



## CHAPTER 22

### ACCEPTANCE OF AIRCRAFT TYPE CERTIFICATES ISSUED BY OTHER STATES.

#### 0.0 LIST OF EFFECTIVE PAGES

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## 1.0 PURPOSE

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**This chapter provides guidance for acceptance of an Aircraft Type Certificate or equivalent document issued by a state of design in respect of an aircraft or aircraft component.**

## 2.0 REFERENCES

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- 2.1 ICAO Annex 8
- 2.2 Part 5 of the Nigeria Civil Aviation Regulations
- 2.3 Checklists CL: [O-AWS022](#), CL: [O-AWS022A](#) and CL: [O-AWS022B](#)
- 2.4 Forms [AC-AWS022](#), [AC-AWS022A](#), [AC-AWS022B](#), [AC-AWS022C](#), [AC-AWS022D](#), [AC-AWS022E](#)

## 3.0 GUIDANCE AND PROCEDURES.

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### GENERAL

If an aircraft has been designed constructed and type certificated in another State, the certification process generally reduces to one of examination of the type design record and the certification documents held by the State, which initially certificated the aircraft (State of Design). The examination 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.
4. In full recognition of all of the above matters, the DAWS should ensure that:
- (a) The applicant has received proper notification of any special conditions to be met (and the assessment of their compliance) and the airworthiness documents (design) data, flight manual, etc.) to be lodged for acceptance of the aircraft type in the importing State;



- b) the State of Design has certified that the product has been examined, tested and found to meet the applicable aircraft noise and engine emissions requirements including any other requirements the CAA has prescribed for that type of aircraft;
- c) the applicable airworthiness requirements of the State of import or the applicable airworthiness requirements of the State in which the product was manufactured and any other special requirements the CAA may prescribe have been complied with;
- d) the applicant has submitted the Type Design Record and the Type Certificate Data Sheet concerning aircraft in the form prescribed by the CAA;
- e) the manuals, placards, listings and instrument markings required by the applicable airworthiness and noise (where applicable) requirements are presented in the language prescribed by the CAA; and
- f) where applicable, a copy of the Master Minimum Equipment List (MMEL).

Nig.CAR's Part 5 allows the Authority to automatically issue a Nigerian Type Acceptance Certificate (TAC) for an aircraft type that has a current TC issued to it by the states of design Civil Aviation Authorities of all ICAO Contracting States.

Some of the countries may not use the term "Type Certificate", but may use "Type Approval Certificate", "Certificate of Type Approval", "Fiche de Navigabilite" etc. The foreign CAA that issued the original TC or equivalent document will be regarded as the relevant CAA for airworthiness control of the aircraft listed on that certificate.

The TAC is issued in respect of the aircraft type itself in recognition of the type and model being type-certificated by the recognised CAA. There is no (TAC) certificate holder. However, the original of the TAC may be sent to the foreign TC holder as a courtesy. Type Acceptance Certificates for Imported Aircraft, provides applicants with guidance for the issue of a TAC using automatic acceptance procedures.

The foreign CAA that issued the original TC or equivalent document will be regarded as the relevant CAA for airworthiness control of the aircraft listed on that certificate.

**Note:** This automatic acceptance procedure does not apply in situations where the CAA of a recognised country has issued a TAC or similar document on the basis that the CAA of another country has issued a TC.

### **Certificate of Airworthiness Categories**

C of A will usually be issued in the same category available under the foreign TC, subject to a review by the Authority of the foreign certification basis, including any special conditions, waivers, exemptions, equivalent safety determinations etc. made by the foreign CAA.



In cases where the category is not specified on the TCDS, the Authority may nominate the category deemed appropriate under the TAC. In this case a Type Acceptance Certificate Data Sheet (TACDS) must be raised and the category entered on the TACDS. TACs are not issued for aircraft engines or propellers.

## **Acceptance Certificate Process Responsibility for Issue**

TACs are issued only by the Director, Airworthiness Standards or an Authorised NCAA official. Applications on a completed NCAA Type Acceptance Certificate for Imported Aircraft Application form (*Form: AC-AWS022B*) may be lodged directly with the NCAA Headquarters.

The application should state exactly which models are to be included on the TAC. These models must be included on the foreign TC. Each model included on the TAC must be covered by the data requirements.

## **TC ACCEPTANCE PROCESS**

### **Establishment of a TC Acceptance Project**

The following steps occur when an application for issue of a TAC is received in the NCAA Directorate of Airworthiness.

1. Enter the task on the Section database of certification tasks and allocate the project control number.
2. Acknowledge receipt of the application to the applicant in writing.
3. Raise a file (note the TAC number is not allocated at this stage). The format of the file's title is: Airworthiness – Airworthiness Certification – (Manufacturer) – (Model) – (Type of aircraft e.g. aero plane, rotorcraft, balloon etc.) – Engineering Data and Certification.  
The file number should be used by all personnel in all correspondence, reports, and other documents pertaining to the project.
4. Assign the project a priority.
5. Nominate a Project Manager.
6. Request the Technical library to advise what data, if any, is already held by the Authority.



