CHAPTER 2

Issue of a Certificate of Airworthiness

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1.0 PURPOSE

This Chapter is issued to provide information and guidance to the Airworthiness inspectors when assessing an aircraft for issue of a Certificate of Airworthiness in accordance with the requirements of the Regulations.

2.0 REFERENCES

2.1 Regulation 5.4.1.2 of the Nigeria Civil Aviation Regulations.

2.2 Regulation 5.4.1.8 of the Nigeria Civil Aviation Regulations

2.3 Regulations 4.3.1.2 to4.3.1.5 of the Nigeria Civil Aviation Regulations.

2.4 CHECKLIST: CL: O-AWS02A, CL: O-AWS02B,

2.5 FORMS: FORM: AC-AWS002; FORM: AC-AWS002A; FORM: AC-AWS002B FORM: AC-AWS002C FORM: AC-AWS002D

3.0 INFORMATION AND GUIDANCE

3.1 Pre-Requisite

3.1.1 Nigeria can only issue a Certificate of Airworthiness to an aircraft that is on the Nigeria civil aircraft register.

3.1.2 A certificate of airworthiness must only be issued to a type certificated aircraft acceptable to the authority in compliance with Regulation 4.1.5 of Part 5 of the Nigeria Civil Aviation Regulations.

3.2 Aircraft Type Certificate Compliance Requirements

3.2.1 Certificates of Airworthiness are issued only to aircraft with a type certificate or equivalent document issued by a contracting state of design in respect of an aircraft or component provided that:

a) The type certificate or equivalent document was issued on or based on an airworthiness code recognized by the Authority.

b) The design, materials, construction, equipment, evaluation against a recognized airworthiness code has been carried out by the authority and has been found to:

(i) Meet the required standards of the recognized airworthiness code and
(ii) Have complied with any recommendations required by the Authority.

3.2.2 The recognized airworthiness code - are standards relevant to the design, materials, construction, equipment, performance and maintenance planning of aircraft or aircraft components issued by the state of design that are acceptable to the Authority.

3.2.3 For effective aircraft safety oversight, there should be manufactures:

Aircraft technical documents and literature (e.g. flight manual, maintenance manuals etc.)

a) published in English.

b) Provisions to timely mail to the authority and the operator the current amendments of all relevant aircraft technical and operation literature.
c) The aircraft equipment, instruments indication markings and placards to be in English and Arabic numerals.
d) The aircraft type design should be incorporating the minimum recommended emergency features and equipment with clear operating instructions in English.

3.2.4 An aircraft that does not satisfy these Type Certificate requirements is classified non-compliant and cannot be issued a Certificate of Airworthiness.

3.3 Application for a Certificate of Airworthiness

4 Regulation 5.4.1.2 of the Nigeria Civil Aviation Regulations requires an appropriate duly completed application Form for issue of a certificate of airworthiness to be submitted by the owner of an aircraft, agent of the owner or operator to the Authority.

4.0.1 The application Form: AC-AWS 002A should have the following attachments:

a) Copy of the aircraft Certificate of Registration;
b) Copy of the previous C of A or of the Export C of A;
c) Aircraft Flight Manual or Pilot Hand-Book;
d) The aircraft Airworthiness Directives status report;
e) A statement of compliance with the authority requirements and manufactures service bulletins;
f) Aircraft previous twelve months maintenance review report and Form: NCAA-AWS-002B;
g) Life Limited components status report;
h) Current Weight and Balance schedule report;
i) Copy of Latest major scheduled maintenance certificate release to service, and inspection summary;
j) Copy of the current certificate of release to service if different from (i) above;
k) Record of the aircraft equipment and systems installations Form NCAA-AWS-002C;
l) Copy of the current aircraft Radio Station license;
m) Copy of the current stand-by compass swing schedule report;
n) Aircraft certificate of insurance; and
o) Copy of the C of A test flight schedule report (as may be required).
p) Listing of Major Repairs/Alterations.

(i) The major components (e.g. engines, propellers, APU's, landing gears) status report should indicate the time to the next shop visit or overhaul, hours and cycles since new,

NOTE; the time between overhaul, as applicable.

