Extraordinary

Federal Republic of Nigeria Official Gazette

No. 151 **Lagos — 22nd August, 2023** **Vol. 110**

Government Notice No. 120

The following is published as supplement to this *Gazette* :

S.I. No.	*Short Title*	*Page*
6	Part 5—Airworthiness	B2123-2203

Printed and Published by The Federal Government Printer, Lagos, Nigeria
FGP 236/92023/350

Annual Subscription from 1st January, 2023 is Local : ₦50,000.00 Overseas : ₦65,000.00 [Surface Mail] ₦80,000.00 [Second Class Air Mail]. Present issue ₦5,000 per copy. Subscribers who wish to obtain *Gazette* after 1st January should apply to the Federal Government Printer, Lagos for amended Subscriptions.

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NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS 2023

PART 5—AIRWORTHINESS

APRIL 2023

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INTRODUCTION

Nigeria does not presently have the capabilities or demand to issue its own original type certificate and will therefore not be the State of Design or State of Manufacture. Part 5 of the Regulations presents regulatory requirements for the continuing airworthiness of aircraft expected to operate in Nigeria consistent with the standards and recommended practices (SARPs) in ICAO Annex 8, Amendment 109; ICAO Annex 16, Volume I, Amendment 13; ICAO Annex 16, Volume II, Amendment 10; ICAO Annex 16, Volume III, Amendment 1 and ICAO Doc 9760, Airworthiness Manual, Fourth Edition (2020). Part 5 is designed to address the complex situation faced by most countries today respecting the airworthiness of aircraft operating within the country and in international aviation. In most such cases, there are aircraft registered in Nigeria that are were designed and manufactured in another Contracting State, and aircraft registered in Nigeria that are were designed in one Contracting State and manufactured in another Contracting State. In addition, Nigeria may have AOC holders who operate aircraft registered in another Contracting State, with different States of design and manufacture. Additionally, Nigeria may have AOC holders who are part of a regional consortium, with maintenance facilities in a neighboring State. Proper airworthiness of aircraft registered in Nigeria relies heavily on communication. The Regulations require all persons operating Nigeria registered aircraft to notify the Authority when certain events occur. The Authority is required to open lines of communication with the State of Design and/or the State of Manufacture, so that the Authority can receive all safety bulletins and airworthiness directives for each type of aircraft operating in Nigeria.

Record of Amendment

Amendment Number	*Date of Amendment*	*Affected Sections*	*Description*
4	April, 2023	All	Updated to latest amendment of applicable ICAO annexes as per the status stated in Part 1 of this regulations and the introduction to this Part

Made this 17th day of May, 2023

CAPTAIN MUSA SHUAIBU NUHU
Director-General of Civil Aviation

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NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS 2023

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NIGERIA CIVIL AVIATION AUTHORITY REGULATIONS 2023

PART 5—AIRWORTHINESS

5.1. General

5.1.1.1.—(*a*) This regulation prescribes the requirements for— Scope.

(1) Certification of aircraft and other aeronautical products

(2) Type Acceptance Certificates and Supplemental Type Acceptance Certificates ;

(3) Issuance and renewal of Certificates of Airworthiness ;

(4) Continuing airworthiness of aircraft and other aeronautical components ;

(5) Aircraft maintenance and inspection requirements ;

(6) Continuing Airworthiness and inspection records and entries ;

(7) Continuing Airworthiness Management Organisation ;

(8) Components ; and

(9) Aircraft Noise and Emission Certification.

5.1.1.2.—(*a*) These regulations shall apply to all persons operating or maintaining the following : Applicability.

(1) Aircraft registered in Nigeria, wherever operated ;

(2) Aircraft registered in another Contracting State that are operated by a person licensed by Nigeria, where such aircraft shall be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed ;

(3) Aircraft of other Contracting States operating in Nigeria.

5.1.1.3.—(*a*) For the purpose of Part 5, the following definitions shall apply— Definitions.

"*Aeronautical product*" Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part or component to be installed thereon.

"*Airworthiness approval tag* (*NCAA form*)" A tag (NCAA Form One) that may be attached to a part. The tag shall include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, a new tag shall be created or the existing tag shall be updated with the current life status. NCAA Form One has two distinct purposes - (1) is as a certification of release to service of a part, component or assembly after maintenance, preventive maintenance, overhaul or rebuilding, and (2) the other is as shipping of a newly manufactured part.

"*Airworthiness directive*" A regulatory document which identifies aeronautical products in which an unsafe condition exists, and where the

condition is likely to exist or develop in other aeronautical products of the same type design. It prescribes mandatory corrective actions to be taken or the conditions or limitations under which the aeronautical products may continue to be operated. The AD is the common form of mandatory continuing airworthiness information mentioned in Annex 8.

"Modification" The change to the type design of an aircraft, engine or propeller.

Note.—A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release.

"*Appropriate airworthiness requirements*" The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, remote pilot station, engine or propeller under consideration.

"*Certificate of Airworthiness*" A certificate, issued by the State of Registry, when the aircraft has been deemed fit and safe for flight and in conformity with the type design approved by the State of Design and maintained in accordance with the continuing airworthiness requirements of the State of Registry.

"*Continuing airworthiness*" The set of processes by which an aircraft, remote pilot station, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

"*Continuing airworthiness records*" Records which are related to the continuing airworthiness status of an aircraft, engine, propeller or associated part.

"*Life-limited part*" Any part for which a mandatory replacement limit (in hours, cycles or calendar time) is specified in the type design, the mandatory continuing airworthiness information or Instructions for Continuing Airworthiness. These parts shall be permanently removed from service on or before this limit is reached.

"*Maintenance*" The performance of tasks on an aircraft, remote pilot station, engine, propeller or associated part required to ensure the continuing airworthiness of an aircraft,remote pilot station,engine, propeller or associated part including anyone or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

"*Maintenance release*" A document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements.

"*Major modification*" In respect of an aeronautical product for which a Type certificate has been issued, a change in the Type Design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product. Described in IS : 5.1.1.3(*a*)(12).

"*Major repair*" Any repair that might appreciably affect the structural strength, performance, engine, operations flight characteristics, or other qualities affecting airworthiness or environmental characteristics of an aeronautical product. Described in IS : 5.1.1.3(*a*)(13).

"*Minor Modification*" A modification other than a major modification.

"*Minor repair*" A repair other than a major repair.

"*Overhaul*" The restoration of an aircraft/aeronautical product to a condition that will give a reasonable assurance of operation for a specified amount of time using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, inspection, repair, reassembly ; and testing.

"*Organization responsible for the type design*" The organisation that holds the type certificate, or equivalent document, for an aircraft, remote pilot station, engine or propeller type, issued by a Contracting State.

"*Orphan Aircraft Type*" An Aircraft which has its Type Certificate revoked by the State of Design in accordance with Annex 8. This aircraft do not meet the standards of Annex 8.

"*Powerplant*" The system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter.

"*Preventive maintenance*" Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. Described in IS : 5.1.1.3(*a*)(17).

"*Rebuild*" The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

"*Remote pilot station* (*RPS*)" The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

"*Remotely piloted aircraft* (*RPA*)" An unmanned aircraft which is piloted from a remote pilot station.

"*Remotely piloted aircraft system* (*RPAS*)" A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.

"*Repair*" The restoration of an aircraft, engine, propeller or associated part in accordance with the appropriate airworthiness requirements after it has been damaged or subjected to wear.

"*Required inspection items*" Maintenance items and/or modifications that shall be inspected by a qualified and authorised person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.

"*State of Design*" The State having jurisdiction over the organisation responsible for the type design.

"*State of Manufacture*" The State having jurisdiction over the organisation responsible for the final assembly of the aircraft, remote pilot station, engine or propeller.

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

"*Type Certificate*" A document issued by a Contracting State to define the design of an aircraft, remote pilot station, engine or propeller, type and to certify that this design meets the appropriate airworthiness requirements of that State.

"*Type design*" The set of data and information necessary to define an aircraft, remote pilot station, engine or propeller type for the purpose of airworthiness determination.

"*Validation of a Certificate of Airworthiness*" The action taken by a Contracting State, as an alternative to issuing its own Certificate of Airworthiness, in accepting a Certificate of Airworthiness issued by any other Contracting State as the equivalent of its own Certificate of Airworthiness.

Abbreviations.

5.1.1.4.—(*a*) The following acronyms are used in Part 5 :

(1) AOC - Air Operator Certificate

(2) AMO - Approved Maintenance Organisation

(3) AME - Aircraft Maintenance Engineer

(4) MEL - Minimum Equipment List

(5) STC - Supplemental Type Certificate

(6) TSO - Technical Standard Order

(7) VLA - Very Light Aircraft

(8) LSA - Light Sport Aircraft

5.2. CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCTS

Applicability.

5.2.1.1.—(*a*) This Part applies to operators of aircraft within Nigeria ;

(*b*) No person may operate an aircraft within Nigeria, or apply for registration of an aircraft in Nigeria, unless that aircraft and the aeronautical products therein have received type certification from the State of Design and production approval from the State of Manufacture by the appropriate regulatory agency of those States in accordance with the requirements of ICAO Annex 8.

(*c*) No person may operate a non-type certificated aircraft within Nigeria, or apply for registration of a non-type certificated aircraft in Nigeria, unless that aircraft and the aeronautical products therein have received a certification or approval from the State of Design by the appropriate regulatory agency of the State in accordance with the requirements acceptable to the Authority.

5.2.1.2.—(*a*) This Subpart describes the procedures and designation of applicable rules for original type certification of aircraft and related aeronautical products. Original Certification of Aircraft and other Aeronautical Products.

(*b*) This Subpart is reserved.

5.3. TYPE CERTIFICATES AND SUPPLEMENTAL TYPE CERTIFICATES

5.3.1.1.—(*a*) This Subpart prescribes procedural requirements for the acceptance of a type certificates and of supplemental type certificates. Applicability.

5.3.1.2.—(*a*) The Authority may accept a type certificate or equivalent document issued by a State of Design in respect of an aircraft or aircraft component if : Acceptance of a Type Certificate.

(1) The type certificate or equivalent document was issued based on an airworthiness code recognized by the Authority ; or

(2) The design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical document 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 ; or

(*ii*) Has complied with any recommendations required by the Authority.

(*b*) Upon acceptance of the type certificate by the Authority, the Authority may, prior to issue of standard or special certificate of airworthiness, require the applicant to comply with any additional requirements as prescribed by the Authority.

(*c*) In this regulation, recognised airworthiness code means standards relating to the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the States of Design are in compliance with Annex 8 to the Chicago Convention.

5.3.1.3.—(*a*) Any person who proposes to modify a product by introducing a major change in type design, not great enough to require a new application for a type certificate, shall apply for a Supplemental Type Certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Registry of the aircraft provided that the State of Registry has the technical expertise to evaluate the proposed change in accordance with the type design. The applicant shall apply in accordance with the procedures prescribed by that State. Acceptance of a Supplemental Type Certificate.

(*b*) After the issuance of a Supplemental Type Certificate by the State of Design, that person shall apply to the Authority for the acceptance of the original Supplemental Type Certificate in a form and manner prescribed by the Authority.

(*c*) The Authority may suspend or revoke acceptance of a supplemental type certificate if it considers that it is necessary to do so in the interest of safety.

Acceptance of a Non-Type Certificated Aircraft.

5.3.1.4.—(*a*) The Authority may accept a non-type certificated aircraft document issued by a state of design in respect of an aircraft or aircraft component if :

(1) The non-type certificated aircraft document was issued based on an airworthiness code acceptable by the Authority ; or

(2) The design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation against the accepted airworthiness code has been carried out by the Authority and has been found to :

(*i*) Meet the required standards of the accepted airworthiness code ; or

(*ii*) Has compiled with any recommendations required by the Authority.

(*b*) Upon acceptance of the non-type certificated aircraft document by the Authority, the Authority may, prior to issue of a special certificate of airworthiness, require the applicant to comply with any additional requirements as prescribed by the Authority.

(*c*) In this regulation, accepted airworthiness code means standards relating to the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the States of design and accepted by the Authority.

Type Certificate.

5.3.1.5.—(*a*) Before an aircraft can be registered in Nigeria, it shall hold a Type Certificate issued by the State of Design.

(*b*) The Authority does not issue Type Certificates, production certificates or other related approvals for aircraft or other aeronautical products until such time the Authority provides suitable regulations or provisions for the issuance of an original Certificate of Airworthiness, or airworthiness document as appropriate for the product concerned.

(*c*) The type certificates of aircraft may be accepted by the Authority.

(*d*) The acceptance of a type certificate of an aircraft shall be considered the acceptance of the type certificate for the associate engine and propeller.

Applicable Code of Airworthiness.

5.3.1.6.—(*a*) Until Nigeria develops a comprehensive design, Code of Airworthiness, the mandatory requirements and design standards of the State of Design, shall be mandatory on all aircraft registered in Nigeria ;

(*b*) The Authority will apply the detailed comprehensive code of airworthiness issued by the State of Design, provided :

(1) The issuing State is an ICAO Contracting State ;

(2) The Code of Airworthiness is in conformance with the Standards and Recommended practices of ICAO Annex 8 ;

(3) A copy of the regulations conforming the Code of Airworthiness is provided with the application for the Type Acceptance Certificate and is published in the English Language ;

(4) There is a satisfactory method of updating the Authority's copy of the regulations conforming the Code of Airworthiness, throughout the time the aircraft is registered in Nigeria.

(*c*) Notwithstanding paragraph (*b*), the Authority automatically recognises the airworthiness codes issued by the following authorities :

(1) Federal Aviation Administration of United States ;

(2) European Aviation Safety Agency ;

(3) Transport Canada Civil Aviation ;

(4) National Civil Aviation Agency of Brazil ;

(5) United Kingdom Civil Aviation Authority ;

(6) National Authorities of European Countries for aircraft not covered by EASA.

Suspension or Revocation of the Type Acceptance Certificate.

5.3.1.7.—(*a*) The Authority may suspend or revoke a type acceptance certificate if it considers that it is necessary to do so in the interest of safety, in particular the inability of the type certificate holder to provide continuing technical support for the type of aircraft.

5.4. ISSUANCE OF CERTIFICATES OF AIRWORTHINESS

Applicability.

5.4.1.1.—(*a*) This Subpart prescribes procedures required for the issue of airworthiness certificates and other certifications for aeronautical products registered in Nigeria.

(*b*) The Authority will issue a certificate of airworthiness for aircraft registered in Nigeria based on satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements (type certificate) and is in a condition for safe operation.

(*c*) The Authority will issue a Certificate of Air worthiness to a remotely piloted aircraft registered in Nigeria based on satisfactory evidence that the remotely piloted aircraft system (RPAS), as a complete system, conforms to the appropriate type design and is in a condition for safe operation.

Eligibility and Application for a Certificate of Airworthiness.

5.4.1.2.—(*a*) Any registered owner, or agent of the owner, of Nigerian registered aircraft, may apply for an airworthiness certificate for that aircraft.

(*b*) Each applicant for a Certificate of Airworthiness shall apply in a form and manner acceptable to the Authority.

(*c*) Each applicant shall make the application for an initial issue of a certificate of airworthiness at least 30 days before the date of intended operation.

Aircraft Identification.

5.4.1.3.—(*a*) Each applicant for a Certificate of Airworthiness shall show that the aircraft has the proper identification plates.

Classifica-tions of Airworthiness Certificates.

5.4.1.4.—(*a*) A standard Certificate of Airworthiness will be issued for aircraft in the specific category and model designated by the State of Design in the type certificate. The types of standard certificates of airworthiness include—

(1) Normal ;

(2) Utility ;

(3) Acrobatic ;

(4) Transport ;

(5) Commuter ;

(6) Balloon ;

(7) Other.

(*b*) A Special Airworthiness Certificate will be issued for aircraft that do not meet the requirements of the State of Design for a standard airworthiness certificate. The types of special airworthiness certificates include—

(1) Primary ;

(2) Restricted ;

(3) Limited ;

(4) Provisional

(5) Experimental

(6) Special flight permits ;

(7) Other.

Issuance or Validation of a Standard Airworthiness Certificate.

5.4.1.5.—(*a*) The Authority will issue a standard certificate of airworthiness if—

(1) The applicant presents evidence to the Authority that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to the applicable Airworthiness Directives of the State of Design ;

(2) The aircraft has been inspected in accordance with the performance rules of section 5.6 of this regulation for inspections and found airworthy by persons authorised by the Authority to make such determinations within the last 30 calendar days ; and

(3) The Authority finds after an inspection that the aircraft conforms to type design and is in condition for safe operation.

(*b*) The Authority may validate a certificate of airworthiness issued by another Contracting State upon registration of the aircraft in Nigeria for the period specified in that validation certificate. The validation certificate shall be carried with the Certificate of Airworthiness and, together, shall be considered as the equivalent of a Certificate of Airworthiness issued by the Authority. The validity of the validation certificate shall not extend beyond the period of validity of the Certificate of Airworthiness or one year, whichever is less.

(*c*) The Standard Airworthiness Certificate shall contain the information in IS : 5.4.1. 5

(*d*) The Standard Airworthiness Certificate or validation certificate shall be issued in the English language.

(*e*) The Certificate of Airworthiness for a remotely piloted aircraft shall contain the information in IS : 5.4.1.5(*e*).

Issuance of Special Airworthiness Certificates.

5.4.1.6.—(*a*) The Authority may issue a Special Airworthiness Certificate to the aircraft that does not qualify for a Standard Certificate of Airworthiness.

(*b*) The Authority, when issuing its Special Airworthiness Certificate, may consider the previous Special Airworthiness Certificate, issued by another Contracting State, as satisfactory evidence, in whole or in part, for the issuance of a Special Airworthiness Certificate.

(*c*) Aircraft holding a Special Airworthiness Certificates shall be subject to operating limitations within Nigeria and may not be used for international flights except as specified in paragraph (d) of this section. The Authority will issue specific operating limitations for each Special Airworthiness Certificate

(*d*) The Special Airworthiness Certificate shall be issued in the certificate specified in IS : 5.4.1.6.

(*e*) No person may operate an aircraft with a special airworthiness certificate

(1) Except in accordance with the applicable Nig.CARs and in accordance with terms, conditions and limitations which may be prescribed by the Authority as part of this certificate, or

(2) Over any foreign country without the permission of that country

Issuance and Conditions of Special Flight Permits.

5.4.1.7.—(*a*) The Authority may issue a Special Flight Permit to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements, for the purpose of—

(1) Flying to a base where repairs, modifications, maintenance, or inspections are to be performed, or to a point of storage ;

(2) Testing after repairs, modifications, or maintenance have been performed ;

(3) Delivering or exporting the aircraft ;

(4) Evacuating aircraft from areas of impending danger or in case of force majeure ; and

(5) Operating at mass in excess of the aircraft's maximum Certificated Takeoff Mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel is not available. The excess mass is limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.

(*b*) The Authority may issue a special flight permit with continuing authorisation issued to an aircraft that may not meet applicable airworthiness requirements but are

capable of safe flight, for the purpose of flying aircraft to a base where maintenance or modifications are to be performed. The permit issued under this paragraph is an authorisation, including conditions and limitations for flight, which is set forth in the AOC Holder's specific operating provisions. This permit under this paragraph may be issued to an AOC Holder certificated under Part 9.

(*c*) In the case of Special Flight Permits, the Authority will require a properly executed maintenance endorsement in the aircraft permanent record by a person or organisation, authorised in accordance to Part 5, stating that the subject aircraft has been inspected and found to be safe for the intended flight.

(*d*) The operator shall obtain all required overflight authorisations from countries to be overflown on flights outside Nigeria.

(*e*) A person shall not fly an aircraft on a special flight permit unless that person has complied with conditions of this Regulation.

(*f*) A person who flies an aircraft on a special flight permit shall ensure that :

(1) a copy of the permit is carried on board the aircraft at all times when operating under the terms of the permit ;

(2) the registration marks assigned to the aircraft by the State of Registry are displayed on the aircraft in conformity with the requirements of that State ;

(3) No persons or property are carried for compensation or hire ;

(4) No person are carried in the aircraft unless that person is essential to the purpose of the flight and has been advised of the contents of the authorization and the airworthiness status of the aircraft ;

(5) The aircraft is operated only by flight crew who are aware of the purpose of the flight and any limitations imposed, and who hold appropriate certificates or licenses acceptable to the authority ;

(6) All flights are conducted so as to avoid areas where flights might create hazardous exposure to persons or property ;

(7) all flights are conducted within the performance operating limitations prescribed in the aircraft flight manual and any additional limitations specified by the authority for the particular flight ; and

(8) All flights are conducted prior to the expiry date of the special flight permit or at any other time the Authority declares so in writing ; and

(9) The aircraft shall not depart for the flight on a special flight permit unless the aircraft has on board the required authorizations from the State(s) of intended routing.

Duration of Certificates of Airworthiness.

5.4.1.8.—(*a*) A certificate of airworthiness or special airworthiness certificate is effective as follows unless sooner surrendered, suspended or revoked, or a special termination date is otherwise established by the Authority—

(1) A Transport Certificate of Airworthiness shall be valid for a period not to exceed eighteen months, as determined by the Authority. All other standard

Certificates of Airworthiness shall be valid for a period not to exceed twelve months, as determined by the Authority.

(2) A special airworthiness certificate, is valid for the period of time specified in the certificate, which in any case shall not exceed twelve months.

(*b*) A Certificate of Airworthiness will be renewed or will remain in effect,

(1) as long as the aircraft is maintained in accordance with the continuing airworthiness requirements of the State of Registry ;

(2) until the aircraft is sold to a person outside of Nigeria ;

(3) until the aircraft is leased for operations, registered in another country, and is removed from the registry of Nigeria, or

(4) until revoked by the State of Registry.

(*c*) The continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service.

(*d*) Failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements of the State of Registry shall render the aircraft ineligible for operations until the aircraft is restored to an airworthy condition.

Cooperation among States for Continuing Airworthiness Information, including Airworthiness Directives.

5.4.1.9.—(*a*) Upon registration of an aircraft in Nigeria, the Authority will notify the State of Design of the aircraft of the registration in Nigeria, and request that the Authority receives any and all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance, or component part and any requirements for the establishment of specific continuing airworthiness maintenance programs.

(*b*) Whenever the State of Design considers that a condition in an aircraft, airframe, aircraft engine, propeller, appliance, or component part is unsafe as shown by the issuance of an airworthiness directive by that State, such directives apply to NIGERIA registered civil aircraft of the type identified in that airworthiness directive.

(*c*) The Authority may identify continuing airworthiness information including manufacturer's service bulletins and other sources of data, or develop and prescribe inspections, procedures and limitations, for mandatory compliance pertaining to affected aircraft in Nigeria.

(*d*) No person may operate any Nigeria registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable airworthiness directives and service bulletins.

Amendment of Airworthiness Certificate.

5.4.1.10.—(*a*) The Authority may amend or modify a Certificate of Airworthiness or a special airworthiness certificate-

(1) Upon application from an aircraft owner or operator ; or

(2) On its own initiative.

(*b*) Amendment may be made under the following conditions :

(1) Modification (STC or amended TC) ;

(2) A change to the authority and basis for issue ;

(3) A change in the aircraft model ; or

(4) A change in the operating limitations for an aircraft with a special airworthiness certificate.

Transfer or Surrender or Suspension or Revocation of a Certificate of Airworthiness.

5.4.1.11.—(*a*) An owner shall transfer a certificate of airworthiness-

(1) To the lessee upon lease of an aircraft within or outside Nigeria.

(2) To the buyer upon sale of the aircraft within Nigeria.

(*b*) An owner shall surrender the certificate of airworthiness for the aircraft to the issuing Authority upon sale of that aircraft outside of Nigeria that results in the removal of the aircraft from the Nigeria registry.

(c) The Authority may suspend or revoke a standard or special Certificate of Airworthiness issued in respect of an aircraft if :

(1) The aircraft or such of its equipment as is necessary for the airworthiness of the aircraft is maintained or if any part of the aircraft or such equipment is removed or is replaced, otherwise than in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft ;

(2) The aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority in relation to that aircraft ;

(3) An inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any such equipment referred in paragraph (1), has not, been completed to the satisfaction of the Authority ; or

(4) The aircraft or any such equipment as aforementioned sustains damage and the damage is ascertained during inspection which affects the airworthiness of the aircraft ;

(*d*) Upon surrender or revocation, the certificate shall be returned to the Authority within 7 working days.

Commercial Air Transport.

5.4.1.12.—(*a*) The Authority will consider an airworthiness certificate valid for commercial air transport only when accompanied by operations specifications issued by the Authority which identifies the specific types of commercial air transport authorised.

Display of Certificate of Airworthiness.

5.4.1.13.—(*a*) No person may operate a civil aircraft in Nigeria or registered in Nigeria unless the Certificate of Airworthiness required by this subpart, or a special flight permit, is displayed at the cabin or cockpit entrance so that it is legible to the passengers or crew.

Aircraft Limitations and Information.

5.4.1.14.—(*a*) Each aircraft shall be provided with a flight manual, placards or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft.

Export Airworthiness Approvals.

5.4.1.15.—(*a*) Aircraft which are to be exported will be issued with a Certificate of Airworthiness for Export as prescribed in IS 5.4.1.15.

(*b*) The Certificate of Airworthiness for Export does not permit the flight of the particular aircraft. Before the aircraft is flown, the certificate shall be validated by the State of Registry or replaced by a Certificate of Airworthiness issued by that State of Registry.

(*c*) Export Approval for Class I (other than whole aircraft), Class II and III aeronautical products may be issued as prescribed by the Authority.

(*d*) Except as provided in sub-paragraph (e) of this paragraph, the Authority will issue an Export Certificate of Airworthiness for an aircraft registered in Nigeria based on satisfactory evidence that :

(1) the aircraft complies with the design aspects of the appropriate airworthiness requirements (type certificate) and is in a condition for safe operation.

(2) the aircraft meets the additional requirements for import of the importing country.

(*e*) An aircraft need not meet a requirement specified in paragraph (d) (1) to (2) of this subsection as applicable, if acceptable to the importing country and the importing country indicates that acceptability in writing.

Damage to Aircraft.

5.4.1.16.—(*a*) When an aircraft has sustained damage, the Authority will judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.

(*b*) If the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the Authority immediately, communicating to it all details necessary to formulate the judgment referred to in 5.4.1.16(*a*).

(*c*) When the Authority considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition. The Authority may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a noncommercial air transport operation to an aerodrome at which it will be restored to an airworthy condition. In prescribing particular limiting conditions, the Authority will consider all limitations proposed by the Contracting State that had originally, in accordance with 5.4.1.16(*b*), prevented the aircraft from resuming its flight. That Contracting State shall permit such flight or flights within the prescribed limitations.

(*d*) When the Authority considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

5.5. CONTINUING AIRWORTHINESS

Applicability.

5.5.1.1.—(a) This Subpart prescribes rules governing the continuing airworthiness of civil aircraft, engines,propellers, remote pilot station and associated parts registered in Nigeria whether operating inside or outside the borders of Nigeria.

Responsibility.

5.5.1.2.—(*a*) The registered owner or operator of an aircraft or, in the case of a leased aircraft, the lessee shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that—

(1) All maintenance, overhaul, modifications and repairs which affect airworthiness are performed as prescribed by the State of Registry ;

(2) Maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy ;

(3) The approval for return to service (maintenance release) is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the prescribed methods ;

(4) In the event there are open discrepancies, the maintenance release includes a list of the uncorrected maintenance items for which temporary relief of provided in the MEL and these items are made a part of the aircraft permanent record ;

(5) The operational and emergency equipment necessary for an intended flight is serviceable.

(6) The certificate of airworthiness of the aircraft remains valid ; and

(7) When the maintenance release is not issued by an approved maintenance organisation in accordance with Nig. CARs Part 6, the person signing the maintenance release shall be licensed in accordance with Nig. CARs Part 2.

(2) The owner or operator of an aeroplane over 5, 700 kg and helicopter over 3,175kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.

General.

5.5.1.3.—(*a*) No person may perform maintenance, preventive maintenance, or modifications on an aircraft other than as prescribed in this regulation.

(*b*) No person may operate an aircraft for which a manufacturer's aircraft maintenance manual or instructions for continuing airworthiness have been issued that contains an airworthiness limitation section unless the mandatory replacement times, inspection intervals, and related procedures specified in that section or alternative inspection intervals and related procedures set forth in the operations specifications approved under part 9, or in accordance with the inspection program approved under Part 8 have been complied with.

(*c*) No person may operate an aircraft, aeronautical product, or accessory to which an Airworthiness Directive applies, issued either by the State of Design, or State of Manufacture, State of Design of Modification and adopted for NIGERIA-registered aircraft by the Authority, or by the State of Registry for aircraft operated within Nigeria, except in accordance with the requirements of that Airworthiness Directive.

(*d*) When the Authority determines that an aeronautical product has exhibited an unsafe condition and that condition is likely to exist or to develop in other products of the same type design, the Authority may issue an Airworthiness Directive prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.

(*e*) The Authority will report any airworthiness directives or additional continuing airworthiness requirements that it issues or any malfunction or defect reports to the State of Design and State of Design of Modification whenever such report is being transmitted, sensitive aviation security information shall be secured in accordance with Part 17 of these regulations.

(*f*) The Authority may not issue and transmit Airworthiness Directives and additional continuing airworthiness requirements that contains sensitive aviation security information.

Maintenance and Operational Experience.

5.5.1.4.—(*a*) The owner or operator of an aeroplane over 5, 700 kg and helicopter over 3,175kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and have a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organisation responsible for the type design of the aircraft.

(*b*) The owner or operator, organisation responsible for the type design and maintenance organisations shall report to the Authority in respect of aeroplanes over 5,700 kg and helicopters over 3,175 kg maximum certificated take-off mass and remotely piloted aircraft systems, the service information required by the authority according to the procedure, established by the Authority.

(*c*) The owner or operator and maintenance organisations shall transmit to the organisation responsible for the type design of aircraft or design of the modification or repair in respect of aeroplanes over 5,700 kg and helicopters over 3,175 kg maximum certificated take-off mass information on faults, malfunction, defects and other occurrences that cause or might cause adverse effect on the continuing airworthiness of the aircraft. . Whenever this information relates to a remote pilot station, an engine or propeller, such information shall be transmitted to both the organisation responsible for remote pilot station, engine or propeller type design and the organisation responsible for aircraft type design.

Reporting of Failures, Malfunctions, and Defects.

5.5.1.5.—(*a*) Owners or operators of aircraft over 5,700 kg maximum certificated take-off mass or of any aircraft used in a commercial operation shall report to the Authority any failures, malfunctions, or defects that result in at least the following—

(1) Fires during flight and whether the related fire-warning system properly operated ;

(2) Fires during flight not protected by a related fire-warning system ;

(3) False fire warning during flight ;

(4) An engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components ;

(5) An aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight ;

(6) Engine shutdown during flight because of flameout ;

(7) Engine shutdown during flight when external damage to the engine or aircraft structure occurs ;

(8) Engine shutdown during flight due to foreign object ingestion or icing ;

(9) Shutdown during flight of more than one engine ;

(10) A propeller feathering malfunction or inability of the system to control overspeed during flight ;

(11) A fuel or fuel-dumping system failure that affects fuel flow or causes hazardous leakage during flight ;

(12) An unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight ;

(13) Brake system components failure that result in loss of brake actuating force when the aircraft is in motion on the ground ;

(14) Aircraft structure that requires major repair ;

(15) Cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority ;

(16) Aircraft components or systems malfunctions that result in taking emergency actions during flight (except action to shut down an engine) ;

(17) Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions ;

(18) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure ; and

(19) A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.

(*b*) Owners or operators of aircraft over 5,700 kg maximum certificated take-off mass or of any aircraft used in a commercial operation shall report to the Authority—

(1) The number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed ; and

(2) The number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

(*c*) Each report required by this Subsection shall—

(1) Be made within 3 days after determining that the failure, malfunction, or defect required to be reported has occurred ; and

(2) Include as much of the following information as is available and applicable—

(*i*) Aircraft serial number ;

(*ii*) When the failure, malfunction, or defect is associated with an article approved under a TSO authorisation, the article serial number and model designation, as appropriate ;

(*iii*) When the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate ;

(*iv*) Product model ;

(*v*) Identification of the part, component, or system involved, including the part number ; and

(*vi*) Nature of the failure, malfunctions, or defects.

(*d*) The Authority, if it is the Authority of the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Design.

(*e*) The Authority, if it is not the Authority of the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Registry.

Aircraft Mass Schedule.

5.5.1.6.—(*a*) Every aircraft in respect of which a Certificate of Airworthiness is issued or rendered valid under this Part shall be weighed, and the position of its centre of gravity determined, at such times and in such manner as the Authority may require or approve in the case of that aircraft.

(*b*) All NIGERIA registered aircraft shall be re-weighed at the following periods :

(1) When used for commercial or aerial work operations every three (3) years ;

(2) When used for commercial operations and with approved weight control programme, at such periods as determined by the weight control programme ;

(3) When used in general aviation every five (5) years, or

(4) For any aircraft at such times as the Authority may direct.

(*c*) The weighing shall be accomplished by the manufacturer of the aircraft or by a maintenance organisation approved in accordance with Part 6 or by an organisation approved by the Authority for the purpose of aircraft weighing.

(*d*) The Authority may approve an alternative weighing period for a particular type of aircraft or operation if requested.

(*e*) Upon the aircraft being weighed as aforesaid, the operator of the aircraft shall prepare a mass schedule showing :

(*i*) the basic mass of the aircraft, that is to say, the mass of the aircraft empty together with mass of unusable oil in the schedule, or such other mass as may be approved by the Authority in the case of that aircraft ; and

(*ii*) the position of the centre of gravity of the aircraft when the aircraft contains only the items included in the basic mass or such other position of the centre of gravity as may be approved by the Authority in the case of that aircraft.

(*f*) The mass schedule shall be preserved by the operator of the aircraft until the expiration of a period of 6 month following the next occasion on which the aircraft is weighed for the purpose of this sub-section.

(*g*) The accumulated effects of modifications and repairs on the mass and balance shall be accounted for and properly documented.

(*h*) The aircraft shall be reweighed whenever the effect of modifications on the mass and balance is not accurately known.

(*i*) The mass and centre of gravity schedule (weight schedule) of an aircraft shall be revised whenever the cumulative changes to the dry operating mass exceed ± 0.5 *per cent* of the maximum landing mass or for aeroplanes the cumulative change in CG position exceeds 0.5 *per cent* of the mean aerodynamic chord. This may be done by weighing the aircraft or by calculation

5.6. AIRCRAFT CONTINUING AIRWORTHINESS AND INSPECTION REQUIREMENTS

Applicability.

5.6.1.1.—(*a*) This Subpart prescribes rules governing the maintenance and inspection of any aircraft having a Certificate of Airworthiness issued by Nigeria or associated aeronautical products.

General Requirements for Continuing Airworthiness and Inspections.

5.6.1.2.—(*a*) No person may operate an aircraft unless the aircraft and its components are maintained in accordance with a maintenance program and the aircraft is inspected according to an inspection program approved by the Authority.

(*b*) The maintenance program shall include a description of the aircraft and components and recommended methods for the accomplishment of maintenance tasks. Such information shall include guidance on defect diagnosis.

(*c*) The maintenance program shall include the maintenance tasks and the recommended intervals at which these tasks are to be performed.

(*d*) Maintenance tasks and frequencies that have been specified as mandatory by the State of Design in approval of the type design shall be identified in the maintenance program.

(*e*) The maintenance program shall have a maintenance release process, including signed documentation, in a manner satisfactory to the Authority, indicating that the maintenance performed has been completed satisfactorily. A maintenance release shall contain a certification including—

(1) Basic details of the maintenance carried out ; including detailed reference to the data used ;

(2) Date such maintenance was completed ;

(3) When applicable, the identity of the approved maintenance organisation and

(4) The identity of the person or persons signing the maintenance release including the license or authorization number of the person.

(*f*) The owner or operator shall use one of the following inspection programs as appropriate for the aircraft and the type operation.

(1) Annual inspection,

(2) Annual/100 hour inspections,

(3) Progressive, or

(4) Continuous airworthiness maintenance program.

Persons Authorised to Perform Maintenance, Preventive Maintenance, and Modifications.

5.6.1.3.—(*a*) No person may perform any task defined as maintenance on an aircraft or aeronautical products, except as provided in the following—

(1) A pilot licensed by the Authority may perform preventive maintenance on any aircraft owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder and the maximum certificated takeoff mass does not exceed 2730kg.

(2) A person working under the supervision of an aircraft maintenance engineer, may perform the maintenance, preventive maintenance, and modifications that the supervisory aircraft maintenance engineer is authorised to perform—

(*i*) If the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly, and

(*ii*) If the supervisor is readily available, in person, for consultation.

(3) A licensed aircraft maintenance engineer may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which he or she is rated subject to the limitation of Part 2 of these regulations.

(4) An AMO may perform aircraft maintenance within the limits specified by the Authority.

(5) The AOC holder may perform aircraft maintenance as specified by the Authority.

(6) A manufacturer holding an AMO may—

(*i*) Rebuild or modify any aeronautical product manufactured by that manufacturer under a type or production certificate ;

(*ii*) Rebuild or modify any aeronautical product manufactured by that manufacturer under a TSO Authorisation, a Parts Manufacturer Approval

issued by the State of Design, or Product and Process Specification issued by the State of Design ; and

(*iii*) Perform any inspection required by Part 8 on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

Personnel authorised to approve an article for Return to Service.

5.6.1.4.—(*a*) No person or entity, other than the Authority, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or modification, except as provided in the following :

(1) A pilot licensed by the Authority may return his or her aircraft to service after performing authorised preventive maintenance.

(2) A licensed aircraft maintenance engineer may approve aircraft and aeronautical products for return to service after he or she has performed, supervised, or inspected its maintenance subject to the limitation of Part 2, Section 2.4.4 of these regulations.

(3) An AMO may approve aircraft and aeronautical products for return to service as provided in the operations specifications approved by the Authority.

(4) An AOC holder may approve aircraft and aeronautical products for return to service as specified by the Authority.

Persons Authorised to Perform Inspections.

5.6.1.5.—(*a*) No person, other than the Authority, may perform the inspections required by 8.2.1.7 for aircraft and aeronautical products prior to or after it has undergone maintenance, preventive maintenance, rebuilding, or modification, except as provided in the following :

(1) An aircraft maintenance engineer may conduct the required inspections of aircraft and aeronautical products for which he or she is rated and current.

(2) An AMO may perform the required inspections of aircraft and aeronautical products as provided in the operations specifications approved by the Authority.

(3) An AOC holder may perform the required inspections of aircraft and aeronautical products in accordance with specifications issued by the Authority.

(*b*) Required Inspection Personnel

(1) No person may use any person to perform required inspections unless the person performing the inspection is appropriately certificated, properly trained, qualified, and authorized to do so.

(2) No person may allow any person to perform a required inspection unless, at that time, the person performing that inspection is under the supervision and control of an inspection unit.

(3) No person may perform a required inspection if he performed the item of work required to be inspected.

(4) Each AOC holder shall maintain, or shall determine that each person with whom it arranges to perform its required inspections maintains, a current

listing of persons who have been trained, qualified, and authorized to conduct required inspections. The persons shall be identified by name, occupational title, and the inspections that they are authorised to perform. The AOC holder (or person with whom it arranges to perform its required inspections) shall give written information to each person so authorized describing the extent of his responsibilities, authorities, and inspectional limitations. The list shall be made available for inspection by the Authority upon request.

Performance Rules : Maintenance, Preventive Maintenance or Modification.

5.6.1.6.—(*a*) Each person performing maintenance, preventive maintenance, or modification on an aeronautical product shall use the methods, techniques, and practices prescribed in—

(1) The current manufacturer's aircraft maintenance manual or instructions for Continuing Airworthiness prepared by its manufacturer and approved by the State of Design and/or State of Manufacture ; and

(2) Additional methods, techniques and practices required by the Authority ; or methods, techniques and practices designated by the Authority where the manufacturer's documents were not available.

(*b*) Each person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If the manufacturer involved recommends special equipment or test apparatus, the person performing maintenance shall use that equipment or apparatus or its equivalent acceptable to the Authority.

(*c*) Each person performing maintenance, preventive maintenance, or modification on an aeronautical product shall do that work in such a manner, and use materials of such a quality, that the condition of the aeronautical product worked on will be at least equal to its original or properly modified condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.

(*d*) The methods, techniques, and practices contained in an AOC holder's maintenance control manual and continuous airworthiness maintenance program, as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this subsection.

(*e*) Each person performing required inspections in addition to other maintenance, preventive maintenance, or modifications, shall organize the performance of those functions so as to separate the required inspection functions from the other maintenance, preventive maintenance, and modification functions. The separation shall be below the level of administrative control at which overall responsibility for the required inspection functions and other maintenance, preventive maintenance, and modification functions are exercised.

Performance Rules : Inspections.

5.6.1.7.—(*a*) *General*. Each person performing an inspection required by the Authority will perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements ; and

(*b*) *Rotorcraft*. Each person performing an inspection required on a rotorcraft shall inspect the following systems in accordance with the manufacture's aircraft maintenance manual or Instructions for Continuing Airworthiness of the manufacturer concerned—

(1) The drive shafts or similar systems,

(2) The main rotor transmission gear box for obvious defects,

(3) The main rotor and centre section (or the equivalent area), and

(4) The auxiliary rotor on helicopters.

(*c*) Annual and 100-hour inspections.

(1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source. This checklist shall include the scope and detail of the items prescribed by the Authority. See IS : 5.6.1.7 for components to be included in an annual or 100-hour inspection.

(2) Each person approving a piston-engined aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of—

(*i*) Power output (static and idle rpm) ;

(*ii*) Magnetos ;

(*iii*) Fuel and oil pressure ; and

(*iv*) Cylinder and oil temperature.

(3) Each person approving a turbine-engined aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.

(*d*) Progressive inspections.

(1) Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections shall be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of visual examination or check of the appliances the aircraft and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the appliances, the aircraft, and its components and systems, with such disassembly as is necessary. For the purposes of this paragraph, the overhaul of a component or system is considered to be a detailed inspection.

(2) If the aircraft is away from the station where inspections are normally conducted, an appropriately rated AME, an AMO or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.

(*e*) Continuous airworthiness maintenance program inspections.

(1) Each person performing the inspection program required for an AOC holder's aircraft or aircraft maintained under a continuous airworthiness maintenance program, shall perform the inspection in accordance with the instructions and procedures set forth in the inspection program.

Performance Rules : Airworthiness Limitations.

5.6.1.8.—(*a*) Each person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or Instructions for Continuing Airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specifications approved by the Authority.

5.7. MAINTENANCE AND INSPECTION RECORDS AND ENTRIES

Content, Form and Disposition of Records for Maintenance, Preventive Maintenance, Rebuilding and Modification of Aircraft and Life Limited Parts.

5.7.1.1.—(*a*) Each person who maintains, performs preventive maintenance, rebuilds, or modify an aircraft or life limited parts shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows—

(1) A description (or reference to data acceptable to the Authority) of work performed, including—

(*i*) The total time in services (hours, calendar time and cycles, as appropriate) of the aircraft and all life-limited components ;

(*ii*) The current status of compliance with all mandatory continuing airworthiness information ;

(*iii*) Appropriate details of modifications and repairs ;

(*iv*) Time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the aircraft or its components subject to a mandatory overhaul life ;

(*v*) The current status of the aircraft's compliance with the maintenance program ; and the detailed maintenance records to show that all requirements for signing of a maintenance release have been met.

(2) Completion date of the work performed ;

(3) Name, signature, certificate number, and kind of license held by the person approving the work. The signature constitutes the approval for return to service only for the work performed.

(*b*) In addition to the entry required by paragraph (a), major repairs and modifications shall be entered on a form, and the form disposed of, in the manner prescribed in IS : 5.7.1.1, by the person performing the work.

Content, Form and Disposition of Records for Maintenance, Preventive Maintenance, Overhaul and Rebuilding of a Product.

5.7.1.2.—(*a*) No person shall approve for return to service any aeronautical product that has undergone maintenance, preventive maintenance, overhaul or rebuilding of a product unless—

(1) The appropriate maintenance record entry has been made ;

(2) The repair or modification form authorised by or furnished by the Authority has been executed in a manner prescribed by the Authority ;

(3) If a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed.

(*b*) Additional entries for overhaul and rebuilding.

(1) No person shall describe in any required maintenance entry or form, an aeronautical product as being overhauled or rebuilt unless—

(*i*) It has been disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority ; and

(*ii*) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance manufacturing approval.

(2) No person shall describe in any required maintenance entry or form an aircraft or other aeronautical product as being rebuilt unless it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

(*c*) If the maintenance, preventive maintenance, overhaul or rebuilding of a product is performed by an AMO, the AMO shall complete an airworthiness approval tag (CAA form) as prescribed in Part 6.

Content, Form and Disposition of Records of Inspections for Return to Service.

5.7.1.3.—(*a*) *Inspection record entries*. The person approving or disapproving the return to service of an aeronautical product after any inspection performed in accordance with Part 8, shall make an entry in the maintenance record of that equipment containing the following information—

(1) Type of inspection and a brief description of the extent of the inspection ;

(2) Date of the inspection and aircraft or component total time in service ;

(3) Signature, the license number, and kind of license held by the person approving or disapproving for return to service the aeronautical product ;

(4) If the aircraft or component is found to be airworthy and approved for return to service, the following or a similarly worded statement- "I certify that this aircraft/ component has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition" ;

(5) If the aircraft or component is not approved for return to service because of needed maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement-I certify that this aircraft/component has been inspected in accordance with (insert type) inspection and a list of discrepancies and

unairworthy items dated (date) has been provided for the aircraft owner or operator ; and

(6) If an inspection is conducted under an inspection program provided for in Part 8, the person performing the inspection shall make an entry identifying the inspection program accomplished, and containing a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.

(*b*) *Listing of discrepancies*. The person performing any inspection required in Part 8 who finds that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives or other approved data upon which its airworthiness depends, shall give the owner/operator a signed and dated list of those discrepancies.

5.8. CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION

Scope.

5.8.1.1.—(*a*) This Subpart establishes the requirements to be met by an organisation to qualify for the issue or continuation of an approval for the management of aircraft continuing airworthiness.

Application.

5.8.1.2.—(*a*) An application for issue or variation of a continuing airworthiness management organisation approval shall be made on a form and in a manner established by the Authority.

Extent of Approval.

5.8.1.3.—(*a*) The grant of approval is indicated by the issue of the certificate included in IS 5.8.1.3 by the Authority. The approved continuing airworthiness management exposition shall specify the scope of work deemed to constitute approval.

(*b*) Not withstanding paragraph (a), for commercial air transport, the approval shall be part of the air operator certificate issued by Authority, for the aircraft operated.

Continuing Airworthiness Management Exposition.

5.8.1.4.—(*a*) The continuing airworthiness management organisation shall provide a continuing airworthiness management exposition containing the following information :

1. A statement signed by the accountable manager to confirm that the organisation will work in accordance with this Part and the exposition at all times,

2. The organisation's scope of work,

3. The title(s) and name(s) of person(s) referred to in 5.8.1.6(*b*) and (*c*),

4. An organisation chart showing associated chains of responsibility between the person(s) referred to in 5.8.1.6(*b*) and (*c*).

5. A list of 5.8.1.7 airworthiness review staff,

6. A general description and location of the facilities,

7. Procedures specifying how the continuing airworthiness management organisation ensures compliance with this Part, and ;

8. The continuing airworthiness management exposition amendment procedures.

9. The list of aircraft type and approved maintenance programme reference.

(*b*) The continuing airworthiness management exposition and its amendments shall be approved by the Authority. Notwithstanding paragraph (b), minor amendments to the exposition may be approved through an exposition procedure (hereinafter called indirect approval).

(*c*) See IS : 5.8.1.4 for detailed requirements concerning the Continuing Airworthiness Management Exposition

Facilities.

5.8.1.5.—(*a*) The continuing airworthiness management organisation shall provide suitable office accommodation at appropriate locations for the personnel specified in 5.8.1.6 of these regulations.

Personnel Requirements.

5.8.1.6.—(*a*) The organisation shall appoint an Accountable Manager, who has corporate authority for ensuring that all continuing airworthiness management activities can be financed and carried out in accordance with this Part.

(*b*) For commercial air transport the Accountable manager shall be the person who also has corporate authority for ensuring that all the operations of the operator can be financed and carried out to the standard required for the issue of an air operator's certificate.

(*c*) A person or group of persons shall be nominated with the responsibility of ensuring that the organisation is always in compliance with this Subpart. Such person(s) shall be ultimately responsible to the accountable manager.

(*d*) For commercial air transport, the accountable manager shall designate a nominated post holder. This person shall be responsible for the management and supervision of continuing airworthiness activities, pursuant to paragraph (c).

(*e*) The nominated post holder referred to in paragraph (d) shall not be employed by an NCAA approved maintenance organisation under contract to the operator, unless specifically agreed by the Authority.

(*f*) The organisation shall have sufficient appropriately qualified staff for the expected work.

(*g*) All paragraph (*c*) and (*d*) persons shall be able to show relevant knowledge, background and appropriate experience related to aircraft continuing airworthiness. See IS 5.8.1.6 for detailed requirements

(*h*) The qualification of all personnel involved in continuing airworthiness management shall be recorded.

Airworthiness Review Staff.

5.8.1.7.—(*a*) To be approved to carry out Airworthiness reviews every six (6) months, an approved continuing airworthiness management organisation shall have appropriate Airworthiness review staff to issue an Airworthiness review or recommendations.

In addition to part 5.8.1.6 requirements, these staff shall have acquired :

(1) at least five years' experience in continuing airworthiness, and ;

(2) an appropriate Aircraft Maintenance Engineer License (AMEL) or an aeronautical degree or equivalent,

(3) formal aeronautical maintenance training,

(4) a position within the approved organisation with appropriate responsibilities.

(*b*) Airworthiness review staff nominated by the approved continuing airworthiness organisation can only be issued an authorisation by the approved continuing airworthiness management organisation when formally accepted by the Authority after satisfactory completion of an Airworthiness review under supervision.

(*c*) The organisation shall ensure that Airworthiness review staff can demonstrate appropriate recent continuing airworthiness management experience.

(*d*) Airworthiness review staff shall be identified by listing each person in the continuing airworthiness management exposition together with their Airworthiness review authorisation reference.

(*e*) The organisation shall maintain a record of all Airworthiness review staff, which shall include details of any appropriate qualification held together with a summary of relevant continuing airworthiness management experience and training and a copy of the authorisation. This record shall be retained until two years after the Airworthiness review staff have left the organisation. See IS 5.8.1.7(*e*) for minimum contents.

Continuing Airworthiness Management.

5.8.1.8.—(*a*) All continuing airworthiness management shall be carried out according to 5.5 of this regulations.

(*b*) For every aircraft managed, the approved continuing airworthiness management organisation shall :

(1) develop and control a maintenance programme for the aircraft managed including any applicable reliability programme ;

(2) present the aircraft maintenance programme and its amendments to the Authority for approval ;

(3) provide a copy of the programme to the owner of non-commercially operated aircraft,

(4) manage the approval of modification and repairs,

(5) ensure that all maintenance is carried out in accordance with the approved maintenance programme and released in accordance with 6.5.1.7 of these regulations ;

(6) ensure that all applicable airworthiness directives and operational directives with a continuing airworthiness impact, are applied,

(7) ensure that all defects discovered during scheduled maintenance or reported are corrected by an approved maintenance organisation approved by NCAA in accordance with Part 6 of these regulations ;

(8) ensure that the aircraft is taken to an NCAA approved maintenance organisation whenever necessary ;

(9) coordinate scheduled maintenance, the application of airworthiness directives, the replacement of service life limited parts, and component inspection to ensure the work is carried out properly,

(10) manage and archive all continuing airworthiness records and/or operator's technical log ;

(11) ensure that the mass and balance statement reflects the current status of the aircraft.

Documentation.

5.8.1.9.—(*a*) The approved continuing airworthiness management organisation shall hold and use applicable current airworthiness data in the performance of 5.8.1.8 continuing airworthiness tasks.

Airworthiness Review.

5.8.1.10.—(*a*) To satisfy the requirement for an Airworthiness review of an aircraft, a full documented review of the aircraft records shall be carried out by the approved continuing airworthiness management organisation in order to be satisfied that :

(1) airframe, engine and propeller flying hours and associated flight cycles have been properly recorded,

(2) the flight manual is applicable to the aircraft configuration and reflects the latest revision status,

(3) all the maintenance due on the aircraft according to the approved maintenance programme has been carried out,

(4) all known defects have been corrected or, when applicable, carried forward in a controlled manner,

(5) all applicable airworthiness directives and mandatory bulletins have been applied and properly registered, and ;

(6) all modifications and repairs applied to the aircraft have been registered and are approved according to Part 5.7.1.2,

(7) all service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit,

(8) all maintenance has been released in accordance with this Part 6.5.1.7,

(9) the current mass and balance statement reflects the configuration of the aircraft and is valid,

(10) The aircraft complies with the latest revision of its type design approved by the State of Design

(11) if required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with this Part of the regulations.

(*b*) The approved continuing airworthiness management organisation's Airworthiness review staff shall carry out a physical survey of the aircraft. For this survey, Airworthiness review staff not appropriately qualified to Part 2 of these regulations shall be assisted by such qualified personnel.

(*c*) Through the physical survey of the aircraft, the Airworthiness review staff shall ensure that :

(1) all required markings and placards are properly installed,

(2) the aircraft complies with its approved flight manual,

(3) the aircraft configuration complies with the approved documentation,

(4) no evident defect can be found that has not been addressed, and ;

(5) no inconsistencies can be found between the aircraft and the paragraph (*a*) documented review of records.

(*e*) An Airworthiness Review report or a recommendation is issued by Airworthiness review staff appropriately authorized in accordance with subpart 5.8.1.7 on behalf of the approved continuing airworthiness management organisation when satisfied that the Airworthiness review has been properly carried out.

(*f*) A copy of the Airworthiness Review report shall be issued for an aircraft every six months and submitted to the Authority within five (5) days.

(*g*) Airworthiness review tasks shall not be sub-contracted.

(*h*) Should the outcome of the Airworthiness review be inconclusive, the Authority shall be informed.

Privileges of the Organisation.

5.8.1.11.—(*a*) An approved continuing airworthiness management organisation, may :

(1) manage the continuing airworthiness of aircraft as listed on its approval certificate.

(2) manage the continuing airworthiness of aircraft when listed on its air operator certificate.

(3) arrange to carry out limited continuing airworthiness task within the limitation of its approval certificate with any contracted organisation, working under its quality system as listed on its approval certificate.

(*b*) An approved continuing airworthiness management organisation may additionally be approved to :

(1) Carry out Airworthiness Review and issue appropriate report ;

(2) make a recommendation for the Issue/ Renewal of Certificate of Airworthiness ;

(3) To Issue recommendation to the Authority for Special Flight Permit after maintenance check.

(*c*) The CAMO may subcontract certain continuing airworthiness management tasks to qualified persons or organisations. The subcontracted person

or organisation performs the continuing airworthiness management tasks as an integral part of the CAMO's continuing airworthiness management system, irrespective of any other approval held by the subcontracted person or organisation (including CAMO or Part 6 AMO approval).

(*d*) The CAMO shall remain accountable for the satisfactory completion of the continuing airworthiness management tasks irrespective of any contract that may be established.

(e) In order to fulfil this responsibility, the CAMO shall be satisfied that the actions taken by the subcontracted person or organisation meet the standards required by Subpart 5.8. Therefore, the CAMO management of such activities shall be accomplished :

(1) by active control through direct involvement, and/or

(2) by endorsing the recommendations made by the subcontracted person or organisation.

(*f*) In order to retain ultimate responsibility, the CAMO shall limit subcontracted tasks to the activities specified below :

(*a*) airworthiness directive analysis and planning ;

(*b*) service bulletin analysis ;

(*c*) planning of maintenance ;

(*d*) reliability monitoring, engine health monitoring ;

(*e*) maintenance programme development and amendments ;

(*f*) any other activities, which do not limit the CAMO responsibilities, as agreed by the Authority.

(*g*) The CAMO's controls associated with subcontracted continuing airworthiness management tasks shall be reflected in the associated contract and be in accordance with the CAMO policy and procedures defined in the continuing airworthiness management exposition. When such tasks are subcontracted, the continuing airworthiness management system is considered to be extended to the subcontracted persons or organisations.

(*h*) Contracts shall not authorise the subcontracted organisation to subcontract to other organisations elements of the continuing airworthiness management tasks.

(*i*) The Authority will exercise oversight of the subcontracted activities through the CAMO approval. The contracts shall be acceptable to the Authority. The CAMO shall only subcontract to organisations which are certificated by the Authority.

Quality System.

5.8.1.12.—(*a*) To ensure that the approved continuing airworthiness management organisation continues to meet the requirements of this Subsection, it shall establish a quality system and designate a quality manager to monitor compliance with, and the adequacy of, procedures required to ensure airworthy

aircraft. Compliance monitoring shall include a feedback system to the accountable manager to ensure corrective action as necessary.

(*b*) The quality system shall monitor CAMO activities. It shall at least include the following functions :

(1) monitoring that all CAMO activities are being performed in accordance with the approved procedures, and ;

(2) monitoring that all contracted maintenance is carried out in accordance with the contract, and ;

(3) monitoring the continued compliance with the requirements of this Part.

(*c*) The records of these activities shall be stored for at least two years.

(*d*) Where the approved continuing airworthiness management organisation is approved in accordance with another Part, the quality system may be combined with that required by the other Part.

(*e*) In case of commercial air transport the CAMO quality system shall be an integrated part of the operator's quality system.

(*f*) In the case of a small CAMO that does not have the privileges granted under 5.8.1.11(*b*) of these regulations, the quality system can be replaced by performing organisational reviews on a regular basis.

Changes to the Approved Continuing Airworthiness Organization.

5.8.1.13.—(*a*) In order to enable the Authority to determine continued compliance with this Part, the approved continuing airworthiness management organisation shall notify it of any proposal to carry out any of the following changes, before such changes take place :

(1) the name of the organisation.

(2) the location of the organisation.

(3) additional locations of the organisation.

(4) the accountable manager.

(5) any of the persons specified in 5.8.1.6(c).

(6) the facilities, procedures, work scope and staff that could affect the approval.

(*b*) In the case of proposed changes in personnel not known to the management beforehand, these changes shall be notified at the earliest opportunity but not exceeding ten (10) days.

Record-Keeping.

5.8.1.14.—(*a*) The continuing airworthiness management organisation shall record all details of work carried out. The records required by 8.3.1.9 and 9.4.1.8 of these regulations.

(*b*) If the continuing airworthiness management organisation has the privilege of 5.8.1.11(*b*), it shall retain a copy of each Airworthiness Review and recommendation issued, together with all supporting documents.

(*c*) The continuing airworthiness management organisation shall retain a copy of all records listed in paragraph (b) until two years after the aircraft has been permanently withdrawn from service.

(*d*) The records shall be stored in a manner that ensures protection from damage, alteration and theft.

(*e*) All computer hardware used to ensure backup shall be stored In a different location from that containing the working data in an environment that ensures they remain in good condition.

(*f*) Where continuing airworthiness management of an aircraft is transferred to another organisation or person, all retained records shall be transferred to the said organisation or person. The time periods prescribed for the retention of records shall continue to apply to the said organisation or person.

(*g*) Where a continuing airworthiness management organisation terminates its operation, all retained records shall be transferred to the owner of the aircraft.

Continued Validity of Approval.

5.8.1.15.—(*a*) An approval shall be issued for a duration of two years. It shall remain valid subject to :

(*i*) the organisation remaining in compliance with this subsection.

(*ii*) the authority being granted access to the organisation to determine continued compliance with this Part, and ;

(*iii*) The approval not being surrendered or revoked.

(*b*) Upon surrender or revocation, the approval certificate shall be returned to the authority.

5.9. COMPONENTS

Installation.

5.9.1.1. INSTALLATION

(*a*) No component may be fitted unless it is in a satisfactory condition, has been appropriately released to service on a Form 1 specified in IS : 6.5.1.7 or equivalent and is adequately marked.

(*b*) Prior to installation of a component on an aircraft the person or approved maintenance organisation shall ensure that the particular component is eligible to be fitted when different modification and/or airworthiness directive configurations may be applicable.

(*c*) Standard parts shall only be fitted to an aircraft or a component when the maintenance data specifies the particular standard part. Standard parts shall only be fitted when accompanied by evidence of conformity traceable to the applicable standard.

(*d*) Material being either raw material or consumable material shall only be used on an aircraft or a component when the aircraft or component manufacturer states so in relevant maintenance data or as specified in Part 6. Such material shall only be used when the material meets the required specification and has

appropriate traceability. All material shall be accompanied by documentation clearly relating to the particular material and containing a conformity to specification statement plus both the manufacturing and supplier source.

Component Maintenance.

5.9.1.2.—(*a*) The maintenance of components shall be performed by maintenance organisations appropriately approved in accordance with Part 6, or any other equivalent organisation recognized by the Authority.

(*b*) By derogation from paragraph (*a*) above, maintenance of a component in accordance with aircraft maintenance data or, if agreed by the Authority, in accordance with component maintenance data, may be performed by a maintenance organisation approved in accordance with Part 6 to perform line maintenance as well as by certifying staff referred to in Part 9 only whilst such components are fitted to the aircraft. Nevertheless, such organisation or certifying staff may temporarily remove this component for maintenance, in order to improve access to the component, except when such removal generates the need for additional maintenance not eligible for the provisions of this point. Component maintenance performed in accordance with this paragraph is not eligible for the issuance of NCAA Form 1 and shall be subject to the aircraft release requirements provided for in sub section 9.4.1.10 of Part 9.

(*c*) By derogation from paragraph (a) above, maintenance of an engine/ Auxiliary Power Unit (APU) component in accordance with engine/APU maintenance data or, if agreed by the Authority, in accordance with component maintenance data, may be performed by a maintenance organisation with limited class 2 rating approved in accordance with Part 6 only whilst such components are fitted to the engine/APU. Nevertheless, such organisation may temporarily remove this component for maintenance, in order to improve access to the component, except when such removal generates the need for additional maintenance not eligible for the provisions of this paragraph.

(*d*) By derogation from paragraph (a) and subsection 6.5.1.7 of Part 6, maintenance of a component while installed or temporarily removed from a light aircraft used by other than AOC holder certificated in accordance with Part 9, and performed in accordance with component maintenance data, may be performed by certifying staff referred to in Part 6, except for :

(1) overhaul of components other than engines and propellers, and ;

(2) overhaul of engines and propellers for aircraft other than VLA, and LSA.

(*e*) Component maintenance performed in accordance with paragraph (d) is not eligible for the issuance of an NCAA Form 1 and shall be subject to the aircraft release requirements provided for in Part 6. .

Service Life Limited Components.

5.9.1.3.—(*a*) Installed service life limited components shall not exceed the approved service life limit as specified in the approved maintenance programme and airworthiness directives, except as provided for in point 5.9.1.4(c).

(*b*) The approved service life is expressed in calendar time, flight hours, landings or cycles, as appropriate.

(*c*) At the end of the approved service life, the component shall be removed from the aircraft for maintenance, or for disposal in the case of components with a certified life limit.

Control of Unserviceable Components.

5.9.1.4.—(a) A component shall be considered unserviceable in any one of the following circumstances :

(1) expiry of the service life limit as defined in the maintenance program ;

(2) non-compliance with the applicable airworthiness directives and other continuing airworthiness requirement mandated by the Authority ;

(3) absence of the necessary information to determine the airworthiness status or eligibility for installation ;

(4) evidence of defects or malfunctions ;

(5) involvement in an incident or accident likely to affect its serviceability.

(*b*) Unserviceable components shall be identified and stored in a secure location under the control of an approved maintenance organisation until a decision is made on the future status of such component. Nevertheless, for aircraft not used by AOC holders certificated in accordance with Part 9 and other than complex motor-powered aircraft, the person or organisation that declared the component unserviceable may transfer its custody, after identifying it as unserviceable, to the aircraft owner provided that such transfer is reflected in the aircraft logbook or engine logbook or component logbook.

(*c*) Components which have reached their certified life limit or contain a non-repairable defect shall be classified as unsalvageable and shall not be permitted to re-enter the component supply system, unless certified life limits have been extended or a repair solution has been approved according to requirements for modifications and repairs.

(*d*) Any person or organisation accountable under this regulation shall, in the case of a paragraph (*c*) unsalvageable components :

(1) retain such component in the paragraph (*b*) location, or ;

(2) arrange for the component to be mutilated in a manner that ensures that it is beyond economic salvage or repair before relinquishing responsibility for such component.

(*e*) Notwithstanding paragraph (*d*) a person or organisation accountable under this regulation may transfer responsibility of components classified as unsalvageable to an organisation for training or research without mutilation.

5.10. Aircraft Noise and Emission Certification

5.10.1. *Aircraft Noise Certification*

Requirements of Noise Certification.

5.10.1.1.—(*a*) An aircraft to which this regulation applies shall not land or take off in Nigeria unless there is in force a noise certificate issued or rendered valid by the competent authority of the State of Registry.

(*b*) A registered owner of a NIGERIA registered aircraft, or agent of the owner, shall apply for a noise certificate in a form and manner prescribed by the Authority.

(*c*) The applicant for a noise certificate shall provide evidence acceptable to the Authority that the aircraft meets the noise certification levels for which the applicant requests certification. Such evidence may include documentation from the manufacturer approved aircraft flight manual or other documents evidencing noise compliance as approved by the State of Design of that aircraft.

Issue, Suspension, Revocation of Noise Certificate.

5.10.1.2.—(*a*) An aircraft included in the classification defined for noise certification purpose in IS 5.10.1.2 : (B) shall be issued with a noise certificate or a suitable statement attesting noise certification contained in another document approved by the state of registry and required by that state to be carried in the aircraft.

(*b*) The noise certificate referred to in (a) above shall be issued or validated by the Authority on the basis of satisfactory evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in the Annex 16 Volume 1 to the Chicago Convention.

(*c*) The document attesting noise certification of an aircraft shall provide information in accordance with IS : 5.10.1.2 (A) of these Rules and standards and shall contain an English translation.

(*d*) The Authority will—

(1) Suspend or revoke the noise certificate of aircraft on the civil aircraft register if the aircraft ceases to comply with the applicable noise standards ;

(2) Not re-instate or grant a new noise certificate unless the aircraft is found on reassessment to comply with the applicable noise standards.

(*e*) Upon surrender or revocation, the certificate shall be returned to the authority.

Duration and Continued Validity of Noise Certificate.

5.10.1.3.—(*a*) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to :

(1) Compliance with the applicable type design, environmental protection and continuing airworthiness requirements ; and

(2) The aircraft remaining on the NIGERIA register ; and

(3) The type-certificate under which it is issued not being previously invalidated.

(4) The certificate not being surrendered or revoked under 5.10.1.2.

5.10.2. Emission Certification

Vented Fuel.

5.10.2.1.—(*a*) The Authority will recognize as valid a certification relating to fuel venting granted by the certificating authority of another Contracting State provided the requirements under which such certification was granted are not less stringent than the provision of Volume II of Annex 16.

Emissions.

5.10.2.2.—(*a*) The provision sub-regulations (*b*) and (*c*) shall apply to all engines included in the classification defined for emission certification purposes in Annex 16 Volume II (as amended) to the Chicago Convention on International Civil Aviation where such engines are fitted to aircraft engaged in international navigation.

(*b*) Emissions certification shall be granted by the certificating authority on the basis of satisfactory evidence that the engine complies with requirements which are at least equal to the stringency of the provisions of Volume II of Annex 16.

(*c*) The document attesting emissions certification for each individual engine shall include at least the following information which is applicable to the engine type :

(1) Name of certificating authority ;

(2) Manufacturer's type and model designation ;

(3) Statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements ;

(4) Rated thrust ;

(5) Reference pressure ratio ;

(6) A statement indicating compliance with Smoke Number requirements ;

(7) A statement indicating compliance with gaseous pollutant requirements.

(*d*) The Authority will recognize as valid emissions certification granted by the certificating authority of another Contracting State provided that the requirements under which such certification was granted are not less stringent than the provisions of Volume II of Annex 16.

5.10.3. AEROPLANE CO^2 EMISSION CERTIFICATION

Applicability.

5.10.3.1.—(*a*) This Sub-Part is applicable to all civil aeroplane engaged in international air navigation that registered in Nigeria and contains Standards and Recommended Practices for certification of aeroplane CO2 emissions based on the consumption of fuel applicable to the classification of aeroplanes specified in Volume III of Annex 16 as amended.

Note 1.—The use of equivalent procedures in lieu of the procedures specified in the Annex16 Volume III Appendices shall be approved by the certificating authority.

Note 2.—Guidance material on the use of equivalent procedures is provided in the Environmental Technical Manual (Doc 9501), Volume III - Procedures for the CO2Emissions Certification of Aeroplanes.

Administration.

5.10.3.2.—(*a*) These provisions shall apply to all aero plane included in the classifications defined for CO2 emissions certification purposes in this sub-part where such aeroplane is engaged in international air navigation.

(*b*) CO^2 emissions certification shall be granted - upon aero plane Type Certificate Acceptance by the Authority - as the State of Registry of an aero plane

on the basis of satisfactory evidence that the aeroplane complies with requirements that are at least equal to the applicable Standards specified in Annex 16 Volume III as amended.

(*c*) The Authority will recognize as valid a CO2 emissions certification granted by another Contracting State (competent authority) provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in Annex 16 Volume III as amended.

(*d*) This Sub-Part shall be applicable on the date of submission to the Certificating Authority for either a Type Certificate in the case of a new type, approval of a change in type design in the case of a derived version, or under equivalent application procedures prescribed by the certificating authority of that Contracting State and should be accepted/validated by the Authority.

(*e*) Unless otherwise specified in this Regulations, the date to be used by the Authority in determining the applicability of the Standards in this Part shall be the date of the application for a Type Certificate was submitted to the State of Design, or the date of submission under an equivalent application procedure prescribed by the certificating authority of the State of Design and maybe accepted/ validated by the Authority upon request, if it complies with the Standards in Annex 16 Volume III.

(*f*) An application shall be effective for the period specified in the airworthiness regulations appropriate to the aero plane type, except in special cases where the certificating authority grants an extension. When the period of effectively is extended the date to be used in determining the applicability of the Standards in this Regulations shall be the date of issue of the Type Certificate, or approval of the change in type design, or the date of issue of approval under an equivalent procedure prescribed by the State of Design, less the period of effectively.

(*g*) For derived versions of non-CO2-certified aero planes and derived versions of CO2- certified aero planes, the applicability provisions concerning the Standards of this Regulations refer to the date on which "the application for the certification of the change in type design" was made. The date to be used by Contracting States in determining the applicability of the Standards in these Regulations shall be the date on which the application for the change in type design was submitted to the Contracting State that first certified the change in type design.

(*h*) Where the provisions governing the applicability of the Standards of this Regulations refer to the date on which the certificate of airworthiness was first issued to an individual aeroplane, the date to be used by Contracting States in determining the applicability of the Standards in this sub-part shall be the date on which the first certificate of airworthinesswas issued by any Contracting State.

(*i*) The certificating authority will publish the certified CO2 emissions evaluation metric value granted or validated by that authority.

(*j*) The Authority will recognize valid aeroplane exemptions granted by an authority of another Contracting State responsible for production of the aeroplane provided that an acceptable process was used.

Note 1.—Guidance on acceptable processes and criteria for granting exemptions is provided in the Environmental Technical Manual (Doc 9501), VolumeIII - Procedures for the CO2 Emissions Certification of Aeroplanes.

Note 2.—This sub-part maybe subject to any agreement between the Authority and the responsible Certificating Authority, if there is any request for Type Certificate Acceptance by the Authority from any Competent Certificating Authority.

IS : 5.1.1.3. DEFINITIONS

IS : 5.1.1.3(*a*) (12) *Major Modifications*

(*a*) Airframe Major Modifications. Major modifications include modifications to the listed aircraft parts, or the listed types of modifications (when not included in the applicable manufacturer specifications or type certificate data sheet (TCDS))—

(1) Wings.

(2) Tail surfaces.

(3) Fuselage.

(4) Engine mounts.

(5) Control system.

(6) Landing gear.

(7) Hull or floats

(8) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowlings, fairings, and balance weights.

(9) Hydraulic and electrical actuating system of components.

(10) Rotor blades.

(11) Changes to the empty weight or empty balance which result in an increase in the maximum Certified weight or centre of gravity limits of the aircraft.

(12) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurisation, electrical, hydraulic, de-icing, or exhaust systems.

(13) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

(*b*) Powerplant Major Modifications. Major Powerplant modifications, even when not listed in the applicable engine specifications, include-

(1) Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.

(2) Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Authority.

(3) Installation of an accessory which is not approved for the engine.

(4) Removal of accessories that are listed as required equipment on the aircraft or engine specification.

(5) Installation of structural parts other than the type of parts approved for the installation.

(6) Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

(*c*) Propeller Major Modifications. Major propeller modifications, when not authorised in the applicable propeller specifications, include-

(1) Changes in blade design.

(2) Changes in hub design.

(3) Changes in the governor or control design.

(4) Installation of a propeller governor or feathering system.

(5) Installation of propeller de-icing system.

(6) Installation of parts not approved for the propeller.

(*d*) Appliance Major Modifications. Modifications of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with applicable Airworthiness Directives are appliance major modifications. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or other authorisation that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, automatic volume control (AVC) characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major modifications.

IS : 5.1.1.3(*a*) (13) MAJOR REPAIRS

(*e*) *Airframe Major Repairs*. Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.

(1) Box beams.

(2) Monocoque or semimonocoque wings or control surfaces

(3) Wing stringers or chord members

(4) Spars.

(5) Spar flanges.

(6) Members of truss-type beams.

(7) Thin sheet webs of beams.

(8) Keel and chine members of boat hulls or floats.

(9) Corrugated sheet compression members which act as flange material of wings or tail surfaces.

(10) Wing main ribs and compression members.

(11) Wing or tail surface brace struts.

(12) Engine mounts.

(13) Fuselage longerons.

(14) Members of the side truss, horizontal truss, or bulkheads.

(15) Main seat support braces and brackets.

(16) Landing gear brace struts.

(17) Axles.

(18) Wheels.

(19) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.

(20) Repairs involving the substitution of material.

(21) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.

(22) The repair of portions of skin sheets by making additional seams.

(23) The splicing of skin sheets

(24) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.

(25) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.

(26) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilisers, and control surfaces.

(27) Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.

(*f*) *Powerplant Major Repairs*. Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs-

(1) Separation or disassembly of a crankcase or crankshaft of a piston engine equipped with an integral supercharger.

(2) Separation or disassembly of a crankcase or crankshaft of a piston engine equipped with other than spur-type propeller reduction gearing.

(3) Special repairs to structural engine parts by welding, plating, metalising, or other methods.

(*g*) *Propeller Major Repairs*. Repairs of the following types to a propeller are propeller major repairs—

(1) Any repairs to or straightening of steel blades.

(2) Repairing or machining of steel hubs.

(3) Shortening of blades.

(4) Retipping of wood propellers.

(5) Replacement of outer laminations on fixed pitch wood propellers.

(6) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.

(7) Inlay work on wood blades.

(8) Repairs to composition blades.

(9) Replacement of tip fabric.

(10) Replacement of plastic covering.

(11) Repair of propeller governors.

(12) Overhaul of controllable pitch propellers.

(13) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminium blades.

(14) The repair or replacement of internal elements of blades.

(*h*) *Appliance Major Repairs*. Repairs of the following types to appliances are appliance major repairs—

(1) Calibration and repair of instruments.

(2) Calibration of avionics or computer equipment.

(3) Rewinding the field coil of an electrical accessory.