7. Advise the applicant in writing:
  - That the project has commenced
  - The name and contact details of the Project Manager
  - To make all correspondence on the project to the attention of the Project Manager.
  
8. Circulate the application for the Type Acceptance Certificate to the other NCAA Technical Directorates, for advice and any input.
  - a) Assess application in accordance with
    - i) AIRCRAFT TYPE CERTIFICATE DATA FORM (CL: O-AWS022)
    - ii) TYPE CERTIFICATE EVALUATION / ACCEPTANCE PROGRAMME (CL: O-AWS022A)
    - iii) AIRCRAFT TYPE CERTIFICATE ACCEPTANCE DOCUMENTS REQUIRED (CL: O- AWS022B)

### **Type Certification Procedures Manual Type Acceptance Certificate Numbers**

A common register of TAC numbers is maintained by the Directorate of Airworthiness Standards for TACs issued under Nig. CAR's Part 5.

The TAC number is not assigned until the TAC is ready to be issued. This is because:

- Uncontrolled use of the TAC number could lead to a perception that the TAC has been issued
- If the project were to lapse, or never reach fruition, there would be gaps in the register.

When the TAC is ready to be issued, the Project Manager obtains the TAC number from the certification group responsible for TC acceptance.

Note that that the numbers start from 1 e.g. the first TC for an aircraft in the series would be 001.

### **Type Acceptance Certificate Format**

The TAC is prepared using the NCAA template for the Type Acceptance Certificate (Form: AC-AWS022)

The TAC is signed and dated by the Director, Airworthiness Standards and stamped with the NCAA official seal in blue ink after signing.



## Type Acceptance Certificate Data Sheet Format

The TACDS is prepared using the NCAA template for the Type Acceptance Certificate Data Sheet (Form: AC-AWS022A).

### Amendment to a TAC

Any person may apply for another model to be added to an existing TAC.

Only data relevant to the new model will be required.

Amendment of a TAC is accomplished by re-issuing the TAC under the same number with a new issue number. Revisions to any TACDS are indicated by a revision number.

### Supply of Certification Data

The data, as listed in Nig. CAR's Part 5 supporting the application should be supplied by the applicant at the time of application, or, if it is not available at that time, a covering letter should be supplied giving the reasons and details of when the data will be available. Such data must be supplied before the TAC is issued.

Provision of a copy of the current TC and TCDS would satisfy the requirement that the type design has been approved by the CAA of the recognised country by the issue of a type certificate or equivalent document. In some cases, only a copy of the TCDS is available. This is sufficient provided that it is accompanied by a statement from the CAA that issued the TC to the effect that the TC is still valid but not available.

In unusual circumstances, suitable statements from the relevant CAA as to the aircraft specifications and limitations may suffice.

If the TC has been transferred, a copy of any transfer page is also required.

**Note:** Where the aircraft includes a new type/model of engine and/or propeller, the data associated with the engine and/or propeller is also required.

### Project Manager

The Project Manager is responsible for:

- Ensuring that the data is supplied and passed to the Technical library for cataloguing and storage
- Sighting evidence that the holder of the foreign TC has undertaken to continue to supply service bulletins and instructions for the continuing airworthiness of aircraft of that type and any amendments of those documents to the Authority
- Ensuring that the division responsible for AD Publishing has arranged with the relevant CAA for the supply of all ADs issued by that CAA in respect of that aircraft type. This is required for C of A issue, but is better arranged as part of the certification.



If the application relates to a variant of an aircraft type for which there is already a TAC in force, then only data peculiar to the variant need be supplied. The TAC will be amended to include the new variant.

A recommendation for issue of the TAC should not be made until the Project Manager is satisfied that arrangements for the supply of documentation and ADs are satisfactory.

### **Supply of Certification Data for an Aircraft Type Previously Approved**

The Project Manager is to confirm that the documents required, particularly a copy of the AFM required under regulation Nig. CAR's Part 5, are already held by the Authority when an application for TAC issue is received for an aircraft type and model:

- Currently on the Aircraft Register but approved under previous legislation, or
- Approved under previous or current legislation and returning to the Aircraft Register.

Documents already held by NCAA need not be duplicated prior to issue of the TAC. However, these may not be the current issue, and it is the responsibility of the applicant for the provision of any required current issues.

In the case of an aircraft type/model returning to the aircraft register, current information may be required or old valid information may need to be obtained from archives.

### **Issue of a TAC Subject to Conditions**

The Authority may, under Nig. CAR's Part 5, issue a TAC subject to a condition if there are reasonable safety grounds, provided the condition(s) is substantially the same as a condition imposed by the CAA of a recognised country on the corresponding foreign TC.

The Authority may also issue a TAC subject to other conditions, provided there are reasonable grounds for believing that issuing the certificate without imposing conditions or taking other measures would constitute a significant threat to aviation safety.

In unusual situations, if the Project Manager determines there may be a need for a review of any unusual or novel features, or a review of any special conditions applied by the relevant CAA, the Project Manager is to liaise with the appropriate Technical Section Heads.

One such issue is the supply of service documents and AFM in the English language, either as approved by the relevant CAA or as certified translations.

### **Refusal to Issue a TAC**

The liaison referred to above may result in a recommendation that the Authority refuse to issue a TAC because of reasonable safety grounds.



## **Suspension or Cancellation of a TAC**

The Directorate of Airworthiness Standards is to assess any information received that may lead to suspension or cancellation of a TAC in conjunction with a Project Manager and airworthiness specialists (if necessary).

The Authority may suspend or cancel a TAC if it considers that it is necessary to do so in the interests of aviation safety. An inability on the part of the foreign TC holder to provide ongoing technical support for the aircraft type may constitute grounds for such suspension or cancellation.

If the foreign TC on which the TAC is based is suspended or cancelled by the foreign CAA, the Directorate of Airworthiness must consider the effect on Nigerian aircraft.

## **Exercise of Powers for Special Conditions, Suspension and Cancellation**

Only the Director General of the NCAA has the power to:

1. Issue a TAC subject to a condition that is not substantially the same as that which has been imposed by the CAA of a recognised country.
2. Refuse to issue a TAC, or
3. Suspend or cancel a TAC.

In all the cases of imposing special conditions, refusal to issue, suspension or cancellation, the Authority shall first consult with and consider the views of the applicant, the CAA that issued the foreign TC and the manufacturer.

In these unusual cases, the Project Manager is responsible for the negotiations between the group responsible for certification, the appropriate airworthiness specialists, the applicant, the manufacturer and the relevant CAA, and for the preparation of a report for the Directorate of Airworthiness Standards. All correspondence and the final decision must be properly documented.

## **First-of-type/First-of-model**

NCAA airworthiness aviation safety inspectors at the responsible NCAA office where the first aircraft of a new type/model will be issued a C of A must produce a type acceptance report based on the C of A issue exercise.

Any condition identified during the type acceptance report must be included in the report to enable assessment as a condition to be included on the TACDS and to be entered on the C of A for all aircraft of this type and model.





A copy of the type acceptance report is to be forwarded to the Project Manager, highlighting any significant conditions identified. This is to be assessed by the Project Manager for any necessary action, and the type acceptance report is to be forwarded to the Technical library for cataloguing and storage.

### **Age and Modification Status**

Old aircraft and those incorporating major modifications usually incur some extra time and effort in terms of documentary requirements, as discussed further below.

Special requirements may be imposed at C of A issue on used aircraft. For such aircraft, data requirements are:

1. Details regarding previous operators of the aircraft, previous countries in which the aircraft has operated and details of all structural repairs to the aircraft not carried out in accordance with the manufacturer's approved data.
2. A copy of the relevant Structural Inspection Document (e.g. USA FAA Advisory Circular No. 91-60 may be relevant) and any Corrosion Control and Prevention Program (required under Nig. CAR's Part 5 for continuing airworthiness).

### **Additional TAC Application in Respect of another Foreign TC**

An application may be received for the issue of a TAC in respect of the TC issued by a recognised CAA and a TAC has already been issued for the type/model in respect of a different foreign TC.

The Project Manager is to determine if any additional data other than the additional TC and TCDS is required, and to advise the applicant whether or not data will be required.

The process is as for normal issue of a TAC, with a separate TAC issued.

**Note:** No two country TC references are to appear on the same TAC.

### **Recommendation for Issue of a TAC**

When the Project Manager is satisfied that all of the requirements for issue of a TAC have been met, the Project Manager is to provide the Directorate of Airworthiness Standards with a summary of the documents received and a recommendation for issue of the TAC.

### **Records Management and Documentation**

Upon issue of the TAC, the Project Manager is responsible for the following actions:

1. Completing the details of the TAC in the Type Acceptance Certificate Register.
2. Forwarding the original of the TAC and any TACDS to the foreign TC holder.



3. Forwarding a copy of the TAC and any TACDS to:
  - the applicant
  - the responsible NCAA office for C of A issue.
4. Placing a copy of the TAC and any TACDS on:
  - the file for the project
  - the folder of issued TACs and TACDSs.
5. Providing the Technical library with details of file references and project numbers, and also ensuring that any data to be retained by NCAA are delivered to the Technical library to be catalogued and stored.
6. Ensuring that the applicant provides any required MMEL, including the establishment of an update service. This is required for aircraft of appropriate categories from countries other than the USA and Canada where Internet access has been provided to MMELs.
7. Supplying the aircraft register controller with the information currently required for the aircraft register.

### **TASK OUTCOMES**

- A. Successful completion of this task will result in the acceptance of the original type certificate issued by the aircraft State of Design. A Type Acceptance Certificate below will be issued by the Director, Airworthiness Standards
- B. Document Task. File all supporting paperwork in the office file.

## **4.0 FUTURE ACTIVITIES**

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Normal surveillance.