(ii) All work for the maintenance of airworthiness of the aircraft must be carried out under the supervision of appropriately licensed aircraft maintenance personnel or of an organization approved by, or acceptable to, the Authority. Full particulars of the work done

must be entered in the appropriate log book and a Certificate of Release to Service issued;

4.0.2 Other Documents that are required include:

a) A copy each of the manufacturer 's maintenance, overhaul, wiring, repair manuals and illustrated parts catalogues;
b) A complete set of all manufacturer 's service bulletins or equivalent documents issued in respect of the aircraft;
c) A copy of the aircraft flight manual;
d) A copy of the minimum equipment list (MEL) and the current master minimum equipment list (MMEL) as applicable.
e) Copy of the proposed aircraft maintenance schedule or program.
f) Log-Books for the aircraft, engines, propellers and the technical-log as are applicable for the relevant aircraft.

4.0.3 Application and Documents Evaluation
Carry out an in-depth document evaluation to verify that they are authentic, relate to the aircraft, as applicable.

4.0.4 Flight Test for the Issue of a Certificate of Airworthiness

a) At the time of application for issue of Certificate of Airworthiness, the aircraft should have been test flown in accordance with a flight test schedule acceptable to the Authority
b) General airworthiness flight tests are normally required (as applicable) for:
(i) Performance verification before the issue of a C of A to an aircraft which had previously been issued with a Certificate of Airworthiness by a Contracting State;
(ii) Aircraft being flown for performance verification before the renewal of a C of A.

Note: The Aircraft has not been flown in the sixty (60) day period immediately preceding the date of application for renewal.

(iii) Aircraft under performance investigation after major maintenance activity that could have affected the aircraft flight characteristics or for the approval of modifications incorporated on an aircraft that has a current Certificate of Airworthiness.

c) The airworthiness flight tests are carried out by pilots and crew approved for the purpose by the Authority.

4.0.5 C of A Pre-Issue Aircraft Inspection

a) This inspection normally is carried out after successful application and document evaluation.
b) The inspection is meant to evaluate and ensure that:
(i) The aircraft physical condition, operation components installation, emergency equipment, Markings and Placards are in place and satisfactory and acceptable condition.
(ii) The aircraft Flight Manual, Company Operations Manual, Minimum Equipment List and Technical Log-Book have been provided on the aircraft. And appropriate Log-Books have been initiated.
(iii) That the aircraft life history technical and maintenance records are available, up-dated and generally acceptable for a civil

registered aircraft.

(iv) The aircraft Identification and Data Plate shall be inspected to ensure that location is clear/visible, contain Make/Model/Reg. Marks and S/N and also ensure it is made of fireproof material.

Note: It is required to rectify all outstanding defects, comply with all due mandatory inspection, modification and replacement requirements at the C of A issue.

4.0.6 Issue of a Certificate of Airworthiness

When the Authority is satisfied that all the applicable regulatory requirements have been complied with and the required issue fee has been paid, the Certificate of Airworthiness is issued.

4.0.7 Period of Validity of a Certificate of Airworthiness

a) A certificate of airworthiness is valid for a period up to eighteen months in the case of Transport Category aircraft and up to twelve months for all other Standard Certificates of Airworthiness.

b) A certificate of airworthiness ceases to be valid on the expiration date as indicated on the

Certificate and when:

(i) The aircraft or such of its equipment as is necessary for the airworthiness of the aircraft is maintained, overhauled, repaired or modified or if any part of the aircraft or such equipment is removed or if any part of the aircraft is replaced, otherwise than in a manner and with material of a type approved by the Authority.

(ii) The aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority.

(iii) An inspection or modification classified as mandatory by the Authority, state of design/manufacture applicable to the aircraft or of any such equipment has not, been completed as required.

(iv) The aircraft or any such equipment as required for safe operation has sustained damage.

c) The Authority can amend, extend, suspend, revoke or terminate the certificate of airworthiness when it is deemed necessary for flight safety reasons.

4.0.8 Revision of Manuals and Technical Literature

The applicant is required to make the necessary arrangements with aircraft and engine manufacturers for the provision of amendments to all the manuals including those submitted to the Authority, and all service bulletins that may be issued from time to time.

4.0 STANDARD CERTIFICATE OF AIRWORTHINESS CATEGORY

Nig. CARs Part 5.4.1.4(a) requires the Authority to issue Standard Certificate of Airworthiness (C of A) in the underlisted category and model designated by the State of Design in the Type Certificate Data Sheets (TCDS). Inspectors are required to issue C of A based on these category as specified in the TCDS.

(1) **THE NORMAL CATEGORY** is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for non-acrobatic operation. Non- acrobatic operation includes:

(1) Any maneuver incident to normal flying;
(2) Stalls (except whip stalls); and
(3) Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60 degrees.

(2) **THE UTILITY CATEGORY** is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for limited acrobatic operation. Airplanes certificated in the utility category may be used in any of the operations covered under paragraph (a) of this section and in limited acrobatic operations. Limited acrobatic operation includes:

(1) Spins (if approved for the particular type of airplane); and
(2) Lazy eights, chandelles, and steep turns, or similar maneuvers, in which the angle of bank is more than 60 degrees but not more than 90 degrees.

(3) **THE ACROBATIC CATEGORY** is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for use without restrictions, other than those shown to be necessary as a result of required flight tests.

(4) **THE TRANSPORT CATEGORY** the transport category airplanes typically have maximum takeoff weights greater than 12,500 lb. (5 700 kg) although there is no lower weight limit. Transport category helicopters typically have maximum takeoff weights greater than 7,000 lb. (3 175 kg) although there is no lower weight limit.

Category	Purpose(s)
Primary	Aircraft flown for pleasure and personal use
Restricted	Aircraft with a "restricted" category type certificate, including: • Agriculture and Pest Control • Forest and wildlife conservation • Aerial surveying • Patrolling (pipelines, power lines) • Weather control • Aerial advertising • Other operations specified by the Authority
Multiple	Multiple airworthiness certificates
Limited	Aircraft with a "limited" category type certificate
Light-Sport	Operate a light-sport aircraft, other than a gyroplane, kit-built, or transitioning ultralight like vehicle

Experimental	• Research and development • Showing compliance with regulations • Crew training • Exhibition • Air racing • Market surveys • Operating amateur-built aircraft • Operating kit-built aircraft • Operating light-sport aircraft • Unmanned Aircraft Systems (UAS)
Special Flight Permit	Special-purpose flight of an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements,
Provisional	Aircraft with a "provisional" category type certificate for special operations and operating limitations
Other	As specified in the Type Certificate Data Sheet or determined by the Authority.

(5) **THE COMMUTER CATEGORY** is limited to propeller-driven, multiengine airplanes that have a seating configuration, excluding pilot seats, of 19 or less, and a maximum certificated takeoff weight of 19,000 pounds or less. The commuter category operation is limited to any maneuver incident to normal flying, stalls (except whip stalls), and steep turns, in which the angle of bank is not more than 60 degrees.

(e) Except for commuter category, airplanes may be type certificated in more than one category if the requirements of each requested category are met.

(6) **THE BALLOON CATEGORY** is a non-power driven lighter-than-air aircraft.

(7) **The other category** is as specified in the Type Data Sheets or determined by the Authority

SPECIAL AIRWORTHINESS CERTIFICATE CATEGORY

Nig. CARs Part 5.4.1.4(b) requires the Authority to issue Special Airworthiness Certificate in the underlisted category for aircraft that do not meet the requirements of the State of Design for a standard airworthiness certificate. Inspectors are required to issue special airworthiness certificate based on the categories specified in the TCDS.

5.0 PROCEDURES

The following required documents submitted by the applicant must be reviewed by the inspector when C of A Issue or Renewal inspection is being carried out, to enable the inspector make a determination whether the aircraft C of A should be issued or renewed. Discretion should however be applied for review for C of A renewal inspection document review as indicated on Checklist AWS002A and AWS002B.

5.1 Application Form Review

The application form should be reviewed to ensure all requested information is included and accurate, the signatures are legitimate, and the aircraft is registered. The information on the form should be validated with the supporting documentation. The following documents must be reviewed for correct information:

(1) Certificate of Registration
(2) Noise Certificate
(3) ELT Form

(4) Insurance Certificate
(5) Radio Station License

5.2 Review of Aircraft Type Certificate Data Sheet (TCDS)

The TCDS must be reviewed to ensure aircraft complies with the Type Approval and the airworthiness certification category as described in Section 4.0 above. The TCDS contains type certification information and data pertinent to the aircraft type.

5.3 Review of Aircraft Records

The current airframe, engine and propeller total time in service (total flight hours and associated total flight cycles) should be reviewed for proper recording. This could be electronically or in appropriate log books. Compare with aircraft technical log. Total time in service records. Compare the manual procedures with the actual accomplishment of the total time/cycles in service records for the airframe, engine, propeller and rotor.

(1) Select and obtain a total time/cycles in service record for the aircraft to ensure that cumulative flight times/cycles are added to the record.
(2) Make a spot check of the cumulative total time/cycle in service against the flight logs to ensure that daily entries correspond to the flight log.
(3) If the operator maintains a handwritten maintenance record for engines, compare the record entries to the aircraft flight log for the following:
- Overall accuracy
- The possible transposition of flight time/cycles in service, numbers, etc.

5.4 Review of Status of Compliance with Approved Maintenance Programme

Status of all maintenance tasks contained in the approved maintenance programme, including: airworthiness limitations, certification maintenance requirements (CMRs) and scheduled checks must be reviewed for compliance.

During C of A first issue, the applicant should furnish the approved maintenance programme together with any bridging results from the previous maintenance programme.
Schedule inspections. Select or obtain work packages for schedule inspections and ensure the following:

(1) That schedule inspections are properly signed off.
(2) That generated non-routine items are properly signed off.
(3) That RII (duplicate inspection) items are properly identified and signed off by properly authorized, qualified, certificated and trained personnel.
(4) That repairs are categorized correctly (major or minor) and that approved data is being used.

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5.5 Review of Status of Compliance with Airworthiness Directives (AD) and Mandatory Service Bulletins (MSB)

The review of the current status of compliance with applicable Airworthiness Directives must be carried out including, for each, the method of compliance, the Airworthiness Directive number, and revision date. If the Airworthiness Directive involves a recurring action, include the time and date when the next action is required. The AD listing must be submitted in chronological order.

The review of the current status of compliance with applicable Mandatory Service Bulletins (Alert Service Bulletins) must be carried out including, for each, the method of compliance, the Mandatory Service Bulletins number, and revision date. If the Mandatory Service Bulletins involves a recurring action, include the time and date when the next action is required.

Airworthiness Directives. Request a random sample of aircraft AD compliance records to ensure the following:

(1) The records contain all applicable ADs for the sampled aircraft.
(2) That AD requirements were accomplished within the effective times of the AD NOTE: Special emphasis should be put on checking recurring ADs.
(3) The AD record contains current status and method of compliance. The current status must include the following:

- A list of all ADs applicable to the aircraft
- Date and time of compliance
- Time and/or date of next required action (if recurring AD)

(4) The record is being retained indefinitely

NOTE: If any ADs have an alternative method of compliance, ensure that the operator has obtained prior approval for that alternative method. Time extensions for ADs may only be approved by the Engineering Department of the Regulatory Authority of the country where the aircraft was manufactured.

(5) The method of compliance is the same as specified in the AD.
(6) The date of compliance is identical with the date on the current status list.
(7) The mechanic/inspector was properly trained and authorized to accomplish the work.
(8) The accomplishment was properly signed off

5.6 Review of Engine Last Shop Visit (LSV) and Engine Disk Sheet

The information like engine type and serial number must be reviewed to determine that the correct engine type as described on the TCDS is installed on the aircraft. The engine LSV in the form of NCAA or authorized release certificate and the shop report must be to determine the type of work carried out, the shop findings and date of airworthiness release. The engine disk sheet is the statement of life-limited part installed on the core engine and the limiter on the engine is the smallest of the cycles left to shop visit. In the case of modular engine, each module must have NCAA or authorized release certificate from the LSV.

5.7 Review of Aircraft Flight Manual

The review of the AFM is to determine if the AFM is compatible with the aircraft configuration and reflects the latest revision status. The AFM must be legible and contain performance information, limitations, normal and abnormal or emergency procedures, placards and supplements as applicable.

5.8 Review of Aircraft Major Modification and Repairs Records

The review of the aircraft major modification and repair records should include details and certification of any major modifications or major repairs incorporated since the first C of A was issued. The major modification and repairs must have been approved by the Authority of the State of Registry of the aircraft and the approval documents must be reviewed.
Particular attention must be given to any supplemental inspection or instruction for continued airworthiness (ICAs) described in the approval documents, for the performance of the inspection and the inclusion in the maintenance programme.

Compare the manual procedures for maintaining a list of major alterations and the reports for major repairs with the actual records. Compare a random sample of major repair and alteration records to the alteration and repair list and/or reports to ensure the following:

List and/or reports contain the date of accomplishment and a brief description of the work
The respective maintenance records show that the work was accomplished per approved data.

