



Advisory Circular

NIGERIA CIVIL AVIATION AUTHORITY

GEN-AC-AWS005

Subject:

AIRCRAFT TYPE CERTIFICATE ACCEPTANCE FOR AIRCRAFT THAT WERE IMPORTED INTO FEDERAL REPUBLIC OF NIGERIA AND FIRST CERTIFICATE OF AIRWORTHINESS ISSUED PRIOR TO AND POST ENACTMENT OF CIVIL AVIATION ACT 2006

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1.0 GENERAL

- 1.1 The Nigeria Civil Aviation Authority (NCAA) Advisory Circulars (AC) contains information about standards, practices and procedures that the Authority has found to be acceptable for compliance with the associated Regulations.
- 1.2 Consideration will be given to other methods of compliance which may be presented to the Authority.
- 1.3 When new standards, practices or procedures are found to be acceptable they will be added to the appropriate AC.

2.0 PURPOSE

This Advisory Circular (AC) provides information and guidance and prescribes special requirements and procedures that apply to aircraft types that have been imported into the Federal Republic of Nigeria prior to the year 2006 when the Civil Aviation Act 2006 was promulgated. The AC also prescribes special importing requirements and procedures for aircraft type for which the Type Certificate has been accepted by virtue of this AC.

3.0 REFERENCE

- i Nigeria Civil Aviation Regulations Part 5.3.1.2
- ii ICAO Document 9760 Airworthiness Manual

4.0 INTRODUCTION:

- 4.1 The original issuance of an aircraft type certificate by the State of Design is regarded as satisfactory evidence that the design and details of such aircraft type have been reviewed and found to comply with the airworthiness standards, the aircraft type has been subjected to the required ground and flight tests, and that no known or suspected unsafe aircraft characteristics exist against those standards with which it had shown compliance.
- 4.2 It is neither expected nor encouraged that the State of Registry perform the same in-depth determination of compliance that the State of Design already did in order to get its own satisfactory evidence of appropriate compliance with airworthiness standards.
- 4.3 Subsequently, a State of Registry may accept the original type certificate in lieu of issuing its own or use it as a basis for issuing its own type certificate when processing an aircraft type intended to be entered on the State's civil aircraft register for the first time. It should be done through regulations or bilateral agreements to give maximum credit to the type certification work already done by the State of Design and minimize duplicate or redundant testing that adds little or no value to the overall airworthiness of the aeronautical product.
- 4.4 Nigeria Civil Aviation Regulations Part 5 requires the Authority to issue Type Acceptance Certificate (TAC) for a type of aircraft that has been designed in accordance with a recognised airworthiness codes from the State of Design. The TAC is a prerequisite to issuance of a Nigerian Certificate of Airworthiness. All aircraft imported into Federal Republic of Nigeria may be of a type which has been issued a Nigerian TAC. The TAC indicates the Authority's acceptance of a foreign type certification. When a NCAA Type Acceptance Certificate has been granted, all aircraft of the same type which conform to the defined standard may be registered in Nigeria without going through the type acceptance process again and would qualify for a Certificate of Airworthiness, provided the condition of the aircraft concerned is acceptable to the Authority.
- 4.5 The NCAA certification rules will only consider the type acceptance of aircraft type certificated by recognized Civil Aviation Authority (CAA). This rule was first introduced in 2006 after the promulgation of Civil Aviation Act 2006 and Nigeria Civil Aviation Regulations 2006.



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- 4.6 The Authority however recognised that, several aircraft types have been imported into and operating in Nigeria prior to the 2006. Such aircraft types have been identified by the Authority and will continue to qualify for Certificate of Airworthiness renewal.
- 4.7 This AC is thus published to grant in retrospect to the aircraft identified in para. 4.3 and appendix A, rights for qualification for issuance of Nigerian Certificate of Airworthiness without going through the rules governing the type acceptance certification of aircraft types to be registered in Nigeria published after 2006.

5.0 DEFINITIONS:

The following definitions are used in this circular

Authority means the NCAA, unless otherwise specified.

State of Design means the State which has jurisdiction over the organization responsible for the type design.

Type Certificate. A certificate issued by a State of Design to define an aircraft type design and to certify that this design meets the appropriate airworthiness requirements of that State.

