



# Advisory Circular

ECAA-AC-AWS001

*ETHIOPIAN CIVIL AVIATION AUTHORITY*

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## REGISTRATION OF AIRCRAFT

### *Section 1* GENERAL

#### 1.1 PURPOSE

This advisory circular (AC) is issued to provide information and guidance for the registration of an aircraft in the Ethiopia.

#### 1.2 Status of this Advisory circular

This is an original issuance of AC.

#### 1.3 BACKGROUND

- A. ICAO standards in Annex 7, Registration of Aircraft, require that the Ethiopian must have a process for registration and marking of aircraft.
- B. In support of its international safety oversight obligations, the Ethiopia has safety legislation and guidance regarding the requirements that apply to the registration of the aircraft including:-
  - 1. ECARAS part 4: and
  - 2. This advisory circular

- C. The Civil Aviation Authority of the Ethiopia (ECAA) has delegated to their Flight standards inspectorate service the responsibility and authority to ensure proper registration of aircraft and the maintenance of the aircraft register.

## **1.4 APPLICABILITY**

This AC is applicable to all individuals, operators, organizations and other entities desiring to register an aircraft in the Ethiopia.

## **1.5 RELATED RULES AND STANDARDS**

The following Rules and Standards are directly applicable to the guidance contained in this advisory circular:

- ECARAS part 4, aircraft Registration
- ECARAS part 9, operation of aircraft

## **1.6 RELATED PUBLICATIONS**

For further information on this topic, individuals, organizations and entities are invited to consult the following publications-

1. International Civil Aviation Organization (ICAO)
  - Annex 7, Registration of Aircraft
  - Document 9760, Airworthiness Manual
2. Civil Aviation Authority of the Ethiopia ECAA- AC-AWS002, Application and process:- Certificate of airworthiness

## **1.7 DEFINITIONS AND ACRONYMS**

### **1.7.1 DEFINITIONS:**

- A. The following definitions are used in this advisory circular
- 1) **Aeroplane.** A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
  - 2) **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.

Note: The term “aircraft,” when used under Ethiopia aviation Rules and Standards shall refer to civil aircraft only, and will include State aircraft.

- 3) **Airship.** A power-driven lighter-than-air aircraft.
- 4) **Balloon.** A non-power-driven lighter-than-air aircraft.
- 5) **Common mark.** A mark assigned by the ICAO to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.
- 6) **Common mark registering authority.** The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.
- 7) **Fireproof material.** A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.
- 8) **Glider.** A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.
- 9) **Gyroplane.** A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.
- 10) **Heavier-than-air aircraft.** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.
- 11) **Helicopter.** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.
- 12) **International operating agency.** An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation.
- 13) **Lighter-than-air aircraft.** Any aircraft supported chiefly by its buoyancy in the air.
- 14) **Recognized airworthiness code.** Civil aviation Rules and Standards and standards of the contracting State of Design relating to the design, materials, construction, equipment, performance and maintenance of aircraft or aircraft components acceptable to the Authority.
- 15) **Rotorcraft.** A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

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

## **1.7.2 ACRONYMS**

The following acronyms are used in this manual-

- 1) **AD** – Airworthiness Directive
- 2) **AOC** – Air Operator Certificate
- 3) **CAA** – Civil Aviation Authority of the Ethiopian
- 4) **C of A** – Certificate of Airworthiness
- 5) **C of R** – Certificate of Registration
- 6) **ICAO** – International Civil Aviation Organization
- 7) **ECARAS(s)** – Ethiopian Civil Aviation Rules and Standards
- 8) **TC** – Aircraft Type Certificate

## ***SECTION 2. ACCEPTABILITY OF AIRCRAFT FOR REGISTRY***

### **2.1 GENERAL INFORMATION**

#### **2.1.1 GENERAL POLICIES**

- A. A person who wishes to register an aircraft in the Ethiopia shall apply to the CAA for aircraft registration by submitting a duly completed prescribed application form to the CAA.
- B. Application for aircraft registration is accepted only for aircraft of a type that is acceptable to the CAA.

