines or any installed components that are subject to the approval requirements?</p>			
<p>Does the Application for a Export Airworthiness Certificate list all applicable Airworthiness Directives that have been complied with?</p>			
<p>Have all applicable Airworthiness Directives (or foreign equivalents) been complied with? Note: <i>The applicant must verify that <u>all</u> applicable Airworthiness Directives (ADs) have been complied with. If a list identifying all applicable ADs was not supplied by the exporter please provide a list of AD's that were researched and complied with by the applicant.</i></p>			

Part 3: Checklist - To be completed by the applicant

	Acceptable		N/A
	Yes	No	
Have all <u>Placards</u> required by the applicable standards of airworthiness been affixed to the aircraft or attached to the component in accordance with those standards?			
Is the airframe, engine(s) and propeller(s) free of corrosion or within the limits prescribed by the applicable maintenance manuals? Note: <i>If corrosion is within limits provide complete details of location and identify the maintenance manual standards.</i>			
Are all aircraft systems, engines, propellers, appliances and controls functioning properly?			
Have the engines, propellers, rotors, life limited components, appliances, balloon basket and burner assemblies been identified in accordance with regulations			
Are the approved flight manual or approved operating limitations as applicable available for the aircraft? Are all applicable supplements included in the AFM?			
Is a Weight and Balance report (including lateral computations as applicable) together with an equipment list which includes the weight and moment arm of each item of equipment not forming part of the type design available? Note 1: <i>The aircraft must have a current weight and balance including an equipment list that meets the requirements of CAA-0-AWS010.</i>			
Have all life-limited parts been researched to determine that the time in service of each life-limited part has not exceeded its maximum permitted life? Note 1: <i>Each life-limited component, or any product containing a life-limited component, which has seen prior service shall be accompanied by its technical record containing details of all repairs and modifications carried out during its service life, and a record of accumulated time in flying hours or cycles, as may be applicable.</i>			
Has the aircraft journey log and other technical records been established for the aircraft as required by Legal Notice 107 Part VII ? Are the technical records complete? Note There must be no lapses in time that could affect a life limited component.			
Are there currently any deferred defects against the aircraft? If there are, provide a list of the defects deferred.			

Part 3: Checklist - To be completed by the applicant

	Acceptable		N/A
	Yes	No	
<p>Disassembled Aircraft</p> <p>Where an aircraft is being exported as disassembled the holder of the Export Airworthiness Certificate shall forward the manufacturer's assembly instructions to the new owner. These instructions shall include the manufacturer's approved production flight test check form, along with additional instructions that provide sufficient detail to permit whatever rigging, alignment, and ground testing as necessary to ensure that the aircraft will conform to the approved configuration and type design when reassembled. Has this been completed?</p>			
<p>Are the following documents available:</p> <p>Maintenance manuals?</p> <p>Service Bulletins?</p> <p>Assembly instructions required by SWACAA? (If applicable)</p> <p>Any other materials stipulated by the importing country?</p>			
<p>Is the aircraft available for inspection? If not when and where will it be available?</p> <p>Location: _____</p> <p>Date: _____</p>			
<p>Is the aircraft currently registered?</p> <p>In what State? _____</p> <p>Note: Foreign registered aircraft that does not have a valid C of A, must have a Flight Permit issued by their Foreign authority, and validated for flight in Swazi Airspace by SWACAA.</p>			
<p>Has SWACCA Inspectorate (Aircraft Registration) been advised of the impending export?</p>			
<p>Is the application for a Export Airworthiness Certificate properly signed by an authorized representative and is it complete?</p>			
<p>Does the information contained in this checklist match that of the Application form?</p>			
<p>To the best of my ability the information contained in the checklists is true and accurate.</p>			
<p>Print name of applicant / representative:</p>			
<p>Date:</p>			
<p>Signature of applicant / representative:</p>			
<p>Date:</p>			
<p>Name of authorized representative who verified (sampled) the above requirements:</p>			

Part 4: This part is to be completed by a SWACAA Airworthiness Inspector

For Departmental Use Only:		
Does the airframe model number agree with the Type Certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Does the engine(s) model number agree with the Type Certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Does the propeller(s) model number agree with the Type Certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Does the APU model number agree with the Type Certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Has a flight permit been issued or validated ?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Have the fees been submitted (if applicable)?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Has the exporter advised SWACAA Inspectorate (Aircraft Registration) of the impending export?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Has the application form been review for correct information?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Will the Swazi Export Airworthiness Certificate be issued? Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Date of Issue:	
If yes, name of the issuing Inspector: _____ (Please print)		
Signature: _____		
Has the EAC been reviewed for correct information? Yes: <input type="checkbox"/> No: <input type="checkbox"/>		
Has the seal been included and has it been signed? Yes: <input type="checkbox"/> No: <input type="checkbox"/>		
File the entire package to the aircraft file, and update.	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
If no, has the exporter been informed in writing identifying why the Swazi Export Airworthiness Certificate was not issued?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Has the exporter / SWACAA rescheduled the inspection if necessary?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Date Rescheduled:

Remarks:

Note: *Should the aircraft not be eligible for an EAC, state the reasons why not below.*

Remarks Con't: