



CHAPTER 5

AIRWORTHINESS APPROVALS FOR EXPORTS

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1.0 PURPOSE

This chapter is to provide guidance and information on the issuance of export C of A. Reference: Regulation 5.4.1.15, CHECKLIST: CL: O-AWS002A / CL: O-AWS002B FORM: AC-AWS005, AC-AWS005A

2.0 GENERAL

An exporter of an aircraft or an aeronautical product is normally required to obtain an export airworthiness approval from the Civil Aviation Authority of the State in which the aircraft is registered or in the case of a new aircraft or an aeronautical product, the State of Manufacture. The Civil Aviation Authority of the importing State normally revalidates the export approval. A number of States have identified certain special requirements/ conditions to which the aircraft or aeronautical product must conform before they will validate the export approval issued by the exporting State. In many cases information on such special requirements/conditions is not readily available. It is therefore important that the exporter obtain the necessary information on any special requirements/conditions from the Civil Aviation Authority of the importing State. The additional design requirements considered necessary by the importing State, in addition to the requirements of exporting States, to provide a level of safety and environmental quality (including noise) equivalent to those provided by the importing State's certifications should be included in the Type Certification Data Sheet. When any of the special conditions cannot be satisfied, the exporters must obtain a statement from the Civil Aviation Authority of the importing State indicating that they will accept the deviation.

3.0 SPECIAL REQUIREMENTS

4.0 SPECIAL CONDITIONS

The additional design requirements considered necessary by the importing State, in addition to the requirements of the exporting State to provide a level of safety and environmental quality (including noise) equivalent to those provided by the importing State's certification basis are referred to as special conditions. These additional validation conditions should be included in the Type Certification Data Sheet. When any of the special conditions cannot be satisfied, the exporters must obtain a statement from the Civil Aviation Authority of the importing State indicating that they will accept the deviation.

5.0 CLASSIFICATION OF PRODUCTS FOR EXPORT

The regulations issued by the NCAA concerning exports provide that any exporter or his authorized representative may obtain an export airworthiness approval. For this purpose, the products may be classified as follows:



- a. Class I Product -includes a complete aircraft, aircraft engine or propeller which has been type certificated in accordance with the applicable airworthiness requirements and for which the necessary Type Certificate Data Sheets or equivalent have been issued.
- b. Class II Product -includes a major component of Class I Product, e.g., Wings, Fuselages, Empennage surfaces, etc., the failure of which would jeopardize the safety of a Class I product, or any part, material or system.
- c. Class III Product -is any part or component, which is not a Class I or Class II product and standard parts.

In the case of an aircraft the export approval is normally issued in the form of an Export Certificate of Airworthiness. For other products, it may be issued in the form of airworthiness approval tags. Both should include, among other things, the conformity certification and should indicate whether the product is new, newly overhauled or used.

Note: When the term "newly overhauled" is used to describe the product it means that the product has not been operated or placed in service except for functional testing, since having been overhauled, inspected and approved in accordance with the applicable airworthiness requirements, for return to service.

6.0 ISSUANCE OF EXPORT CERTIFICATE

The Export Certificate of Airworthiness for an aircraft should not cover the flight approval for a foreign registered aircraft. Before an aircraft is flown the certificate should be either revalidated or replaced by a new certificate issued by the new State of Registry, and flight permit for export delivery should be issued by the Civil Aviation Authority of the exporting State. Guidance on the issue of NCAA export airworthiness approval is included in (Form No. [AC-AWS005A](#))

7.0 APPLICATION FOR AN EXPORT AIRWORTHINESS APPROVAL

7.1 A separated application for an export airworthiness approval should be made for:

- i. Each aircraft;
 - ii. Each engine and propeller, except that one application may be made for more than one engine or propeller, if all are of the same type and model and exported to the same purchaser and country;
 - iii. Each type of Class II product, except that one application may be used for more than one type of Class II product; and
- a. They are separated and identified in the application as to type of the related Class I product; and
 - b. They are to be exported to the same purchaser and country

7.2 EACH APPLICATION FOR EXPORT AIRWORTHINESS APPROVAL OF A CLASS I PRODUCT (FORM NO. AC-AWS005A) SHOULD INCLUDE, AS APPLICABLE:

- i. A statement of conformity, for each new product that has not been manufactured under a Production Certificate;
- ii. A mass and balance report etc., with a loading schedule when applicable for all transport aircraft. This report should be based on an actual weighing of the aircraft within the preceding twelve months, after all major repairs or alterations to the aircraft. Changes in equipment not classified as major changes that are made after the actual weighing may be accounted for on a 'computer' basis and the report revised accordingly. Manufacturers of new non-transport aircraft may submit reports having computed mass and balance data, in place of an actual weighing of the aircraft, its fleet mass control procedures approved by the NCAA, State of Registry or Manufacturer's CAA have been established for such aircraft. In such cases, the following statement should be entered in each report:

"The mass and balance data shown in this report are computed on the basis of NCAA, State of Registry or Manufacturer's CAA approved procedures for establishing fleet mass averages. The mass and balance report should include an equipment list showing mass and moment arms of all required and optional items of equipment that are included in the certificated empty mass."

- iii. A maintenance manual for each new product when such a manual is required to the applicable airworthiness rules;
- iv. Evidence of compliance with the applicable Airworthiness Directives. A suitable notation should be made when such Directives are not complied with;
- v. When temporary installations are incorporated in an aircraft for the purpose of export delivery, the applications together with a statement that the installation will be removed and the aircraft restored to the approved configuration upon completion of the delivery flight;
- vi. Historical records such as aircraft and engine log books, repair and alteration forms, etc., for used aircraft and newly overhauled products;
- vii. For products intended for overseas shipment, the application form should describe the methods used, if any, for the preservation and packaging of such products to protect them against corrosion and damage while in transit or storage. The description should also indicate the duration of the effectiveness of such methods;
- viii. The aircraft flight manual, when such material is required by the applicable airworthiness regulations for the particular aircraft;
- ix. A statement as to the date when title passed or is expected to pass to a foreign purchaser; and
- x. The data required by the special requirements of the importing country.



7.3 ISSUE OF EXPORT CERTIFICATE OF AIRWORTHINESS FOR CLASS I PRODUCTS AN APPLICANT SHOULD BE ENTITLED TO AN EXPORT CERTIFICATE OF AIRWORTHINESS FOR A CLASS I PRODUCT IF HE SHOWS THAT AT THE TIME THE PRODUCT IS SUBMITTED TO NCAA FOR EXPORT AIRWORTHINESS APPROVAL, IT MEETS THE FOLLOWING REQUIREMENTS, ASAPPLICABLE:

- i. New or used aircraft manufactured in the Nigeria should meet the airworthiness requirements of Nigeria, subject to the special requirements of the importing country;
- ii. New or used aircraft manufactured outside the country should have a valid CAA Airworthiness Certificate;
- iii. Used aircraft should have undergone an annual type inspection and be approved for return to service. The inspection should have been performed and properly documented within 30 days before the date the application is made for an Export Certificate of Airworthiness;
- iv. New engines and propellers should conform to the type design and should be in condition for safe operation;
- v. New engines and propellers which are not being exported as part of a certificated aircraft should have been newly overhauled; and
- vi. The special requirements of the importing country should have been met.

7.4 ISSUE OF EXPORT AIRWORTHINESS APPROVAL TAGS FOR CLASS II PRODUCTS

7.4.1 An applicant should be entitled to an Export Airworthiness Approval Tag for a Class II product if the shows that:

- i. The product conforms to the approved design data;
- ii. The product is in a condition for safe operation;
- iii. In the case of a newly overhauled product, it has not been operated or placed in service except for functional testing since having been overhauled, inspected and approved for return to service;
- iv. The product is identified with at least the manufacturer's name, part number, model designation (when applicable), and serial number or equivalent; and
- v. The product meets the special requirements of the importing country.

7.5. ISSUE OF EXPORT AIRWORTHINESS APPROVAL TAGS FOR CLASS III PRODUCTS

7.5.1 An applicant should be entitled to an Export Airworthiness Approval Tag for Class III product if the shows that:

- i. The product conforms to the approved design data applicable to the Class I or Class II product of which it is apart;
- ii. The product is in a condition for safe operation; and
- iii. The product complies with the special requirements of the importing country.



7.6. RESPONSIBILITIES OF EXPORTERS

7.6.1 Each exporter receiving an export airworthiness approval for product should:

- i. Forward to the Civil Aviation Authority of the importing country documents and information necessary for the proper operation of products being exported, e.g., flight manuals, maintenance manuals, service bulletins, assembly instructions, and other material as is stipulated in the special requirements of the importing country. The documents, information, and material may be forwarded by means consistent with the special requirements of the importing country;
- ii. Forward the manufacturer's assembly instructions and NCAA approved flight test check-off form to the Civil Aviation Authority of the importing country when unassembled aircraft are being exported. These instructions should be in sufficient detail to permit whatever rigging, alignment, and ground testing is necessary to ensure that the aircraft will conform to the approved configuration when assembled;
- iii. Remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight;
- iv. Secure all proper foreign entry clearances from all the countries involved when conducting sales demonstrations or delivery flights;
- v. When title to an aircraft passes or has passed to a foreign purchaser:
 - a. Request cancellation of the current registration and Certificates of Airworthiness, giving the date of transfer of title, and the name and address of the foreign owner;
 - b. Return the Certificate of Registration and Certificate of Airworthiness to the NCAA; and
 - c. Submit a statement certifying that the State's identification and registration numbers have been removed from the aircraft.

8.0 EXCEPTIONS

Exceptions to the requirements of the exporting State are a matter of agreement between the States concerned. If the exporting and importing States have agreed, through bilateral agreements or other means, that the Export Certificate of Airworthiness attests compliance with the requirements of the importing State instead of compliance with the requirements of the exporting State, then the importing State shall make available to the exporting State any specific certification requirements they may have in place, in addition to those adopted or required by the exporting State. In addition, the importing State may agree that they should be listed as exceptions to the Export Certificate of Airworthiness or require compliance with the additional requirements before accepting the Export Certificate of Airworthiness.



NIGERIA CIVIL AVIATION AUTHORITY

EXPORT CERTIFICATE OF AIRWORTHINESS

Number: _____

This Certifies that the product identified below and more particularly described in Specification(s) ¹ of the State of Design's Type Certificate Number _____, has been examined and as of the date of this Certificate, is considered airworthy in accordance with comprehensive and detailed airworthiness code accepted by Nigeria, (Nig. CARs Part 5.3.1.6) and is in compliance with those special requirements of the importing State filed with Nigeria, except as noted below. **This certificate in no way attests to compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.**

Product: _____

Engine Model: _____

Manufacturer: _____

Propeller model: _____

Serial No.:

New

Newly Overhauled

Used Aircraft

State to which exported:

Exceptions: _____

(Date)

(Signature)

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

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



<p>NIGERIA CIVIL AVIATION AUTHORITY DIRECTORATE OF AIRWORTHINESS STANDARDS APPLICATION FOR EXPORT CERTIFICATE OF AIRWORTHINESS</p>	<p>EXPORT CERTIFICATE No.</p>
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INSTRUCTIONS: This application is to be submitted to the NCAA (one copy) when the product(s) to be exported is (are) presented for inspection. **Use Part I for Class I Products and Part II for Class II.** For complete aircraft execute items I through II as applicable. For engines and propellers, omit items 5a) and 6. Part III is for NCAA use only.

PART I
(For Class I Products)

1. Application is made for an Export Certificate of Airworthiness to cover the product(s) described below, which is (are):

New Used (Aircraft) Newly Overhauled

2. Name and Address of Exporter	3. Name and Address of Foreign Purchaser	4. Country of Destination
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5. Description of Product(s):

Type	Make and Model	Identification No.	Serial Numbers	Specification No.	Operating Time (Hours)	
					Since Overhaul	Total
a) Aircraft						
b) Engines						
c) Propellers						

6. The aircraft was given a satisfactory flight test On _____
(Date)

7. Does the product comply with all applicable NCAA regulations, Airworthiness Directives and other Airworthiness requirements? Yes No
(explain in "Remarks")

8. List all applicable special requirements of the importing country (if any). Attach evidence of compliance.

9. Has proper preventive treatment been applied to products susceptible to rapid corrosion when being shipped? Yes No (explain in "Remarks")

10. Remarks

11. Exporter's Certification
The undersigned certified that the above statements are true and that, the product(s) described here is (are) airworthy and in condition for safe operation except as may be noted under item 10 "Remark", above.

_____ (Signature of Applicant or Authorized Representative) _____ (Title) _____ (Signature) _____ (date)