NOTE: When major alterations or major repairs are identified and not recorded on the above-mentioned list or report, request the actual maintenance accomplished record and the

approved data from the operator.

5.9 Review of Mass and balance report together with the equipment list.

The mass and centre of gravity of aircraft should be determined prior to the initial issuance of the Certificate of Airworthiness. In certain cases, an updated determination of mass and centre of gravity may not be required prior to the issuance of a Certificate of Airworthiness such as newly manufactured aircraft where the determination of mass and centre of gravity has been previously determined by the manufacturer and recorded. Another example where an aircraft may not require re- weighing pending issuance of a Certificate of Airworthiness is the importation of an aircraft where the aircraft has been previously weighed prior to importation with any changes to mass computed and recorded in the mass and balance report The applicant for the issuance or renewal of the Certificate of Airworthiness is required to provide the current mass and balance report of the aircraft to the Authority. The mass and balance report are normally obtained by weighing. Mass and balance records should be complete, current and maintain a continuous record of changes of empty mass, arm and empty centre of gravity limits for each aircraft. The mass and balance record should contain details of all modifications affecting either the mass or balance of the aircraft.
The mass and balance report must be reviewed to ensure the mass and centre of gravity complies with the TCDS and is valid. The expiry date must be stated, and the equipment list must be attached. Revised empty mass and CG changes should be identified by the date, aircraft make, model and serial number. The revised mass and balance information should be signed by a qualified person.

5.10 Review of Test Flight Report

The Authority will require a test flight to verify that the aircraft's flight characteristics and functioning in flight has not significantly deteriorated from the normal design performance for the type. Flight tests associated with the renewal of C of A shall be conducted in accordance with an airworthiness flight test schedule prepared for the aircraft type by the operator and approved by the Authority.

5.11 Review of Deferred Defect Log

The Deferred Defect Log must be reviewed to ensure all defects are deferred appropriately in accordance with the approved MEL and repaired within the applicable repair intervals. Deferred maintenance as authorized by the Minimum Equipment List (MEL) is deferred per the operator's MEL and manual instructions.

5.12 Review of Aircraft, Engine, APU, Propeller Log Books and Technical Log

The aircraft, engine, APU and Propeller log books must be reviewed to ensure they have correct information and total time and cycle since new and time or cycle since last overhaul or C of A renewal are recorded correctly. This information should be compared with the technical log. All maintenance, inspection, modification, repairs, installation and replacements work carried out on the aircraft, engine, APU, propeller log books and technical log must be recorded except as otherwise described in the Maintenance Control Manual.
Obtain and review the logbooks to determine the effectiveness of the Certificate of Release to Service MCM Procedures following scheduled inspection and non-routine Release to Service records to ensure the following:

(1) Flight discrepancies are entered after each flight.
(2) Corrective actions are related to the discrepancy.
(3) Corrective actions and sign-offs are entered in the maintenance record per manual procedures
(4) Repetitive discrepancies are handled according to the manual.
(5) RII items (duplicate inspections) are signed off per the manual instructions and the inspector is authorized by the operator to perform the inspection

5.13 Review of Avionics Equipment and Instruments Installed

The list of avionics equipment and instruments installed on the aircraft must be reviewed to ensure compliance with Nig. CARs Part 7 and for the type of operations being conducted. Special attention should be paid to equipment and instruments required for special flight operations like RVSM, PBN, CAT II/III, RNP, MNPS, RNAV etc.
The inspector must ensure that operator with RVSM approval ensures that a minimum of two airplanes of each aircraft type grouping of the operator have their height keeping performance monitored, at least once every two years or within intervals of 1 000 flight hours per airplane, whichever period is longer. If an operator aircraft type grouping consists of a single airplane, monitoring of that airplane shall be accomplished within the specified period. Special attention should be paid to the maintenance and inspection prescribes in Nig. CARs Part 7 for all special operations authorisations.

5.14 Review of Life Limited/ Or Overhauled Components Status

The review of installed life limited components status must be carried out to ensure the approved life limit as specified in the approved maintenance programme and airworthiness directives, are not exceeded. The approved life is expressed in calendar time, flight hours, landings or cycles, as appropriate.

The time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the aircraft components subject to mandatory overhaul life must be reviewed. The airworthiness releases
(NCAA Form One or authorized release certificate) for the life limited and overhaul components must be reviewed.

Particular attention should be paid to airplane major parts like Landing Gears, engines and propellers and helicopter major parts rotor blades, transmission system etc.