(4) Complete disassembly of complex hydraulic power valves.

(5) Overhaul of pressure type carburetors, and pressure type fuel, oil, and hydraulic pumps.

IS : 5.1.1.3(a)(17) PREVENTIVE MAINTENANCE

(*i*) *Preventive Maintenance*. Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations.

(1) Removal, installation and repair of landing gear tires.

(2) Replacing elastic shock absorber cords on landing gear.

(3) Servicing landing gear shock struts by adding oil, air, or both.

(4) Servicing landing gear wheel bearings, such as cleaning and greasing.

(5) Replacing defective safety wiring or cotter keys.

(6) Lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings.

(7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.

(8) Replenishing hydraulic fluid in the hydraulic reservoir.

(9) Refinishing decorative coating of fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.

(10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.

(11) Repairing upholstery and decorative furnishings of the cabin or cockpit when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft.

(12) Making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper airflow.

(13) Replacing side windows where that work does not interfere with the structure of any operating system such as controls, electrical equipment, etc.

(14) Replacing safety belts.

(15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.

(16) Troubleshooting and repairing broken circuits in landing light wiring circuits.

(17) Replacing bulbs, reflectors, and lenses of position and landing lights.

(18) Replacing wheels and skis where no weight and balance computation is involved.

(19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.

(20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.

(21) Replacing any hose connection except hydraulic connections.

(22) Replacing prefabricated fuel lines.

(23) Cleaning fuel and oil strainers.

(24) Replacing and servicing batteries.

(25) Replacement or adjustment of non-structural fasteners incidental to operations.

(26) The installation of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and installation does not involve the disassembly of the existing filler opening.

IS : 5.4.1.5. ISSUANCE OR VALIDATION OF A STANDARD CERTIFICATE OF AIRWORTHINESS

(*c*) The standard Certificate of Airworthiness issued by the Authority shall be as follows.

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NIGERIA CIVIL AVIATION AUTHORITY

CERTIFICATE OF AIRWORTHINESS

NO. *

NATIONALITY AND REGISTRATION MARKS	MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT**	AIRCRAFT SERIAL No.
		Date of Manufacture

CATEGORY : ***

This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7th December, 1944 and the Civil Aviation Act and the Order and Regulations issued thereunder, in respect of the above-mentioned aircraft, which is considered to be airworthy when equipped, maintained and operated in accordance with the foregoing and the pertinent operating limitations. A Flight Manual forms part of this Certificate.

Designation : _____

Signature : _____

for the Nigeria Civil Aviation Authority

Date of First Issue : _____

This certificate is valid for the period(s) indicated below ****		Signature, Official Stamp and Date
From	to	

NOTES :

1. No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for the purpose
2. If this Certificate is lost, the issuing authority should be informed at once, the Certificate Number being quoted.
3. Any person finding this certificate should forward it immediately to the issuing authority
4. This Certificate must be displayed aboard the aircraft.

* For use of the State of Registry.

** Manufacturer's designation of aircraft will contain the aircraft type and model.

*** This space is normally used to indicate the certification basis, i.e., certification code, with which the particular aircraft complies and/or its permitted operational category, e.g., commercial air transportation, aerial work, or private.

**** This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the aircraft is being maintained under a system of continuous inspection.

(*e*) the certificate of airworthiness for a remotely piloted aircraft shall contain the information :

NIGERIA CIVIL AVIATION AUTHORITY

CERTIFICATE OF AIRWORTHINESS-RPA

NO.

NATIONALITY AND REGISTRATION MARKS	MANUFACTURER AND MANUFACTURER'S DESIGNATION OF REMOTELY PILOTED AIRCRAFT	REMOTELY PILOTED AIRCRAFT SERIAL No.
		Date of Manufacture

REMOTE PILOT STATION (RPS) TYPE(S) AND/OR MODEL(S)	LINK(S) FOR RPA (C2 LINK(S))

CATEGORY AND/OR OPERATION :

This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7th December, 1944 and the Civil Aviation Act and the Order and Regulations issued thereunder, in respect of the above-mentioned remotely piloted aircraft, which is considered to be airworthy when equipped, maintained and operated in accordance with the foregoing and the pertinent operating limitations. A Flight Manual forms part of this Certificate.

Designation : _____

Signature: _____
for the Nigeria Civil Aviation Authority

Date of First Issue: _____

This certificate is valid for the period(s) indicated below

Signature, Official Stamp and Date

From To

NOTES:

1. No entries or endorsements may be made on this Certificate except in the manner and by the persons authorized for the purpose.
2. If this Certificate is lost, the issuing authority should be informed at once, the Certificate Number being quoted.
3. Any person finding this certificate should forward it immediately to the issuing authority.

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IS : 5.4.1.6 ISSUANCE OF A SPECIAL CERTIFICATE OF AIRWORTHINESS

The Special Certificate of Airworthiness issued by Nigeria shall be as follows.

<table>
<tr><td colspan="4">Nigeria]

Nigeria Civil Aviation Authority</td></tr>
<tr><td colspan="4">SPECIAL AIRWORTHINESS CERTIFICATE</td></tr>
<tr><td rowspan="2">A</td><td colspan="3">Category/Designation</td></tr>
<tr><td colspan="3">Purpose</td></tr>
<tr><td rowspan="2">B</td><td rowspan="2">Manufacturer</td><td colspan="2">Name</td></tr>
<tr><td colspan="2">Address</td></tr>
<tr><td rowspan="2">C</td><td rowspan="2">Flight</td><td colspan="2">From</td></tr>
<tr><td colspan="2">To</td></tr>
<tr><td rowspan="2">D</td><td>Registration No.</td><td colspan="2">Serial No.</td></tr>
<tr><td>Builder</td><td colspan="2">Model</td></tr>
<tr><td rowspan="3">E</td><td colspan="2">Date of Issuance</td><td>Expiry</td></tr>
<tr><td colspan="3">Operating limitations date [dd/mm/yyyy] are part of this certificate</td></tr>
<tr><td>Signature of CAA Representative</td><td colspan="2">Designation or office number</td></tr>
<tr><td colspan="4">Any modification, reproduction, or misuse of this certificate may be punishable as specified in Nig.CARs Part 1. This certificate must be displayed in the aircraft in accordance with Nig.CARs part 8</td></tr>
<tr><td colspan="2">CAA Form No. [ ]</td><td colspan="2">See Reverse Side</td></tr>
</table>

Front of form

A	This special airworthiness certificate is issued under the authority of the NIGERIA Law and Nig.CARs Part5.
B	This special airworthiness certificate authorised the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in his name. No person may conduct production flight tests (1) carrying persons or property for remuneration or hire and/or (2) carrying persons not essential for the purpose of the flight.
C	This special airworthiness certificate authorised the flight specified for the flight listed on the reverse side for the sole purpose shown in Block A.
D	This special airworthiness certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to meet the requirements of the applicable Nig.CARs. The aircraft does not meet the requirements of the applicable and comprehensive detailed airworthiness code as provided by Annex 8 of the Convention on International Civil Aviation. No person may operate the aircraft described on the reverse side (1) except in accordance with the applicable Nig.CARs and in accordance with conditions and limitations which may be prescribed by the Authority as part of this certificate, or (2) over any foreign country without the permission of that country
E	Unless sooner surrendered, suspended or revoked, this special airworthiness certificate is effective for the duration and under the conditions prescribed in the Nig.CARs.

Back of form

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IS 5.4.1.7. SPECIAL FLIGHT PERMIT

NIGERIA CIVIL AVIATION AUTHORITY
Corporate Headquarters
Nnamdi Azikiwe Int'l Airport, Domestic Wing, Abuja, Nigeria

SPECIAL FLIGHT PERMIT

OPERATOR : _____ DATE : _____

AIRCRAFT TYPE : _____

REGISTRATION : _____ SERIAL NO : _____

POINT OF DEPARTURE : _____ DESTINATION : _____

The above referenced aircraft is permitted to fly, as indicated above, under the following operating limitations which must be made available to any person operating the aircraft : -

1. A copy of this permit and all operational information pertinent to control of the aircraft and systems shall be on board the aircraft and available to the flight crew.
2. This flight shall be conducted in accordance with appropriate current approved aircraft flight manual, appropriate markings and placards, or any combination thereof as applicable.
3. The aircraft shall be operated only by crew who are aware of the purpose of the flight and any limitations imposed, and who hold current and appropriate certificates or licenses acceptable to the State of Registry.
4. The carriage of cargo or persons other than the crew required for the flight is prohibited. Persons or property shall not be carried for compensation or hire.
5. The Civil Aviation Regulations General Operating and Flight Rules shall be strictly adhered to, and the following conditions will apply :

5.1.1 NIG. CARS PART 5.4.1.7, 8.2.1.3

6. Flight over congested areas is prohibited, and takeoffs and landings shall be conducted to avoid congested areas in the vicinity of any of the airports used in conjunction with this authorisation. This permission is not valid until the aircraft has been inspected by an appropriately rated Certifying Staff Aircraft Maintenance or an approved maintenance organisation and the following statement is signed and a similar notation has been made in the maintenance records : - "It is hereby certified that the aircraft defined hereon has been inspected and is fit for flight provided it is properly loaded."
7. This permission, of which these operating time
   (date) _____ whichever comes first.
8. This permission does not authorise operations over foreign countries, therefore, it is the responsibility of the aircraft's owner or operator to secure permission to fly over, land in, and take-off from, foreign countries which are on the route of flight.

IS : 5.4.1.15. EXPORT CERTIFICATE OF AIRWORTHINESS

(1) *General*

(*a*) Kinds of approval :

(*i*) Export Airworthiness approval of aircraft is issued in the form of Export Certificate of Airworthiness. Such Certificate does not authorize the operation of aircraft.

(*ii*) Export airworthiness approval of other products, parts (Except Standard Parts) or appliance are issued in the form of Authorised Release Certificate (NCAA Form 1) issued in compliance with applicable parts of this regulation.

(*b*) Location of product, part or appliance. An export Airworthiness approval is only issued if in addition to complying with applicable Regulation, the Authority finds that the location of the product, part or appliance does not place an undue burned upon the Authority in administering the provision of this Subpart.

(*c*) Export airworthiness approval exceptions. If the export airworthiness approval is issued on the basis of a written statement by the importing state, the requirements that are not met and the difference in configuration, if any, between the part or appliance to be exported and the related approved products, part or appliance shall be listed on the export airworthiness approval as exceptions.

(*d*) Application for an Export Certificate of Airworthiness.

(*e*) An application for an Export Certificate of Airworthiness shall be made in a form and manner acceptable to the Authority and be submitted to the appropriate office.

(*f*) Each application shall include or reference, as applicable :

(*i*) A weight and balance report with a loading schedule when applicable, for each aircraft in accordance with the applicable part of these Regulations.

(*ii*) A maintenance manual for each aircraft when such a manual is required by the applicable Airworthiness rules.

(*iii*) Evidence of compliance with the applicable Airworthiness Directives. A suitable notation shall be made when such Directives are not complied with.

(*iv*) When temporary installations are incorporated in an aircraft for the purpose of Export delivery, the applicable form shall include a general description of the installations together with a statement that the aircraft is restored to the approved configuration upon completion of the delivery flight.

(*v*) For used aircraft, historical records to establish production, modification, and maintenance standard of the aircraft or product.

(*vi*) A description of the used, if any for the preservation and packaging of such aircraft to protect them against corrosion and damage while in transits or storage. The description shall also indicate the duration of the effectiveness of such methods.

(*vii*) The flight Manual when such material is required by the applicable airworthiness regulations for the particular aircraft.

(*viii*) A statement as to the date on which any documents not made available at the date of application are expected to be available.

(*ix*) A statement as to the date when title passed or is expected to pass to a foreign purchaser.

IS : 5.4.1.15 EXPORT CERTIFICATE OF AIRWORTHINESS

NIGERIA CIVIL AVIATION AUTHORITY

EXPORT CERTIFICATE OF AIRWORTHINESS

Number:_____

This Certifies that the product identified below and more particularly described in Specification(s) I of the State of Design's Type Certificate Number_____, has been examined and as of the date of this Certificate, is considered airworthy in accordance with comprehensive and detailed airworthiness code accepted by Nigeria, (NIGERIA CARs Part 5.3.1.6) and is in compliance with those special requirements of the importing State filed with Nigeria, except as noted below. *This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.*

Product :_____ Engine Model :_____

Manufacturer :_____

Propeller model :_____ Serial No. :_____

New Newly Overhauled

Used Aircraft ☐

State to which exported :

Exceptions :_____

(Date) (Signature)

[1]For complete aircraft, list applicable specification or Type Certificate Data Sheet numbers for the aircraft, engine, and propeller. Applicable specifications or Type Certificate Data Sheet, if not attached to this Export Certificate, will have been forwarded to the appropriate governmental office of the importing country.

NOTE : *The Export C of A is required to remain in force for a period of 60 days from the date of issuance.*

IS : 5.6.1.7 PERFORMANCE RULES : INSPECTIONS

(*a*) Each person performing an annual or 100-hour inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all necessary inspection plates, access doors, fairings, and cowlings.

(*b*) Each person performing an annual or 100-hour inspection shall inspect, where applicable, the following components—

(1) Fuselage and hull group—

(*i*) *Fabric and skin* - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.

(*ii*) *Systems and components* - for improper installation, apparent defects, and unsatisfactory operation.

(*iii*) The cabin and cockpit group.

(*iv*) *Generally* - for uncleanness and loose equipment that might foul the controls.

(*v*) *Seats and safety belts* - for poor condition and apparent defects.

(*vi*) *Windows and windshields* - for deterioration and breakage.

(*vii*) *Instruments* - for poor condition, mounting, marking, and (where practicable) for improper operation.

(*viii*) *Flight and engine controls* - for improper installation and improper operation.

(*ix*) *Batteries* - for improper installation and improper charge.

(*x*) *All systems* - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(2) Engine and nacelle group—

(*i*) *Engine section* - for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.

(*ii*) *Studs and nuts* - for improper torquing and obvious defects.

(*iii*) *Internal engine* - for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.

(*iv*) *Engine mount* - for cracks, looseness of mounting, and looseness of engine to mount.

(*v*) *Flexible vibration dampeners* - for poor condition and deterioration.

(*vi*) *Engine controls* - for defects, improper travel, and improper safetying.

(*vii*) *Lines, hoses, and clamps* - for leaks, improper condition, and looseness.

(*viii*) *Exhaust stacks* - for cracks, defects, and improper attachment.

(*ix*) *Accessories* - for apparent defects in security of mounting.

(*x*) *All systems* - for improper installation, poor general condition, defects, and insecure attachment.

(*xi*) *Cowling* - for cracks and defects.

(3) Landing gear group—

(*i*) *All units* - for poor condition and insecurity of attachment.

(*ii*) *Shock absorbing devices* - for improper oleo fluid level.

(*iii*) Linkage, trusses, and members - for undue or excessive wear, fatigue, and distortion.

(*iv*) *Retracting and locking mechanism* - for improper operation.

(*v*) *Hydraulic lines* - for leakage.

(*vi*) *Electrical system* - for chafing and improper operation of switches.

(*vii*) *Wheels* - for cracks, defects, and condition of bearings.

(*viii*) *Tires* - for wear and cuts.

(*ix*) *Brakes* - for improper adjustment.

(*x*) *Floats and skis* - for insecure attachment and obvious or apparent defects.