#### **2.1.2 ADDITIONAL DOCUMENTATION TO BE SUBMITTED**

- A. It is required on application for aircraft registration to submit to the CAA the full specification of the aircraft including—
  - 1) The full description of the type, model and serial number
  - 2) Type certificate data sheet;
  - 3) Supplementary type certificate data, if any;
  - 4) Make and part numbers of avionics and equipment installed.
  - 5) Airworthiness Directives (ADs) status report;

- 6) Copy of the current Certificate of Registration, if applicable.
  - 7) Copy of the current C of A, if applicable.
- B. For aircraft type or model that is new to the Ethiopia aircraft register, the applicant should submit the application form and the documents listed in paragraph 2.1.2 above before the aircraft purchase is finalized.

## **2.2 DOCUMENTS EVALUATION**

- A. The application evaluation exercise is carried out to establish that the documents are authentic, genuine, valid and relate to the subject aircraft.
- B. It also allows the CAA to verify that the aircraft Type Certificate complies with an acceptable airworthiness code.

## **SECTION 3. ACCEPTANCE OF TYPE CERTIFICATES**

### **3.1 GENERAL TYPE CERTIFICATE REQUIREMENTS**

- A. The CAA may accept an aircraft type certificate or equivalent document issued by a State of Design in respect of an aircraft or aircraft component provided that—
- 1) The TC or equivalent document was issued on, or is based on contracting state airworthiness code recognized by the CAA.
  - 2) The design, materials, construction, equipment, evaluation against a recognized airworthiness code has been evaluated by the CAA and has been found to meet the required standards.
- B. Acceptance of the TC or equivalent document issued by a State of Design in this respect means that the TC or equivalent document in relation to design, materials, construction, equipment, was issued on, or is based on contracting state airworthiness code recognized by the CAA.

### **3.2 PROVISIONS**

To facilitate effective aircraft safety oversight, the State of Design or State of Manufacture TC must have provisions—

- 1) To publish aircraft technical documents and literature (e.g. flight manual, maintenance manuals etc) in English.
- 2) To mail to the CAA and the operator the current amendments of all relevant aircraft technical and operation literature.

- 3) To manufacture aircraft equipment, instruments with indication markings and placards in English.
- 4) To deliver aircraft type design incorporating the minimum recommended emergency features (e.g. emergency windows), and emergency equipment with clear operating instructions in English.

### **3.3 INELIGIBILITY**

The aircraft that do not satisfy the acceptable TC requirements are classified “non-compliant” and cannot be accepted for registration in Ethiopia.

#### **3.3.1 Registration Acceptance**

On completion of a successful documents evaluation, the airworthiness inspector issues the “aircraft acceptance for registration” note.

***No Aircraft shall be registered without a registration acceptance note issued by the Authority.***

## **SECTION 4. ISSUE OF A CERTIFICATE OF REGISTRATION**

### **4.1 ELIGIBILITY REQUIREMENTS**

An applicant for aircraft registration shall meet in full the eligibility requirements stated in Section 2.

### **4.2 REGISTRATION REQUIREMENTS**

After the aircraft has been evaluated and found acceptable for issue of a certificate of registration, the applicant is required to submit the following documents to the CAA (if not already submitted)—

- 1) A certificate or notice of de-registration from the previous State of Registry or a letter from the State of Manufacture, if the aircraft is new and has never been registered in any other state, confirming de-registration.
- 2) Document(s) to prove the aircraft ownership, (e.g. Bill of Sale, e.t.c.);
- 3) Proof of identity—
  - A copy of a government issued Identity Card (ID) or
  - Passport if owned by an individual, or
  - Any other identification card approved by the CAA;

- 4) A certified copy of the Certificate of Incorporation; if owned by a company;
- 5) Names of the directors of the company owning or leasing the aircraft and their specimen signatures giving authority to register and/or operate the aircraft in Ethiopia;
  - These documents must also designate the person(s) who has the authority to transact on their behalf on matters relating to the aircraft registration and/or operation;
- 6) A certified copy of the lease agreement, if the aircraft is on lease;
- 7) A certified copy of the power of attorney from both the owner/lesser and the lessee;
- 8) A certified copy of an aircraft current Insurance certificate; and
- 9) Proof of payment of the prescribed fees.

