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**NIGERIA CIVIL AVIATION REGULATIONS****PART 5—AERODROME REGULATIONS****INTRODUCTION**

Nigeria does not presently have the capabilities or demand to issue its own original type certification 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 *Annexes* 6 and 8. 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 were designed and manufactured in another Contracting State, and aircraft registered in Nigeria that 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 is the result of communication. The Regulations require all persons operating Nigerian 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.

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**NIGERIA CIVIL AVIATION REGULATION**

**PART 5—AIRWORTHINESS**



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## S.I. No. 36 of 2015

## NIGERIA CIVIL AVIATION REGULATION

## PART 5—AIRWORTHINESS

## 5.1. GENERAL.

Applicability.

5.1.1.1—(a) This Regulation prescribes the requirements for—

- (1) Original Certification of Aircraft and Aeronautical Products ;
- (2) Supplemental Type Certificates ;
- (3) Issuance of a Certificate of Airworthiness ;
- (4) Continued Airworthiness of Aircraft and Aeronautical Components ;
- (5) Aircraft Maintenance and Inspection Requirements ; and
- (6) Maintenance Records and Entries.

5.1.1.2—(a) For the purpose of Part 5 the following definition shall apply.—

Definitions.

(1) *Aeronautical Product*. Any Aircraft, Aircraft engine, propeller or subassembly, appliance, material, part or component to be installed thereon.

(2) *Airworthiness Approval Tag* (NCAA Form). A tag (NCAA Form One) that may be attached to a part. The tag must 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 must be created or the existing tag must 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.

(3) *Airworthiness Directive*.— Continuing Airworthiness information that applies to the following products : Aircraft, aircraft engines, propellers and appliances. An airworthiness directive is mandatory if issued by the state of Design.

(4) *Modification*.— The modification of an aircraft/aeronautical product in conformity with an approved standard.

(5) *Appropriate Airworthiness Requirements*. The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting state for the class of aircraft, engine or propeller under consideration.

(6) *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.

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

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(8) *Life-limited Part*.—Any part for which a mandatory replacement limit is specified in the type design, the instructions for Continued Airworthiness or the maintenance manual.

(9) *Maintenance*. The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

(10) *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, powerplant operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product. IS: 5.1.1.2(a)(8)

(11) *Major repair*. Major repair means a repair: (1) that if improperly done might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness; or (2) that is not done according to accepted practices or cannot be done by elementary operations. Described in IS: 5.1.1.2(a)(9).

(12) *Minor modification*. A modification other than a major modification

(13) *Overhaul*. The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and 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 state of design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under a technical standard order (TSO).

(14) *Preventive maintenance*. Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. Described in IS: 5.1.1.2(a)(11).

(15) *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.

(16) *Repair*.—(1) the restoration of an aeronautical product to an airworthy condition as defined by the appropriate airworthiness requirements. (ICAO annex 8 definition) ;

(2) the restoration of an aeronautical product to an airworthy condition to ensure that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the issuance of the type certificate for the respective aircraft type, after it has been damaged or subjected to wear. (ICAO *annex 6* definition).

(17) *Required inspection items.* Maintenance items and/or modifications that must 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.

(18) *State of design.* The state having jurisdiction over the organisation responsible for the type design.

(19) *State of manufacture.* The state having jurisdiction over the organisation responsible for the final assembly of the aircraft.

(20) *State of registry.* The state on whose register the aircraft is entered.

(21) *Type certificate.* A document issued by a contracting state to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that state.

(22) *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.

**5.1.1.3—(a)** The following acronyms are used in part 5 :

Abbreviations.

- (1) AOC - Air Operator Certificate
- (2) AMO - Approved Maintenance Organisation
- (3) AME - Aircraft Maintenance Engineer
- (4) IA - Inspection Authorisation
- (5) MEL - Minimum Equipment List
- (6) PIC - Pilot In Command
- (7) STC - Supplemental Type Certificate
- (8) TSO - Technical Standard Order

## **5.2 ORIGINAL CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCTS**

**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*.

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*(b)(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.*

Original Certification of Aircraft and Aeronautical Products.

**5.2.1.2.**—(1) This subpart describes the procedures and designation of applicable rules for original type certification of aircraft and related aeronautical products.

(2) This subpart is reserved.

**5.3. TYPE CERTIFICATES AND SUPPLEMENTAL TYPE CERTIFICATES**

Applicability.

**5.3.1.1.**—(a) This subpart prescribes procedural requirements for the acceptance of a type certificate and the issue of supplemental type certificates.

Acceptance of a type Certificate

**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 :

(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 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.