Life-limited parts records. Compare the manual procedures for life-limited parts with the actual recording of the current status of life-limited parts. Select a random sample of records and ensure the following:

(1) All life-limited parts described on type certificate data sheets or in a manual referenced on the type certificate data sheets are noted.
(2) The current status of each part is provided, to include:

- Total operating hours/cycle accumulated
- Life-limit (total service life).
- Remaining time/cycles.
- Modifications.

(3) The time/cycles limits on the operator's list are the same as those on the type certificate data sheets.
(4) Life-limits have not been exceeded. Select a sample of life-limited items that have been installed within the last 12 months and review records to ensure that life-limited time was carried forward from the previous service record.
(5) If overhauled, the overhaul record is available.
(6) The life-limit of an item has not been changed as a result of the overhaul.

Overhaul records. Compare the manual procedures for maintaining the overhaul record with the actual overhaul record content.
Select a random sample of overhauled items to ensure the following:

- Overhaul records are available for items selected.
- The records contain a description of the overhaul.

- The item was overhauled per the overhaul specifications by a

qualified and authorized person. The component was released to service by an

authorized person.
Review removal installation records of overhauled components to determine if the overhaul was done within the authorized time limits.

Current regulations require these records to be maintained until the work is superseded by work of equivalent scope and detail.

5.15 Review of Component Records

The serialized component records must be reviewed for the total time in service (calendar time, flight hours, landings or cycles,), the part numbers and serial numbers. Select few components to be compared with the applicable manufacturers' documents to ensure correct part numbers are installed.

5.16 Review of Standby Compass Swing Record

The Compass Swing must be calibrated before C of A issue and annually or every C of A renewal, unless approved otherwise at the period prescribed in the operator's approved maintenance programme. After calibration, a compass card should be displayed near the compass. If the maximum residual deviation does not exceed 1 degree a placard to this effect may be displayed instead of a correction card. The correction card shall be either graphical or tabular (For/Steer) in format, and shall show its expiry date and be signed with License number. After a compass has been calibrated an aircraft logbook entry should be made and a release to service should be certified in accordance with normal procedures. The compass swing card must be reviewed.

5.17 Review of Continued Serviceability of Flight Recorders

The review the Nig. CARs Part 7.8.2.1 to determine the type of flight data recorder required for the aircraft type and the FDR currently installed. Evaluate the operator's approved maintenance programme to determine that the continued serviceability and inspection of FDR/CVR systems tasks required by Nig. CARs 7.8.1.4 are stated and complied with.

The approved maintenance programme must contain annual FDR download;

calibration of the FDR system every five years or in accordance with the recommendations of the sensor manufacturer for those parameters which have sensors dedicated only to the FDR and are not checked by other means; or

for sensors that are dedicated to provide parameters of altitude and airspeed to the FDR system, recalibration must be carried out every two years or as recommended by the sensor manufacturer.

an annual examination of the recorded signal on the CVR shall be carried out by replay of the CVR recording

an annual examination of the recorded images on the AIR shall be carried out by replay of the AIR recording

Review the operator's flight data recorder computer readouts, and calibration records, for the following: Missing parameters, Data loss, and Deterioration of signals. Examine the flight data recorder readouts to ensure that the data is within the ranges, accuracy's, and recording intervals. Flight recorder systems shall be considered unserviceable if there is a significant period of poor-quality data, unintelligible signals, or if one or more of the mandatory parameters is not recorded correctly. Discuss any discrepancies with the operator. Verify that the continuous self-monitoring and fault condition alert capabilities (digital flight data recorders) is functional during physical inspection.

5.18 Inspection of Status of Database Update for EGPWS, GPS/GNSS and other Software

Inspect the status of terrain and obstacle database for the EGPWS and navigation database for GPS/GNSS. The database must be up to date. The status of other software update must be inspected in accordance with the latest service notice from the OEM. The operator must implement a software/database management procedure that ensures timely distribution and update of all software and database on the aircraft.

5.19 Airworthiness Review Report

Review the Airworthiness Review Report for compliance with Nig. CARs Part 5.8.1.10 and 5.8.1.11. It must be issued every 6months and in accordance with the CAMO's CAME.

5.20 Results

When the assigned inspector is satisfied that all the applicable requirements has been met:

i. The C of A is then issued or renewed.
ii. Complete the C of A folder with activity checklist and submit to the responsible Manager.