CHAPTER 26

EVALUATE FOREIGN- REGISTERED AIRCRAFT OPERATED BY NIGERIAN OPERATORS.

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1.0 OBJECTIVE

This section provides guidance for ensuring that foreign-registered aircraft, intended for use by Nigerian operators meet all Nig. CARs requirements Reference: ICAO Document 9642 - AN/941 Chapter 1, International Leasing arrangements, Appendix A to Part VIII and Document 8335 - AN/879 Chapter 10.

2.0 GENERAL

A Nigerian may operate a foreign-registered civil aircraft in common carriage and for carriage of mail. An aircraft must be leased or chartered without crew.
The country of aircraft registry must be a member of the convention of the International Civil Aviation Organization (ICAO). This section does not apply to aircraft operated under a wet lease.

3.0 FOREIGN AIRWORTHINESS CERTIFICATES.

A. The airworthiness requirements of foreign countries may differ from Nigerian requirements. Aircraft changes may have to be made before a Nigerian operator can use a foreign aircraft. Such changes may invalidate the certificate. In such cases, an exemption may be required from a foreign airworthiness authority.

B. To maintain the validity of the foreign airworthiness certificate, the Nigerian operator may have to perform more extensive inspections or tests than those required by its NCAA approved continuous airworthiness maintenance programme and/or the Nig. CARs

4.0 DIFFERENCES AND/OR EXCEPTION OF MAINTENANCE TASKS

The following maintenance tasks may be different from the foreign operator's maintenance programme and will be exceptions to the foreign programme. These exceptions shall be performed according to the certificate holder's maintenance programme. Examples of differences are as follows:

Inspection/maintenance of required emergency equipment.

Inspection/maintenance of encoding altimeters and transponders.

Inspection/maintenance of fire extinguishers, air and oxygen bottles and hydrostatic tests and life limits. These tasks shall be accomplished according to the foreign manufacturer's regulations.

NOTE: These differences and/or exceptions must be evaluated to ensure that the requirements to keep the foreign certificate of airworthiness current are retained.

5.0 PROCEDURES

A. Coordination. This task requires coordination between the assigned Airworthiness Inspector and the operator.

B. Inspect the Airworthiness Certificate. Ensure that the certificate was issued by the country of registry and meets the registration and identification requirements of that country.

C. Inspect the Aircraft. The assigned airworthiness inspector ensures that:

(1) The aircraft meets the requirements for issuance of an NCAA standard airworthiness certificate.

(2) The aircraft conforms to its type design approved under the manufacturer's type certificate.

(3) The aircraft complies with applicable maintenance, operating, and equipment rules.

(4) The aircraft complies with all applicable Airworthiness Directives.

(5) The aircraft complies with life-limited parts requirements.

(6) The aircraft complies with applicable noise, fuel, venting, and engine emission requirements. Any further noise and/or emission requirements adopted or amended by the NCAA applies equally to foreign-registered aircraft.

D. Evaluate the Foreign Maintenance Programme, if Adopted.

(1) Ensure that the programme meets levels of safety that are equivalent to the certificate holder's existing programme. If the certificate holder does not have a programme for the aircraft listed, the lessor's foreign programme must be submitted to the NCAA and be justified as an acceptable initial maintenance programme.

(2) List all programme differences and exemptions on the operations specifications.

6.0 TASK OUTCOMES

A. Completion of this task will result in one of the following:

Approval of the operations specifications

A letter to the operator listing the reasons of rejection

B. Document Task. File all supporting paperwork in the operator's office file.

7.0 FUTURE ACTIVITIES.

Normal Surveillance.