(4) Wing and centre section assembly for—

(*i*) Poor general condition,

(*ii*) Fabric or skin deterioration,

(*iii*) Distortion,

(*iv*) Evidence of failure, and

(*v*) Insecurity of attachment.

(5) Complete empennage assembly for—

(*i*) Poor general condition,

(*ii*) Fabric or skin deterioration,

(*iii*) Distortion,

(*iv*) Evidence of failure,

(*v*) Insecure attachment,

(*vi*) Improper component installation, and

(*vii*) Improper component operation.

(6) Propeller group-

(*i*) *Propeller assembly* - for cracks, nicks, binds, and oil leakage,

(*ii*) *Bolts* - for improper torquing and lack of safety,

(*iii*) *Anti-icing devices* - for improper operations and obvious defects, and

(*iv*) *Control mechanisms* - for improper operation, insecure mounting, and restricted travel.

(7) Avionics/instrument group—

(*i*) *Avionics/instruments equipment* - for improper installation and insecure mounting.

(*ii*) *Wiring and conduits* - for improper routing, insecure mounting, and obvious defects.

(*iii*) *Bonding and shielding* - for improper installation and poor condition.

(*iv*) *Antenna including trailing antenna* - for poor condition, insecure mounting, and improper operation.

(8) Electronic/electrical group—

(*i*) *Wiring and conduits* - for improper routing, insecure mounting, and obvious defects.

(*ii*) *Bonding and shielding* - for improper installation and poor condition.

(*iii*) Each installed miscellaneous item that is not otherwise covered by this listing and/or has instructions for continuing airworthiness - for improper installation and improper operation.

IS : 5.7.1.1. CONTENT, FORM AND DISPOSITION OF RECORDS FOR MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING AND MODIFICATION OF AIRCRAFT AND LIFE LIMITED PARTS.

IS : 5.7.1.1(B) RECORDING OF MAJOR REPAIRS AND MODIFICATIONS

(*a*) Each person performing a major repair or major modification shall—

(1) Execute the appropriate form prescribed by the Authority at least in duplicate ;

(2) Give a signed copy of that form to the aircraft owner/operator ; and

(3) Forward a copy of that form to the Authority, in accordance with Authority instructions, within 48 hours after the aeronautical product is approved for return to service.

(*b*) In place of the requirements of paragraph (*a*), major repairs made in accordance with a manual or specifications acceptable to the Authority, an AMO may—

(1) Use the customer's work order upon which the repair is recorded ;

(2) Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least one year from the date of approval for return to service of the aeronautical product ;

(3) Give the aircraft owner a maintenance release signed by an authorised representative of the AMO and incorporating the following information—

(*i*) Identity of the aeronautical product ;

(*ii*) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area ;

(*iii*) If an aeronautical product, give the manufacturer's name, name of the part, model, and serial numbers (if any) ; and

(4) Include the following or a similarly worded statement—

The aeronautical product identified above was repaired, overhauled and inspected in accordance with currently effective, applicable instructions of the State of Design and regulatory requirements of the Authority, and is approved for return to service.

Pertinent details of the repair are on file at this maintenance organisation.

Order No._____ Date_____

Signed_____

(*Signature of authorised representative*)

_____

(*Facility Name*) (*AMO Certificate Number*)

_____

(*Address*)

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(*c*) The following sample form may be used to record major modifications and repairs.

MAJOR REPAIR AND MODIFICATION (Airframe, Powerplant, Propeller, or Appliance)	Nigeria For CAA Use Only Office Identification

INSTRUCTIONS : Print or type all entries. See Regulation Part 5, 5.7.1.1(b) and IS : 5.7.1.1 for instructions and disposition of this form.

1. Aircraft	Make	Model
	Serial Number	Nationality and Registration Mark
2. Owner	Name (As shown on certificate of registration)	Address (As certificate) shown on registration

3. For Authority Use Only

4. Unit Identification				5. Type	
Unit	Make	Model	Serial Number	Repair	Modification
Airframe	----------(As described in item 1 above)----------				
Power plant					
Propeller					
Appliance	Type				
	Manufacture				

6. Conformity Statement

A. Organisation Name and Address	B. Kind of Licence/Organisation	C. Certificate/Licence Number
	☐ Licensed (AME) ☐ A ☐ P or ☐ A/P	(For an AMO include the appropriate ratings issued for the major repair or modification)
	☐ Approved Maintenance Organisation	
	☐ Manufacturer AMO	

D. I certify that the repair and/or modification made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 5 of the Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorised Individual

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit(s) identified in item 4 was inspected in the manner prescribed by the Director of the Civil Aviation Authority and is ☐ APPROVED ☐ REJECTED

BY				
	☐ CAA Inspector	☐ Inspection Authorisation		Other (Specify)
	☐ Maintenance Organisation	☐ Other		

Date of Approval or Rejection	Certificate or Designation Number	Signature of Authorised Individual

Form No. AC-AWS014A

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. A modification must be compatible with all previous modifications to assure continued conformity with the applicable airworthiness requirements.

8. DESCRIPTION OF WORK ACCOMPLISHED

(*If more space is required, attach additional sheets. Identify each page with aircraft nationality and registration mark and date work completed*.)

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INSTRUCTIONS FOR COMPLETION OF MAJOR REPAIR AND MODIFICATION FORM

Item 1.—Aircraft. Information to complete the "make," "model," and "serial number" blocks will be found on the aircraft manufacturer's identification plate. The "Nationality and Registration Mark" is the same as shown on Certificate of Aircraft Registration.

Item 2.—Owner. Enter the aircraft owner's complete name and address as show on the Certificate of Aircraft Registration.

Note.—When a major repair or modification is made to a spare part or appliance, items 1 and 2 will be left blank, and the original and duplicate copy of the from will remain with the part until such time as it is installed on an aircraft. The person installing the part shall then enter the required information in blocks 1 and 2, give the original of the form to the aircraft owner/operator, and forward the duplicate copy to the Authority within 48 hours after the work is inspected.

Item 3.—For Authority use only. Approval may be indicated in Item 3 when the Authority determines that data to be used in performing a major modification or a major repair complies with accepted industry practices and all applicable NIGERIA regulations. Approval is indicated in one of the following methods :

(1) Approval by examination of data only - one aircraft only : "The data identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspection by a person authorised in 5.6.1.4.

(2) Approval by physical inspection, demonstration, testing, etc. of the data and aircraft - one aircraft only" "The modification or repair identified herein complies with the applicable airworthiness requirements and is approved for the above described aircraft, subject to conformity inspections by a person in 5.6.1.4."

(3) Approval by examination of data only - duplication on identical aircraft. "The modification identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and modified configuration by the original modifier."

A signature in item 3, "For Authority Use Only," indicates approval of the data described in that section for use in accomplishing the work described under item 8, "Description of the Work Accomplished." This signature does not indicate CAA approval of the work described under item 8 for return to service.

Item 4.—Unit identification. The information blocks under item 4 are used to identify the airframe, powerplant, propeller, or appliance repaired or modified. It is only necessary to complete the blocks for the unit repaired or modified.

Item 5.—Type. Enter a checkmark in the appropriate column to indicate if the unit was repaired or modified. Item 6 - Conformity Statement.

"A" - *Agency's name and address*. Enter name of the AME, AMO or manufacturer accomplishing the repair or modification. AME s shall enter their name and permanent mailing address. Manufacturers and AMOs shall enter the name and address under which they do business.

"B" - *Kind of Licence/Organisation*. Check the appropriate box to indicate the type of person or organisation who performed the work.

"C" - *Certificate/licence number*. AME s shall enter their AME licence number in this block. AMO's shall enter their AMO certificate number and the rating or ratings under which the work was performed. Manufacturers shall enter their type production or Supplemental Type Certificate (STC) number. Manufacturers of Technical Standard Orders (TSO) appliances modifying these appliances shall enter the TSO number of the appliance modified.

"D" - *Compliance Statement*. This space is used to certify that the repair or modification was made in accordance with Part 5 of the Regulations. For work performed or supervised by a licensed AME not employed by a manufacturer or AMO, the AME shall enter the date the repair or modification was completed and sign the record with the AME's full name. AMOs are permitted to authorise persons in their employ to date and sign this conformity Statement.

A signature in item 6, "Conformity Statement," is a certification by the person performing the work that it was accomplished in accordance with applicable CAA and CAA-approved data. The certification is only applicable to that work described under item 8, "Description of Work Accomplished." This signature does not indicate CAA approval of the work described under item 8 for return to service.

Item 7.—Approval for Return to Service. Part 5 of the Regulations establishes the conditions under which major repairs and modifications to airframes, powerplants, propellers, and/or appliances may be approved for return to service. This portion of the form is used to indicate approval or rejection of the repair or modification of the unit involved and to identify the person or agency making the airworthiness inspection. Check the "approved" or "rejected" box to indicate the finding. Additionally, check the appropriate box to indicate who made the finding. Use the box labeled "other" to indicate a finding by a person other than those listed. Enter the date the finding was made. The authorised person who made the finding shall sign the form and enter the appropriate certificate or designation number.

(1) *Previously Approved Data*. The forms will be completed as instructed ensuring that Item 7 is completed as noted above.

(2) *Non-Previously Approved Data*. The form will be completed as instructed, leaving item 7, "Approval for Return to Service" blank and both copies of the form will be sent to the Authority with supporting data. When the CAA determines that the major repair or modification data complies

with the applicable regulations and is in conformity with accepted industry practices, data approval will be recorded by entering an appropriate statement in item 3, "for CAA use only." Both forms and supporting data will be returned to the applicant who will complete item 7 "Approval for Return to Service." The applicant will give the original of the form, with its supporting data to the aircraft owner or operator and return the duplicate copy to the Authority for inclusion in the aircraft records at its Aircraft Registry.

(3) A signature in item 7, "Approval for Return to Service," does not signify CAA approval unless the box to the left of "CAA Inspector" has been checked. The other persons listed in item 7 are authorised to "approve for return to service" if the repair or modification is accomplished using CAA-approved data, performed in accordance with Part 5 of the Regulations, and found to conform.

Item 8 - Description of Work Accomplished. A clear, concise, and legible statement describing the work accomplished should be entered in the item 8 on the reverse side of the form. It is important that the location of the repair or modification, relative to the aircraft or component, be described. The approved data used as the basis for approving the major repair or modification for the return to service should be identified and described in this area.

(1) For example, if a repair was made to a buckled spar, the description and entered in this part might begin by stating, "Removed wing from aircraft and removed skin from outer 6 feet. Repaired buckled spar 49 inches from the tip in accordance with "and continue with a description of the repair. The description should refer to applicable regulations and approved data used to substantiate the airworthiness of the repair or modification. If the repair or modification is subject to being covered by skin or other structures, statement should be made certifying that a precover inspection was made and that covered areas were found satisfactory.

(2) Data used as a basis for the approving major repairs or modifications for return to service shall be approved prior to its use for that purpose and includes : Airworthiness Directives, Advisory Circulars under certain circumstances, TSO parts manufacturing approval, Approved Manufacturer's instructions, kits and service handbooks, type certificates data sheets, and aircraft specifications. Supporting data such as stress analyses, test reports, sketches or photographs shall be submitted on the form. These supporting data will be returned to the applicant by the Authority.

(3) If additional space is needed to describe the repair or modification, attach sheets bearing the aircraft nationality and registration mark and the date work was completed.

(4) Showing weight and balance computations under this item is not required ; however, it may be done. In all cases where weight and balance of the aircraft are affected, the changes shall be entered in the aircraft weight and balance records with the date, signature, and reference to the work performed that required the changes.

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Note.—NCAA MR&M Form is not authorised for use on other than NIGERIA-registered aircraft. If aforeign civil aviation authority requests the form, as a record of work performed, it may be provided.

IS 5.8.1.3

[NIGERIA CIVIL AVIATION AUTHORITY]

CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION CERTIFICATE

Number.....

This certificate is issued to

Whose business address is

Upon finding that its organisation complies in all respects with the requirements of the Nigeria Civil Aviation Regulations Part 5.8, relating to the establishment of a Continuing Airworthiness Management Organisation and is approved to manage the continuing airworthiness of the aircraft listed in the attached scope of approval and, when stipulated, to issue recommendations for Certificate of Airworthiness and Certificate of Airworthiness Review after airworthiness review as specified in Part 5.8.1.10

This certificate shall continue in effect until [DATE]
unless cancelled, suspended, or revoked

Date *Issued Designation*

For : Nigeria Civil Aviation Authority

This certificate is not transferable and must be displayed to the public in the principal business office of the Organization

IS 5.8.1.4. CONTINUING AIRWORTHINESS MANAGEMENT EXPOSITION

Part 0—*General organisation*

0.1 Corporate commitment by the accountable manager

0.2 General information

0.3 Management personnel

0.4 Management organisation chart

0.5 Procedure to notify the Authority of changes to the organisation's activities/approval/location/personnel

0.6 Exposition amendment procedures

Part 1—*Continuing airworthiness management procedures*

1.1 Aircraft technical log utilisation

1.2 MEL application

1.3 Aircraft continuing airworthiness record system

1.4 Aircraft maintenance programmes - development amendment and approval

1.5 Time and continuing airworthiness records, responsibilities, retention and access

1.6 Accomplishment and control of airworthiness directives

1.7 Analysis of the effectiveness of the maintenance programme(s)

1.8 Non-mandatory modification embodiment policy

1.9 Major repair and modification standards

1.10 Defect reports

1.11 Engineering activity

1.12 Reliability programmes

1.13 Pre-flight inspections

1.14 Aircraft weighing

1.15 Check flight procedures

Part 2—*Quality system*

2.1 Continuing airworthiness quality policy, plan and audit procedure

2.2 Monitoring of continuing airworthiness management activities

2.3 Monitoring of the effectiveness of the maintenance programme(s)

2.4 Monitoring that all maintenance is carried out by an appropriate maintenance organisation

2.5 Monitoring that all contracted maintenance is carried out in accordance with the contract, including subcontractors used by the maintenance contractor

2.6 Quality audit personnel

Part 3—*Contracted maintenance*

3.1 Maintenance contractor selection procedure

3.2 Quality audit of aircraft

Part 4—*Airworthiness review procedures*

4.1 Airworthiness review staff

4.2 Review of aircraft records

4.3 Physical survey

4.4 Additional procedures for recommendations to the Authority for the import of aircraft

4.5 Recommendations to the Authority for the issue of Certificate of Airworthiness and Maintenance Clearance Certificate

4.6 Issue of certificate of Airworthiness review (CARs)

4.7 Airworthiness review records, responsibilities, retention and access

Part 4B—*Recommendation for Special Flight Permit procedures*

4B.1 Conformity with approved flight conditions

4B.2 Recommendation for Special Flight Permit under the CAMO privilege

4B.3 Application for Special Flight Permit authorised signatories

4B.4 Interface with the local authority for the flight

4B.5 Special Flight Permit records, responsibilities, retention and access

Part 5—*Appendices*

5.1 Sample documents

5.2 List of Airworthiness review staff

5.3 List of subcontractors

5.4 List of contracted approved maintenance organisations

5.5 Copy of contracts for subcontracted work

IS 5.8.1.6 PERSONNEL REQUIREMENTS

1. The person or group of persons should represent the continuing airworthiness management structure of the organisation and be responsible for all continuing airworthiness functions. Dependent on the size of the operation and the organisational set-up, the continuing airworthiness functions may be divided under individual managers or combined in nearly any number of ways. However, if a quality system is in place it shall be independent from the other functions.