Issuance of a Supplementary Certificate.

**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.

(b) The authority, upon receiving a request for a supplemental type certificate for an aircraft registered in Nigeria.

(1) shall forward the request to the state of design or

(2) if applicable, issue a supplemental type certificate using the same regulatory and other guidance of the state of design and state of manufacture.

**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 :

Acceptance  
of a Non-  
type  
Certificated  
Aircraft.

(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

**5.4. ISSUANCE OF CERTIFICATES OF AIRWORTHINESS**

**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.

Applicability.

(b) The authority shall 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.

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

Eligibility.

(b) Each applicant for an airworthiness certificate shall apply in a form and manner acceptable to the authority.

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

Aircraft  
Identification.

## **B 1310**

Classifications  
of Aircraft  
Worthiness  
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 of  
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.

**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.

Issuance of Special Airworthiness Certificate.

(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 special airworthiness certificates shall be subject to operating limitations within nigeria and may not make international flights except as specified in (d) below. The authority shall issue specific operating limitations for each special airworthiness certificate.

(d) The special airworthiness certificate shall contain the information 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 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

**5.4.1.7**—(a) The authority may issue a special flight permit using the certificate as specified in IS 5.4.1.6 to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements, for the purpose of-

Issuance of Special Flight Permits as Special Airworthiness Certificates.

(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 ; and

(5) Operating at weight in excess of the aircraft's maximum certified takeoff weight for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel is not available. The excess weight 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

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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 shall 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.

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) The validity of a validation certificate issued by nigeria shall not extend beyond the period of validity of the certificate of airworthiness on which the nigerian validation certificate is based, or twelve months, whichever is less.

(3) A special airworthiness certificate, such as a special flight permit, is valid for the period of time specified in the permit, which in any case shall not exceed twelve months.

(b) A certificate of airworthiness shall be renewed or shall 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 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) 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.

**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 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, the authority will make the requirements of such directives apply to Nigerian registered civil aircraft of the type identified in that airworthiness directive.

(c) The authority may identify 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 Nigerian registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable airworthiness directives and service bulletins.

**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 owner or operator ; or
- (2) On its own initiative.

Amendment of Airworthiness Certificate.

(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.

**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 Nigerian registry.

Transfer or Surrender of a Certificate of Airworthiness.

**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.

Commercial Air Transport.

**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.

Display of Certificate of Airworthiness.

## **B 1314**

Aircraft  
Limitations  
and  
Information.

**5.4.1.14** 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 must 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 1 (other than whole aircraft), class 2 and 3 aeronautical products may be issued as prescribed by the authority.

Damage to  
Aircraft.

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

(c) 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).

(d) 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 shall 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.

(e) 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.

Applicability.

### **5.5 CONTINUED AIRWORTHINESS OF AIRCRAFT AND AERONAUTICAL COMPONENTS**

**5.5.1.1**—(a) This subpart prescribes rules governing the continued airworthiness of civil aircraft registered in Nigeria whether operating inside or outside the borders of Nigeria.

**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 ; and

(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 ; and

(6) The certificate of airworthiness of the aircraft remains valid.

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

(b) 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.

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

(b) No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has 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 and adopted for Nigerian-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.

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(d) when the authority determines that an airframe or 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 shall report any airworthiness directives or continuing additional airworthiness requirements that it issues or any malfunction or defect reports to the state of design.

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 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 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 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.

Reporting of failures, malfunctions and defects.

**5.5.1.5**—(a) Owners or operators of aircraft over 5,700 kg maximum take-off weight 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 take-off weight 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 ;

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(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, malfunction, or defect.

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

(i) Either 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) Either 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.

(c) 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.

**5.6 AIRCRAFT MAINTENANCE 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  
maintenance  
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 ;
- (2) Date such maintenance was completed ;
- (3) When applicable, the identity of the approved maintenance organisation, AME, or AOC holder ; and
- (4) The identity of the person or persons signing the release.

(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.

**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.

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(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 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 manufactures, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

Authorised personnel to approve 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 must be identified by name, occupational title, and the inspections that they are authorized 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.

**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-

Performance  
rules ;  
Maintenance,  
Preventive  
Maintenance  
or  
Modification.

(1) The current manufacturer's maintenance manual or instructions for continued 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 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

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functions from the other maintenance, preventive maintenance, and alteration 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 alteration functions are exercised.

Performance  
Rules :  
Inspections.

**5.6.1.7—(a)** General. Each person performing an inspection required by the authority shall 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 maintenance manual or instructions for continued 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 all, 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 shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections must 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 subparagraph, 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.