Type design. The set of data and information necessary to define an aeronautical product type for the purpose of airworthiness determination to any later aeronautical product of the same type.

6.0 AIRCRAFT TYPE CERTIFICATE ACCEPTANCE PROGRAMME

- 6.1 Type Acceptance Certificates (TACs) are issued to enable certificates of airworthiness to be issued to imported and registered aircraft. A certificate of airworthiness for an imported and registered aircraft is issued in the category nominated on the applicable TAC.
- 6.2 The Authority has put in place an aircraft type certificate acceptance programme that is described in the Technical Guidance Material Vol.4 Airworthiness Inspector Handbook.

7.0 ACCESS TO TECHNICAL DATA

- 7.1 An inherent requirement for type acceptance is the continued support of the aircraft and components in the form of service bulletins and other instructions for continuing airworthiness, amendments to technical documents, and foreign airworthiness directives (ADs) etc.
- 7.2 The importer of an aircraft type listed in appendix A which has been previously removed from the Civil Aircraft Register of Nigeria must provide NCAA with an undertaking from the holder of the foreign TC to continue to grant or reopen access to NCAA for applicable technical documents relating to the aircraft.
- 7.3 NCAA will arrange with the Civil Aviation Authority of the State of Design for the supply of ADs issued by that CAA for the aircraft type.
- 7.4 The importer will also be responsible for the training of NCAA flight operations inspectors and airworthiness inspectors for effective safety oversight should there be none trained on qualified on the aircraft type.

8.0 AMENDMENT TO THE ACCEPTED TYPE CERTIFICATE AFTER 31ST DECEMBER 2006

- 8.1 Whenever there is an amendment to the type design of an accepted type certificate, the Authority will implement the aircraft type certificate acceptance programme for such aircraft type prior to granting permission to import the aircraft into the Federal Republic of Nigeria except otherwise exempted by the Director General NCAA.



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- 8.2 Amendment to the type design referred to in para. 8.1 above means amendment to include model or series not already included in the aircraft type certificate issued by the State of Design as at 31st December 2006.
- 8.3 The importer or the type certificate holder will be responsible for the cost of the aircraft type certificate acceptance programme.
- 8.4 If there is a change in the State of Design and State of Manufacture that includes movement of the aircraft manufacturing facilities and issuance of a new type certificate by the new State of Design after 31st December 2006, the Authority will implement a type certificate acceptance programme at a cost to be borne by the importer or the type certificate holder.
- 9.0 **AIRCRAFT TYPE CERTIFICATE VALIDATION PROGRAMME: PRIOR CIVIL AVIATION ACT 2006**
- 9.1 Prior to the enactment of Civil Aviation Act 2006, Aircraft Type Certificate Validation Programme was being carried out by NCAA before approval is granted for the aircraft type to be imported/registered and issued first Nigerian Certificate of Airworthiness.
- 9.2 Aircraft Type Certificate Validation Programmes were carried out by NCAA for aircraft imported and registered in Nigeria between the year 2001 and 2006 but no form of Type Certificate Validation Certificates was issued.
- 9.3 The Aircraft Type Certificate Validation Programme normally includes:
- (a) an assessment of the adequacy of the code of design standards applied and their amendment status to ensure that no hazardous characteristics exist in the design and construction of the aircraft;
 - (b) an assessment of acceptability of any waivers or variations granted by the State of Design;
 - (c) an assessment of suitability of any special conditions specified and certified by the State of Design; and
 - (d) an assessment of adequacy of type design in regard to specified requirements, operating conditions and airworthiness philosophies of the importing State.