2. The actual number of persons to be employed and their necessary qualifications is dependent upon the tasks to be performed and thus dependent on the size and complexity of the organisation (general aviation aircraft, corporate aircraft, number of aircraft and the aircraft types, complexity of the

aircraft and their age and for commercial air transport, route network, line or charter, ETOPS) and the amount and complexity of maintenance contracting. Consequently, the number of persons needed, and their qualifications may differ greatly from one organisation to another and a simple formula covering the whole range of possibilities is not feasible.

3. To enable the Authority to accept the number of persons and their qualifications, an organisation should make an analysis of the tasks to be performed, the way in which it intends to divide and/or combine these tasks, indicate how it intends to assign responsibilities and establish the number of man/hours and the qualifications needed to perform the tasks. With significant changes in the aspects relevant to the number and qualifications of persons needed, this analysis should be updated.

4. Nominated person or group of persons should have :

(*a*) practical experience and expertise in the application of aviation safety standards and safe operating practices ;

(*b*) a comprehensive knowledge of :

1. relevant parts of operational requirements and procedures ;

2. the AOC holder's operations specifications when applicable ;

3. the need for, and content of, the relevant parts of the AOC holder's operations manual when applicable ;

(*c*) knowledge of quality systems ;

(*d*) five years relevant work experience of which at least two years should be from the aeronautical industry in an appropriate position ;

(*e*) a relevant engineering degree or an aircraft maintenance engineer qualification with additional education acceptable to the Authority. 'relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components ;

(*f*) The above recommendation may be replaced by 5 years of experience additional to those already recommended by paragraph 4 above. These 5 years should cover an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/ or surveillance of such tasks ;

(*g*) thorough knowledge with the organisation's continuing airworthiness management exposition ;

(*h*) knowledge of a relevant sample of the type(s) of aircraft gained through a formalised training course. These courses should be at least at a level equivalent to Level 1 General Familiarisation and could be imparted by an ATO, by the manufacturer, or by any other organisation accepted by the Authority.

(*i*) 'Relevant sample' means that these courses should cover typical systems embodied in those aircraft being within the scope of approval.

(*j*) For all balloons and any other aircraft of 2,730 kg MCTOM and below the formalised training courses may be replaced by demonstration of knowledge. This knowledge may be demonstrated by documented evidence or by an assessment performed by the Authority. This assessment should be recorded.

(*k*) knowledge of maintenance methods.

(*l*) knowledge of applicable regulations.

IS. 5.8.1.7(*e*) AIRWORTHINESS REVIEW STAFF RECORD

The minimum content of the airworthiness review staff record should be :

- Name,
- Date of Birth,
- Basic Education,
- Experience,
- Aeronautical Degree and/or Part 2 qualification and/or nationally-recognised maintenance personnel qualification,
- Initial Training received,
- Type of Training received,
- Continuation Training received,
- Experience in continuing airworthiness and within the organisation,
- Responsibilities of current role in the organisation,

IS 5.10.1.2 : Issue, Suspension, Revocation of Noise Certificate

IS 5.10.1.2(A) : *The Noise Certificate issued by the Authority shall be as follows :*

1. FEDERAL REPUBLIC OF NIGERIA		
2. NOISE CERTIFICATE		
	3. CERT NO.	
4. NATIONALITY AND REGISTRATION MARKS	5. MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT	6. AIRCRAFT SERIAL NUMBER
7. ENGINE MANUFACTURER, TYPE AND MODEL	8. PROPELLER MANUFACTURER, TYPE AND MODEL	
9. MAXIMUM TAKEOFF MASS (KG)	10. MAXIMUM LANDING MASS (KG)	
11. AUTHORITY AND BASIS FOR ISSUANCE : THIS NOISE CERTIFICATE IS ISSUED PURSUANT TO VOLUME I OF ANNEX 16 TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND PART 5 OF THE NIGERIA CIVIL AVIATION REGULATIONS, IN RESPECT OF THE ABOVE-MENTIONED AIRCRAFT, WHICH IS CONSIDERED TO COMPLY WITH THE INDICATED NOISE STANDARD WHEN MAINTAINED AND OPERATED IN ACCORDANCE WITH THE RELEVANT REQUIREMENTS AND OPERATING LIMITATIONS.		
12. ADDITIONAL MODIFICATIONS INCORPORATED FOR THE PURPOSE OF COMPLIANCE WITH THE APPLICABLE NOISE CERTIFICATION STANDARDS :		

13. LATERAL / FULL POWER NOISE LEVEL	14. APPROACH NOISE LEVEL	15. FLYOVER NOISE LEVEL	16. OVERFLIGHT NOISE LEVEL	17. TAKEOFF NOISE LEVEL

18. REMARKS	19. NOISE CERTIFICATION STANDARD
	ICAO ANNEX 16 VOLUME 1 **Nig. CARs Part 5**
20. DATE OF ISSUE	21. SIGNATURE : 22. NAME

1. This Certificate must be carried on board the aircraft
2. This Certificate is not transferable

Completion instructions

Block 1. State of Registry

The name of the State issuing the noise certificate. This item shall match the corresponding information on the Certificate of Registration and Certificate of Airworthiness.

Block 2. Noise certificate

The title of the Form is "Noise Certificate"

Block 3. Document No

A unique number, issued by the State of Registry that identifies this particular document in their administration. Such a number will facilitate any enquiries with respect to the document.

Block 4. Registration marks

The nationality or common mark and registration marks as issued by the State of Registry in accordance with Annex 7 to the Chicago Convention3. This item shall match the corresponding information on the Certificate of Registration and Certificate of Airworthiness.

Block 5. Manufacturer and manufacturer's designation of aircraft

The type and model of the subject aircraft. This item shall match the corresponding information on the Certificate of Registration and Certificate of Airworthiness.

Block 6. Aircraft serial No

The aircraft serial number as given by the manufacturer of the aircraft. This item shall match the corresponding information on the Certificate of Registration and Certificate of Airworthiness.

Block 7. Engine

The designation of the installed engine(s) for identification and verification of the aircraft configuration. It shall contain the type and model of the subject engine(s). The designation shall be in accordance with the Type Certificate or Supplemental Type Certificate for the subject engine(s).

Block 8. Propeller

The designation of the installed propeller(s) for identification and verification of the aircraft configuration. It shall contain the type and model of the subject propeller(s). The designation shall be in accordance with the Type Certificate or Supplemental Type Certificate for the subject propeller(s). This item is included only in noise certification documentation for propeller driven aeroplanes.

Block 9. Maximum take-off mass (kg)

The maximum take-off mass associated with the certificated noise levels of the aircraft in kilograms. The unit (kg) shall be specified explicitly in order to avoid misunderstanding. If the primary unit of mass for the State of Manufacture of the aircraft is different from kilograms, the conversion factor used shall be in accordance with Annex 5 to the Chicago Convention.

Block 10. Maximum landing mass (kg)

The maximum landing mass associated with the certificated noise levels of the aircraft in kilograms. The unit (kg) shall be specified explicitly in order to avoid misunderstanding. If the primary unit of mass for the State of manufacture of the aircraft is different form kilograms, the conversion factor used shall be in accordance with Annex 5 to the Chicago Convention. This item will only be included in the noise certification documentation for noise certificates issued under Chapter 2, 3, 4,5 and 12 of Annex 16.

Block 11. Statement of compliance, including reference to Annex 16 to the Chicago Convention, Volume I

The statement is provided in the Form.

Block 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards

This item shall contain as a minimum all additional modifications to the basic aircraft as defined by Blocks 5, 7 and 8 that are essential in order to meet the requirements of this Annex to which the aircraft is certificated as given under Block 11. Other modifications that are not essential to meet the stated chapter but are needed to attain the certificated noise levels as given may also be included at the discretion of the certificating authority. The additional modifications shall be given using unambiguous references, such as Supplemental Type Certificate (STC) numbers, unique part numbers or type/model designators given by the manufacturer of the modification.

Block 13. Lateral/full-power noise level

The lateral/full-power noise level as defined in the relevant Chapter. It shall specify the unit (e.g. EPNdB (unit of the effective perceived noise level)) of the noise level and the noise level shall be stated to the nearest tenth of a decibel (dB). This item is included only in noise certification documentation for aircraft certificated to Chapters 2, 3, 4, 5 and 12 of Annex 16.

Block 14. Approach noise level

The approach noise level as defined in the relevant chapter. It shall specify the unit (e.g. EPNdB) of the noise level and the noise level shall be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 2, 3, 4, 5, 8 and 12 of Annex 16.

Block 15. Flyover noise level

The flyover noise level as defined in the relevant chapter. It shall specify the unit (e.g. EPNdB) of the noise level and the noise level shall be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 2, 3, 4, 5 and 12 of Annex 16.

Block 16. Overflight noise level

The overflight noise level as defined in the relevant chapter. It shall specify the unit (e.g. EPNdB or dB(A) (unit of the A-weighted noise level)) of the noise level and the noise level shall be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 6, 8 and 11 of Annex 16.

Block 17. The take-off noise level

The take-off noise level as defined in the relevant chapter. It shall specify the unit (e.g. EPNdB or dB(A)) of the noise level and the noise level shall be stated to the nearest tenth of a dB. This item is included only in noise certification documentation for aircraft certificated to Chapters 8 and 10 of Annex 16.

Block 18. Remarks

Block 19. Noise certification standard

The Chapter to which the subject aircraft is Noise Certificated. For chapters 2, 8, 10 and 11 of Annex 16, the section specifying the noise limits shall also be included.

Block 20. Date of issue

The date on which the document was issued.

Block 21. Signature

The signature of the officer issuing the noise certificate. Other items may be added such as seal, stamp etc.

Block 22. Name

The name of Authorised personnel

IS 5.10.1.2 (B)

Noise certification classifications as per ICAO Annex 16 Volume 1 to the Chicago Convention :

ANNEX 16 VOL 1 CHAPTER	DETAILS
2	All subsonic jet aeroplanes for which either the application for a Type Certificate was submitted, or another equivalent prescribed procedure was carried out by the certificating authority before 6 October 1977, except those aeroplanes. (*a*) Requiring a runway length of 610 m or less at maximum certificated mass for airworthiness ; or (*b*) Powered by engines with a bypass ratio of 2 or more and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 March 1972 ; or (*c*) Powered by engines with a bypass ratio of less than 2 and for which either the application for a Type certificate was submitted, or another equivalent prescribed procedure was carried out by the certificating authority, before 1 January 1969, and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 January 1976.
3	(1) Subsonic jet aeroplanes -Application for Type certificate submitted on or after 6 October 1977 and before 1 January 2006. (2) Propeller-driven aeroplanes over 5 700 kg - Application for Type Certificate submitted on or after 1 January 1985 and before17 November.
4	1.—Subsonic jet aeroplanes and propeller-driven aeroplanes with maximum certificated take-off mass 55 000 kg and over - Application for Type Certificate submitted on or after 1 January 2006 and before 31 December 2017 2. - Subsonic jet aeroplanes with maximum certificated take-off mass less than 55 000 kg - Application for Type Certificate submitted on or after 1 January 2006 and before 31 December 2020 3.—Propeller-driven aeroplanes with maximum certificated take-off mass over 8 618 kg and less than 55 000 kg - Application for Type Certificate submitted on or after 1 January 2006 and before 31 December 2020
5	Propeller-driven aeroplanes over 5 700 kg-application for type certificate submitted before 1 January 1985.
6	Propeller-driven aeroplane not exceeding 8 618 kg - application for type certificate submitted before 17 November 1988.
7	Propeller-driven STOL (short takeoff and Landing) aeroplanes.
8	Helicopters.
9	Installed auxiliary power units (APU) and associated aircraft systems during ground operations.
10	Propeller-driven aeroplanes not exceeding 8 618 kg - application for type certificate or derived version submitted on or after 17 November 1988
11	Helicopters not exceeding 3,175 kg maximum certificated take-off mass.
12	Supersonic aeroplanes.
13	Tilt-rotor aircraft.

IS 5.10.3.1 CERTIFICATION STANDARD FOR AEROPLANE CO^2 EMISSIONS BASED ON THE CONSUMPTION OF FUEL

Subsonic jet aeroplanes over 5700 kg & Propeller-driven aeroplanes over 8 618 kg

(*a*) These Standards shall, with the exception of amphibious aeroplanes, aeroplanes initially designed or modified and used for specialised operational requirements, aeroplanes designed with zero RGF, and those aeroplanes specifically designed or modified and used for fire- fighting purposes, be applicable to :

1. subsonic jet aeroplanes, including their derived versions, of greater than 5700 kg maximum take-off mass for which the application for a type certificate was submitted on or after 1January 2020, except for those aeroplanes of less than or equal to 60000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less ;

2. subsonic jet aeroplanes, including their derived versions, of greater than 5700 kg and less than or equal to 60 000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less, for which the application for a type certificate was submitted on or after 1 January 2023 ;

3. all propeller-driven aeroplanes, including their derived versions, of greater than 8618 kg maximum take- off mass, for which the application for a type certificatewas submitted on or after 1 January 2020 ;

4. derived versions of non-CO2-certified subsonic jet aeroplanes of greater than5700kg maximum certificated take-off mass for which the application for certification of the change in type design was submitted on or after 1 January 2023 ;

5. derived versions of non-CO2 certified propeller-driven aeroplanes of greater than 8618 kg maximum certificated take-off mass for which the application for certification of the change in type design was submitted on or after 1 January 2023 ;

6. individual non-CO2-certified subsonic jet aeroplanes of greater than 5 700 kg maximum certificated take- off mass for which a certificate of airworthiness wasfirst issued on or after 1 January 2028 ; and

7. individual non-CO2-certified propeller-driven aeroplanes of greater than 8,618 kg maximum certificated take-off mass for which a certificate of airworthiness was first issued on or after 1 January 2028.

Note.—Aeroplanes initially designed or modified and used for specialised operational requirements refer to aeroplane type configurations which, in the view of the certificating authority, have different design characteristics to meet specific operational needs compared to typical civil aeroplane types covered by the scope of this Volume III of Annex 16, and which may result in a very different CO2 emissions evaluation metric value.

(*b*) Notwithstanding (*a*), it may be recognized by the Authority that aeroplanes on its registry do not require demonstration of compliance with the provisions of the Standards of Annex 16, Volume III for time- limited engine changes. These changes in type design shall specify that the aeroplane may not

be operated for a period of more than 90 days unless compliance with the provisions of Annex 16, Volume III, is shown for that change in type design. This applies only to changes resulting from a required maintenance action.

(*c*) The granting of an exemption for an aeroplane against applicability requirements specified in (*a*) shall be noted on the aeroplane statement of conformity issued by the certificating authority. Certificating authorities shall take into account the numbers of exempted aeroplanes that will be produced and their impact on the environment. Exemptions shall be reported by aeroplane serial number and made available via anofficial public register.

Note (1).—Further guidance on issuing exemptions is provided in the Environmental Technical Manual (Doc 9501), Volume III - Procedures for the CO2 Emissions Certification of Aeroplanes.

Note (2).—Since Nigeria is not a state of type design yet, so the Authority, while acting as a validating authority - will ensure that the regulations of the certificating authority "state of type design" are NOT less restrictive than the Standard And Recommended Practices (SARPs) of the Annex 16 Volume III as amended during the process of Validation.