**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 continued airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specifications approved by the authority.

Performance  
Rules :  
Airworthiness  
Limitations.

**5.7 MAINTENANCE AND INSPECTION RECORDS AND ENTRIES**

**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-

Content,  
Form and  
Disposition  
of records for  
maintenance,  
preventive  
maintenance,  
rebuilding  
and  
modification  
of aircraft  
and life  
limited parts.

(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 ;

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(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  
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**

**5.8.1.1** 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.

Scope.

**5.8.1.2** 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.

Applicability.

**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 must specify the scope of work deemed to constitute approval.

Extent of Approval.

(b) Notwithstanding paragraph (a), for commercial air transport, the approval shall be part of the air operator certificate issued by authority, for the aircraft operated.

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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) &(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.

8.9. 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).

Facilities.

**5.8.1.5** 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 organization 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.

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

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

Certificate of  
Maintenance  
Review  
Staff.

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) Maintenance 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 a maintenance review under supervision.

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

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

(e) The organisation shall maintain a record of all maintenance 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 maintenance review staff have left the organisation.

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

Continuing  
Airworthiness  
Management.

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(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 and

(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 ncaa approved maintenance organisation ;

Ensure that the aircraft is taken to an ncaa approved maintenance organisation whenever necessary ;

(8). 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,

(9). Manage and archive all continuing airworthiness records and/or operator's technical log ;

(10). Ensure that the mass and balance statement reflects the current status of the aircraft.

(c) In the case of commercial air transport, when the operator is not an approved amo, the operator shall establish a written maintenance contract between the operator and an ncaa approved maintenance organisation or another operator, detailing the functions specified under part 9.4.1.2, ensuring that all maintenance is ultimately carried out by an ncaa approved maintenance organisation and defining the support of the quality functions of 5.8.1.12(b). The aircraft base, scheduled line maintenance and engine maintenance contracts, together with all amendments, shall be approved by the authority. However, in the case of :

(1). An aircraft requiring unscheduled line maintenance, the contract may be in the form of individual work orders addressed to the ncaa approved maintenance organisation.

(2). Component maintenance, including engine maintenance, the contract as referred to in paragraph (c) may be in the form of individual work orders addressed to the ncaa approved maintenance organisation.



**5.8.1.9** 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.

Documentation.

**5.8.1.10**—(a) To satisfy the requirement for a maintenance 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:

Maintenance Review.

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,

All applicable airworthiness directives and mandatory bulletins have been applied and properly registered, and ;

5. All modifications and repairs applied to the aircraft have been registered and are approved according to part 5.7.1.2,

6. All service life limited components installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit,

7. All maintenance has been released in accordance with this part 6.5.1.7,

8. The current mass and balance statement reflects the configuration of the aircraft and is valid,

9. The aircraft complies with the latest revision of its type design approved by the state of design,

10. If required, the aircraft holds a noise certificate corresponding to the current configuration of the aircraft in compliance with part 16 of these regulations.

(b) The approved continuing airworthiness management organisation's maintenance review staff shall carry out a physical survey of the aircraft. For this survey, maintenance 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 maintenance 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,

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- 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) A certificate of maintenance review or a recommendation is issued by maintenance 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 maintenance review has been properly carried out.

(f) A copy of the certificate of maintenance review shall be issued for an aircraft every six months and submitted to the authority within five (5) days.

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

(h) Should the outcome of the maintenance 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 non-commercial air transport aircraft as listed on the approval certificate.

(2). Manage the continuing airworthiness of commercial and non-commercial air transport aircraft when listed on its air operator certificate.

(3). Arrange to carry out any task of continuing airworthiness within the limitation of its approval with another organisation that is working under its quality system.

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

(1). Issue a certificate of maintenance review, or ;

(2). Make a recommendation for the renewal of certificate of airworthiness

(2).(3). *To issue recommendation to the authority for special flight permit to fly after maintenance check.*

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.

**5.8.1.13**—(c) 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 :

(i). The name of the organisation.

(ii). The location of the organisation.

(iii). Additional locations of the organisation.

(iv). The accountable manager.

(v). Any of the persons specified in 5.8.1.6(c).

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

(d) 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.

**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 5.8.11(b), it shall retain a copy of each certificate of maintenance 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.

Changes to  
the  
Approved  
Continuing  
Airworthiness  
Organisation.

Record-  
keeping.

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(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.

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**CIVIL AVIATION REGULATIONS**  
**PART 5-IMPLEMENTING STANDARDS**  
**NIGERIA**  
**MAY - NOVEMBER, 2015**

Documentation.

Maintenance  
Review.