#### **4.3 LOCATION AND MEASUREMENTS OF REGISTRATION MARKS**

An aircraft registered in the Ethiopia shall display nationality and registration marks as required by ECARAS Part 4.

#### **4.4 ALLOCATION OF SPECIAL REGISTRATION MARKS**

- A. The CAA will consider the allocation of registration marks of the applicant's choice (if those markings are unassigned and available).
- B. A special allocation of registration marks must be requested in writing
- C. An additional fee (in addition to the normal aircraft registration fee) will be assessed for all special allocations of registration marks.

### ***SECTION 5. CHANGE OF AIRCRAFT REGISTRATION MARKS***

- A. To change aircraft registration marks for a Ethiopia-registered aircraft the following requirements shall apply—
  - 1) An applicant shall make the request in writing, for the change of marks to the CAA giving the reasons for the change;
  - 2) The request should be approved by the CAA before being effected;
  - 3) After which, the applicant is required to provide to the CAA, the original Certificate of—
    - (a) Registration (C of R); and
    - (b) Airworthiness (C of A), for replacement

- 4) Payment of the prescribed fees; and
- B.** When these requirements are met, the CAA will issue the new certificates with the new registration marks.

## ***SECTION 6. CHANGE OF AIRCRAFT REGISTRATION OR OWNERSHIP***

Change of registration or ownership particulars will be effected in conformity with the ECARAS Part 2. The following shall apply to that process—

- 1) Re-registration of an aircraft with same nationality and registration marks will be issued with a new Certificate of Registration and a new entry shall be made on the Ethiopian aircraft register.
- 2) Before the re-registration process starts, the original C of R must be returned to the CAA with the relevant information completed on the reverse side.
- 3) The process for re-registration is the same as for registration.
- 4) The prescribed re-registration fees must be paid to the CAA.

## ***SECTION 7. DE-REGISTRATION***

- A.** Aircraft de-registration is carried out in accordance with the ECARAS requirement.
- B.** The key events that must occur in this process are—
- 1) The registered owner returns the original Certificate of Registration to the CAA with the relevant sections properly completed and signed.
  - 2) The CAA will verify the signature of the owner or the legal representative. It may be necessary to submit legal documents of consent and authorization.
  - 3) If an Export Certificate of Airworthiness is to be issued, the applicable requirements of ECARAS Part 4 must be completed.
  - 4) The prescribed de-registration fees must be paid to the CAA.

## **SECTION 8. AIRCRAFT SAFETY OVERSIGHT REQUIREMENTS**

### **8.1 TRAINING REQUIREMENTS TO ENSURE EFFECTIVE SAFETY OVERSIGHT**

- A. The operator, large size, will be required to provide training at manufacturer level before introducing a new aircraft type into the fleet.
- B. For a new aircraft type on the Ethiopia aircraft register, the operator will be required to provide qualification to the CAA's inspectors on the aircraft type.
- C. The number of inspectors necessary to be trained will depend on the size and complexity of the aircraft.
- D. For a series type of an aircraft, a refresher or difference course may be required to keep abreast to the technological advancement or differences.

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**Director General**

Ethiopian Civil Aviation Authority

**APPENDIX 1**



**ECAA FORM:AWS001**

**ETHIOPIAN CIVIL AVIATION AUTHORITY CERTIFICATION  
OF REGISTRATION**

<b>1. Nationality &amp; registration</b>	<b>2. Manufacturer &amp; Model</b>	<b>3. Serial No.</b>
<b>Name of owner</b>		
<b>Address of owner</b>		
<p>It is hereby certified that the above described aircraft has been duly entered on the Ethiopian Civil Aircraft Register under the powers granted to the Civil Aviation Authority pursuant to proclamation No. 616 of 2008 and the convention on International Civil Aviation dated 7 December 1944.</p>		
<b>For C.A.A.</b>	<b>Date of issue</b>	
	<b>Signature</b>	
<b>Notations:</b>		