**APPENDIX A
(AIRCRAFT TYPES ON THE NIGERIA CIVIL AIRCRAFT REGISTER PRIOR TO 2006 CIVIL AVIATION ACT)**

S/N	AIRCRAFT MANUFACTURER	AIRCRAFT TYPE	TYPE CERTIFICATE NUMBER	STATE OF DESIGN	REMARKS
1	EUROCOPTER	EC-155B, SA 365	DGAC 159	FRANCE	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
2		BO-105-LS	LBA 3025	GERMANY	
3		AS350B2	DGAC 157	FRANCE	
4		AS 355	DGAC 146	FRANCE	
5		AS332L	DGAC 56	FRANCE	
6	AVIONS DE TRANSPORT REGIONAL	ATR42-300	DGAC 176	FRANCE	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
7	BELL HELICOPTERS	BELL 427	H-103	CANADA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
8		BELL 412EP, BELL 212	H-86	CANADA	
9		BELL 407, BELL 206,	H-92	CANADA	
10	THE BOEING COMPANY	B727-200	A3WE	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
11		B737-100/200/300/400/500	A16WE		
12		B747-100/200,	A20WE		
13		B707	4A21		
14		B767-200/300	A1NM		
15		DC8	4A25		
16	BOEING McDONNELL DOUGLAS	DC9	A6WE		
17		DC10	A22WE		
18	LEARJET INC.	LEARJET 45	T00008WI	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
19	BOMBARDIER AEROSPACE	DASH8 -100/200/300,	A-142	CANADA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
		CL-600-2D24 (Regional Jet Series 900)	A21EA		
20	CESSNA AIRCRAFT COMPANY (TEXTRON AVIATION INC.)	CESSNA 152,	3A19	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
21		CESSNA172	3A12		
22		CESSNA 182	3A13		
23		CARAVAN 208	A37CE		
24		CESSNA 206,	A4CE		
25	CESSNA 404 TITAN	A25CE			
26	DASSAULT AVIATION	FALCON 2000	DGAC-F TC No. 185)	FRANCE	The aircraft Type Certificate was accepted

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27		FALCON 900	DGAC-F TC No. 163)	FRANCE	based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
28	EMBRAER EMPRESA BRAZIL	EMB120ER,	8505	BRAZIL	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
29		BANDEIRANTE EMB 110P1	7202		
30	FAIRCHILD DORNIER GmbH / RUAG AEROSPACE SERVICES GmbH	DO 228-100/200	LBA.JA.002	GERMANY	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
31	FAIRCHILD DORNIER / 328 SUPPORT SERVICE GROUP	DO328-100/200/300,	LBA.2534	GERMANY	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
32	FOKKER AIRCRAFT BV	F28 MK100,	CAA-NL / RLD TC No's T-100-87	THE NETHERLANDS	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
33		F27	CAA-NL / RLD TC No's A22F and T-050-87		
34		F28-MK4000	CAA-NL / RLD TC No's A23F		
35	GULFSTREAM AEROSPACE CORP.	GII (G1159), G-IV, GV, G550,	A12EA	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
36	RAYTHEON AIRCRAFT COMPANY	BEECH BARON B58,	3A16	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
37		HS-125-600-900 HAWKER1000,	A3EU	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
38		KING AIR B300, BEECH 1900D, BEECH 200,	A24CE	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO

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					Annex 8 Standards.
39	LET a.s. KUNOVICE (AIRCRAFT INDUSTRIES SINCE 2005)	LET 410-UVP-E	TC 71-04	CZECH REPUBLIC	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
40	PIPER AIRCRAFT CORPORATION	PIPER PA28	2A13	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
41		PA-31	A20SO		
42		PA18	1A2		
43		PIPER PA23-230 AZTEC 'F'	1A10		
44	SIKORSKY AIRCRAFT COMPANY	S76A,B,C	H1NE	UNITED STATES OF AMERICA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
45	SOCATA (GROUPE AEROSPATIALE)	TAMPICO TB9, SOCATA TRINIDAD TB-20,	DGAC-F TC No. 165)	FRANCE	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
46	VIKINGS AIR / DEHAVILLAND	DHC-2MKIII	A-22	CANADA	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
47		DHC7-102	A-120		
48		DHC-6-200 TWIN OTTER	A-82		
49	AIRBUS INDUSTRIE	A300-600	DGAC-F TC No.72	FRANCE	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
50	SHORT BROTHERS PLC	SHORTS SD 3-60	BA11	UNITED KINGDOM	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.
51	BRITISH AEROSPACE CORPORATION	BAC1-11	BA3	UNITED KINGDOM	The aircraft Type Certificate was accepted based on Nigeria's recognition of the airworthiness code as being equivalent to ICAO Annex 8 Standards.

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