



ALL OPERATORS LETTER (AOL 067)

Circular Ref: NCAA/DAWS/AD.1104/AOL 067/Vol.I

Date: 4th July, 2018

To: All Aircraft Owners/Operators

From: Directorate of Airworthiness Standards

Attn: Director of Maintenance/Quality Manager

SUBJECT: NCAA REQUIREMENTS ON IMPORTATION OF USED AIRCRAFT FOR REGISTRATION AND OPERATION IN NIGERIA

BACKGROUND

The Authority's recent experience during pre-importation inspection of used aircraft intended to be registered and operated by some airlines in Nigeria revealed some gaps in their operational and maintenance evaluation. These gaps include but are not limited to:

- The pre-importation maintenance checks carried out on aircraft was incomplete and inadequate. Authority's review of the aircraft maintenance history and its most recent approved maintenance programme of the previous operators revealed that not all the due maintenance checks were called up and done.
- The information on aircraft's maintenance history and records was not detailed and comprehensive. Pre-importation maintenance check performed were not based on the Maintenance Review Board Report (MRBR) or the Maintenance Planning Document (MPD) with no consideration for bridging checks. In addition, no maintenance programme for the aircraft was approved by the Authority in some instances.

These situations are of weighty continuing airworthiness concerns to the Authority. In the light of the foregoing, the Authority has deemed it fit to issue an All Operators Letter to remind and inform all intending importers (owners/operators) of USED aircraft about the NCAA's applicable continuing airworthiness requirements.

APPLICABILITY

These continuing airworthiness requirements are applicable to all USED civil aircraft types, including any installed product, part, or appliance, which Type Certificates have been accepted and are eligible for registration in Nigeria. The provision of the documentations identified below in List A and B will support the acceptance for importation into Nigeria and possible issuance of Certificate of Airworthiness (C of A) for the aircraft. These requirements are more detailed and provide an elaboration of some of the documentations required for issue of Certificate of Airworthiness (C of A) already specified in relevant Advisory Circular (NCAA - AC AWS002) and Forms published by the Authority.

All questions and correspondence relating to this AOL should be addressed to the Director, Airworthiness Standards.

ACTION REQUIRED

All owners/operators importing **USED** aircraft into Nigeria are hereby required to comply as follows:

1. Provide the required documentations in **Table A** to the Authority during the submission of application for Pre-Importation Inspection; and
2. Make available the required documentations in **Table B** to NCAA Inspector(s) during the Pre-Importation Inspection visit.

Please comply accordingly.



Engr. Ita Awak
Director, Airworthiness Standards
 For: Director General

TABLE A
1. Total years in service of the Aircraft/Engine/Propeller/APU.
2. Total time in service of the Aircraft/Engine/Propeller/APU.
3. Total flight cycles of the Aircraft/Engine/Propeller/APU.
4. Previous Maintenance Programme, maintenance history and status.
5. Previous aircraft annual utilization.
6. Back to Birth history of operators of the Aircraft/Engine/Propeller.
7. Component Record and Status.
8. Bridging Checks to MRBR, MPD (or similar documents) or new NCAA Approved Maintenance Programme.
9. Accident/serious incident records.
10. Aircraft Technical Specification.

TABLE B
1. Aircraft/Engine/Propeller/APU Records containing total time in service, and status of life limited parts. Time since last overhaul and current inspection status per maintenance programme.
2. Component Overhaul/Life Limit Status detailing lives remaining and modification status (e.g. FAA Form 8130-3, EASA Form One).
3. Previous Maintenance Records from former operators including Work Packs and Log Books.
4. Previous Modification Status Report. The major modifications previously embodied by Owner(s) / Operator(s), including approval documents.
5. Previous Repair Records. Major repairs previously embodied by Owner(s) / Operator(s), including approval documents (e.g. FAA Form 8110-3 reports).
6. Previous Evidence/Status of Compliance with Certification Maintenance Requirements (CMRs, as applicable to aircraft type).

7. Previous Evidence/Status of Compliance with Airworthiness Limitations (AWLs), as applicable to aircraft type.
8. Previous Evidence/Status of Compliance with All Airworthiness Directives (ADs) issued by the State of Design. Alternative Means of Compliance approved by State of Design must be declared.
9. Previous Evidence/Status of Compliance with All Service Bulletins issued by the Manufacturer.
10. Previous Evidence/Status of Storage Programme (If applicable).
11. Any other documents the NCAA Inspector may require for verification.