



AC 21-30(2)

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TYPE ACCEPTANCE CERTIFICATES FOR IMPORTED AIRCRAFT

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1. REFERENCES

- 1 *Civil Aviation Safety Regulations (CASR)*
Part 21 Subpart 21.B – Type certificates and
type acceptance certificates.

2. PURPOSE

- 2 This Advisory Circular (AC) provides
information and guidance to applicants
applying for the issue of type acceptance
certificates (TACs) for foreign aircraft
types, using the automatic acceptance
procedures of CASR 21.029A.

3. STATUS OF THIS AC

This is the third issue of this AC and
replaces AC 21-30(1) dated April 2002.
It has been amended to update certain
information for further clarification.

Advisory Circulars are intended to provide advice and guidance to illustrate a 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 an AC is referred to in a 'Note' below the regulation, the AC remains as guidance material. ACs should always be read in conjunction with the referenced regulations.

4. ACRONYMS

AC	Advisory Circular
AD	airworthiness directive
CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations
EASA	European Aviation Safety Agency
NAA	national airworthiness authority
TAC	type acceptance certificate
TC	type certificate
TCDS	type certificate data sheet

5. BACKGROUND

5.1 Categories of certificate of airworthiness

5.1.1 TACs are issued to enable certificates of airworthiness to be issued to imported aircraft. Each TAC nominates one or more of the categories listed in paragraph 6.3.2. A certificate of airworthiness for an imported aircraft is issued in the category nominated on the applicable TAC.

5.2 Recognised countries

5.2.1 Automatic acceptance of aircraft type certificates (TC) or equivalent documents from recognised countries was instituted in 1990. This AC deals with the procedures for applicants to apply to the Civil Aviation Safety Authority (CASA) for a TAC for an aircraft type that has been issued with a TC or equivalent document by the national airworthiness authority (NAA) of one of the following countries:

- Canada;
- Federal Republic of Germany
- New Zealand;
- The French Republic;
- The Kingdom of the Netherlands;
- The United Kingdom; and
- The United States of America. (Refer to CASR 21.012)

5.2.2 An aircraft type that is the subject of a TC issued by the European Aviation Safety Agency (EASA) is also eligible for a TAC.

5.2.3 Some earlier type certification documents issued by these countries were named “Type Approval Certificate”, “Certificate of Type Approval”, “Fiche de Navigabilite” etc. If in doubt, check with CASA.

5.2.4 This automatic acceptance procedure does not apply in situations where the NAA of a recognised country has issued a TC or similar document solely on the basis that the NAA of another country has issued a TC. (Refer to CASR 21.041(1)(b).)

Note 1: Any reference in this AC to the NAA of a recognised country also includes EASA.

6. APPLICATION FOR A TYPE ACCEPTANCE CERTIFICATE

6.1.1 Who may apply?

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 recognised 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.

6.2 Application form

6.2.1 The applicant should obtain and lodge a completed CASA Form 735 “Application for Type Acceptance Certificate for Imported Aircraft”.

6.2.2 This form may be downloaded from CASA’s website (www.casa.gov.au). Alternatively, a copy of the form may be obtained from any CASA office.

6.2.3 Completed application forms and any general enquiries regarding TACs should be forwarded to:

Certification Policy and Programs
Airworthiness Engineering Group
Attention: Certification Support
Civil Aviation Safety Authority
GPO Box 2005
Canberra ACT 2601

Email: aircraft.certification@casa.gov.au

6.3 Aircraft type details and categories of certificate of airworthiness

6.3.1 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.

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

- Transport;
- Normal;
- Utility;
- Acrobatic;
- Commuter;
- Manned free balloons;
- Special classes
- Primary; and
- Restricted.

6.3.3 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 6.3.2, CASA will determine the category to be shown on the TAC.

6.4 Supply of type acceptance data

6.4.1 The following documents, which are listed in CASR 21.029A(b)(i) to (viii) (inclusive), should be supplied to CASA at the time of paying the estimated cost of issuing the TAC:

- evidence that the type design has been approved by the NAA of the recognised country or EASA by issue of a TC or equivalent document;
- details of any equivalent safety determinations, waivers or special conditions that were made in the course of the type certification;
- a copy of the type certificate data sheet (TCDS);
- a copy of the flight manuals applicable to the models to be included on the TAC, approved by the NAA that issued the foreign TC, and containing all of the available options;
- a copy of the manufacturer's instructions for continued airworthiness of the aircraft;
- a copy of the parts catalogue for the aircraft;
- a list of all current field service documents applicable to the aircraft; and
- an undertaking from the holder of the foreign TC to provide CASA with continuing airworthiness data (see paragraph 6.5.2.)

Note 2: This data, and the continuing airworthiness data mentioned in paragraph 6.5.2, must be supplied to CASA without charge.

Note 3: Instead of supplying CASA with a document and amendments to that document it is acceptable if CASA is granted permanent access to a website which displays the current version of the document and is sponsored by the TC holder.

Note 4: When a TAC is issued, the NAA that issued the foreign TC on which the TAC is based becomes the "relevant NAA". (Refer to CAR 2 (1) and 55 (1).)

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

6.4.3 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.

6.5 Supply of continuing airworthiness data

6.5.1 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.

6.5.2 The applicant must provide CASA with an undertaking from the holder of the foreign TC to continue to supply to CASA those items listed in CASR 21.029A(b)(viii) applicable to the models to be included on the TAC. These are:

- service bulletins;
- other instructions for continued airworthiness; and
- amendments to the following - flight manual, instructions for continued airworthiness, parts catalogue and the list of all current field service documents applicable to the aircraft type.

6.5.3 CASA will arrange with the NAA of the State of Design for the supply of ADs issued by that NAA for the aircraft type.

7. CONDITIONS, REFUSAL, SUSPENSION OR CANCELLATION

7.1 Issue of a TAC subject to conditions

7.1.1 Persons intending to apply for a TAC should note that CASA 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 recognised country on the corresponding foreign TC. (Refer to CASR 21.029B (1).)

7.1.2 CASA 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. (Refer to CASR 21.029B(2).)

7.2 Refusal to issue a TAC

7.2.1 Persons intending to apply for a TAC should note that CASA may, under CASR 21.029C, refuse to issue a TAC if there are reasonable safety grounds. (Refer to CASR 21.029C.)

7.3 Suspension or cancellation of a TAC

7.3.1 A TAC may be suspended or cancelled if, in the interests of aviation safety, CASA 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

7.4.1 In all the cases in paragraphs 7.1.2, 7.2 and 7.3, CASA 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

7.5.1 Only the Director of Aviation Safety has the power to:

- issue a TAC subject to a condition in accordance with paragraph 7.1.2;
- refuse to issue a TAC in accordance with paragraph 7.2; or
- suspend or cancel a TAC in accordance with paragraph 7.3.

(Refer to CASR 11.260(2).)

8. PAYMENT OF FEES

8.1.1 Section 97 of the *Civil Aviation Act 1988* allows prescribed fees to be payable to CASA in advance of work to be done. In the case of issue of TACs, an hourly fee specified in the CASA Schedule of Fees must be charged. An estimate, payment and reconciliation procedure is followed:

- the Airworthiness Engineering Group receives the application and prepares an estimate based on experience and the specific tasks to be undertaken;
- the applicant pays the estimated fee;
- actual labour-hours expended are recorded as the task is undertaken; and
- a reconciliation will be made just before the TAC is issued. If an overestimate has been made, a refund will be paid to the applicant. If underestimated, a final payment from the applicant will be required prior to TAC issue.