**B 1334**

**CIVIL AVIATION REGULATIONS**  
**PART 5-IMPLEMENTING STANDARDS**

**IS : 5.1.1.2 MODIFICATION, REPAIRS AND PREVENTATIVE MAINTENANCE.**

**IS : 5.1.1.2(a)(8)**—(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: 5.1.1.2(a)(9)**—(a) 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.
- (b) *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.
- (c) *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.

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- (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.

(d) *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.

Preventive  
Maintenance.

**IS : 5.1.1.2(a)(11)**—(a) *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**—(b) The standard certificate of airworthiness issued by the authority shall be as follows.  
Nigerian civil aviation authority

Issuance or  
Validation of  
a Standard  
Certificate  
of  
Airworthiness.

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NIGERIA CIVIL AVIATION AUTHORITY



CERTIFICATE OF AIRWORTHINESS

No. \* \_\_\_\_\_

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

This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7th December, 1944 and the Civil Aviation Act, 2006 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: \_\_\_\_\_

Date of First Issue: \_\_\_\_\_ for the Nigerian Civil Aviation Authority

This certificate is valid for the period(s) indicated below****	Signature, official Stamp and date
From _____ to _____	

NOTES :

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

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**IS : 5.4.1.6** The Special Certificate of Airworthiness issued by Nigeria shall be as follows.

Issuance of a Special Certificate of Airworthiness.

NIGERIA  
NIGERIA CIVIL AVIATION AUTHORITY

SPECIAL AIRWORTHINESS CERTIFICATE	
A Category/Designation	
Purpose	
B Manufacturer	Name
	Address
C Flight	From
	To
D Registration No.	Serial No.
Builder	Model
E Date of Issuance	Expiry
Operating Limitations Date [Dd/Mm/yyyy] are Part of this Certificate	
Signature of CAA Representative	Designation or Office Number
Any Alteration, reproduction, or misuse of this Certificate may be punishable as specified in Nig.car spart 1. This Certificate must be displayed in the Aircraft in accordance with Nig.CARs Part 8	
CAA Form No. [ ]	<i>See Reverse Side</i>

Front of Form

**B 1342**

A	This special airworthiness certificate is issued under the authority of the Nigerian law and Nig. CARs Part 5.
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

**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 burden 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 must 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 must be made in a form and manner acceptable to the authority and be submitted to the appropriate office.

(f) Each application must 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 must 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 must 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 must 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 statements 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.

(2) Issuance of export certificate of airworthiness

(a) The authority will issue an export certificate airworthiness if the applicant shows, except as provided in sub-paragraph (b) of this paragraph, that :

(i) The aircraft conforms to the type design acceptable to the importing country.

(ii) Used aircraft possess or qualify for a valid certificate of airworthiness issued by the authority.

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Performance  
Rules :  
Inspection.

(iii) The aircraft meets the additional requirements for import of the importing country i.e. All documents listed in this requirements.

(b) An aircraft need not meet a requirement specified in paragraph a (a) to (b) of this paragraph as applicable, if acceptable to the importing country and the importing country indicates that acceptability.

**IS: 5.6.1.7**—(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.

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(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 continued 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.

Recording of major Repairs and Modifications.

**IS: 5.7.1.1(b)**—(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.						
<b>1. Aircraft</b>	Make			Model		
	Serial Number			Nationality and Registration Mark		
<b>2. Owner</b>	Name (As shown on certificate of registration)			Address (As shown on registration certificate)		
<b>3. For Authority Use Only</b>						
<b>4. Unit Identification</b>					<b>5. Type</b>	
Unit	Make	Model	Serial Number	Repair	Modification	
<b>Airframe</b>	----- (As described in item 1 above) -----					
<b>Powerplant</b>						
<b>Propeller</b>						
<b>Appliance</b>	Type					
	Manufacture					
<b>6. Conformity Statement</b>						
A. Organisation Name and Address		B. Kind of Licence/Organisation		C. Certificate/Licence Number  (For an AMO include the appropriate ratings issued for the major repair or modification)		
		<input type="checkbox"/> Licensed (AME) <input type="checkbox"/> A <input type="checkbox"/> P or <input type="checkbox"/> A/P				
		<input type="checkbox"/> Approved Maintenance Organisation				
		<input type="checkbox"/> 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			



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 form 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 Nigerian 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.

*Note : NCAA MR and M Form is not authorised for use on other than Nigerian-registered aircraft. If a foreign Civil Aviation Authority requests the form, as a record of work performed, it may be provided.*

[NIGERIAN 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 Maintenance Review after maintenance review as specified in Part 5.8.1.10.*

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