




INSTITUTO NACIONAL DE AVIAÇÃO CIVIL
INAC

São Tomé and Príncipe Civil Aviation Regulations

STPRAC - PART 5 AIRWORTHINESS

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LIST OF EFFECTIVE PAGES

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Revision N°	Page Affected	Date of Revision	Revision N°	Page Affected	Date of Revision

TABLE OF CONTENT

LIST OF EFFECTIVE PAGES.....	2
RECORD OF REVISIONS	3
TABLE OF CONTENT	4
5.A GENERAL.....	6
5.10.A.05 Applicability.....	6
5.10.A.10 Definitions.....	6
5.10.A.15 Abbreviations.....	7
5.B ORIGINAL CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCT	8
5.10.B.05 Applicable code of airworthiness	8
5.10.B.10 Type certificates and type acceptance certificates	8
5.C ACCEPTANCE OF SUPPLEMENTAL TYPE CERTIFICATES	9
5.D ISSUANCE OF CERTIFICATES OF AIRWORTHINESS	9
5.10.D.05 Applicability	9
5.10.D.10 Eligibility	9
5.10.D.15 Aircraft identification	10
5.10.D.20 Classification of airworthiness certificates	10
5.10.D.25 Issuance or validation of a standard airworthiness certificate	10
5.10.D.30 Issuance of special airworthiness certificates.....	11
5.10.D.35 Duration of airworthiness certificate	12
5.10.D.0 Conditions on the special flight permit.....	12
5.10.D.145 Cooperation among States for continuing airworthiness information, including airworthiness directives.....	13
5.10.D.50 Amendment of airworthiness certificate.....	14
5.10.D.55 Transfer or surrender of airworthiness certificate	14
5.10.D.160 Commercial air transport	14
5.10.D.65 Fitness for flight.....	14
5.E CONTINUED AIRWORTHINESS OF AIRCRAFT AND COMPONENTS	15
5.10.E.05 Applicability.....	15
5.10.E.10 Responsibility	15
5.10.E.15 General.....	15
5.10E.20 Reporting of failures, malfunctions, and defects	16
5.F AIRCRAFT MAINTENANCE AND INSPECTION.....	18
5.10.F.05 Applicability.....	18
5.10.F.10 General requirements for maintenance	18
5.10.F.15 Eligibility of persons authorised to perform maintenance, preventive maintenance, and modifications	18
5.10.F.120 Privileges and limitations of persons authorised to perform maintenance, preventive maintenance, and modifications	19
5.10.F.25 Authorised personnel to approve for return to service	20
5.10.F.30 Persons authorised to perform inspections.....	20
5.10.F.35 Performance rules: maintenance	20
5.10.F.40 Performance rules: inspections for aircraft operated in general aviation	21
5.10.F.45 Performance rules: airworthiness limitations.....	22
5.10.F.50 Aircraft mass schedule	22
5.G MAINTENANCE RECORDS AND ENTRIES	22
5.10.G.05 Certificate of release to service records	22
5.10.G.10 Technical logbook	23
5.10.G.15 Aircraft continuing airworthiness records system	23
5.10.G.20 Content, form, and disposition of records for maintenance, preventive maintenance, rebuilding, and modification of aircraft and life limited parts	24
5.10.G.25 Content, form and disposition of records for maintenance, preventive maintenance, overhaul and rebuilding of a product	26
5.10.G.30 Content, form, and disposition of records of inspections for return to service	26
5.H AIRCRAFT NOISE CERTIFICATION	27
5.10.H.05 Requirement of noise certification	27
5.10.H.10 Issue, suspension, revocation of noise certificate	27
5.10.H.15 Duration and continued validity of a noise certificate.....	28
NI – IMPLEMENTING STANDARDS	29
N.I: 5.10.A.10 (a)(6) Major modifications (definition)	29
N.I: 5.10.A.10 (a)(7) Major repairs (definition)	30

N.I: 5.10.A.10 (a)(10) Preventive maintenance (definition)32
N.I: 5.10.D.25 Issuance or validation of a standard certificate of airworthiness34
N.I: 5.10.F.35 Performance rules: 100-hour inspections.....35
N.I: 5.10.G.15 Aircraft continuing airworthiness records system37
N.I: 5.10.G.20 Recording of major repairs and major modifications38
N.I: 5.10.H.10 Issue, suspension, revocation of noise certificate.....39

5.A GENERAL

5.10.A05 Applicability

- (a) These regulations shall apply to all persons operating or maintaining the following:
- (1) Aircraft registered in São Tomé and Príncipe, wherever operated;
 - (2) Aircraft registered in another Contracting State that are operated by a person licensed by São Tomé and Príncipe, where such aircraft must be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed;
 - (3) Aircraft of other Contracting States operating in São Tomé and Príncipe.
- (b) These regulations prescribe the requirements for:
- (1) Original certification of aircraft and aeronautical products;
 - (2) Supplemental type certificates;
 - (3) Issuance and renewal of a Certificate of Airworthiness;
 - (4) Issuance of a noise certificate;
 - (5) Continued airworthiness of aircraft and aeronautical components;
 - (6) Aircraft maintenance and inspection requirements; and
 - (7) Maintenance records and entries

5.10.A.10 Definitions

- (a) For the purpose of Part 5, the following definitions shall apply:
- (1) **Aeronautical product.** Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part or component to be installed thereon.
 - (2) **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.
 - (3) **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.
 - (4) **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.
 - (5) **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.
 - (6) **Major modification.** Major modification means a modification not listed in the aircraft, aircraft engine, or propeller specifications – (1) that might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness; or (2) that cannot be done by elementary operations. Described in N.I: 5.10.A10(a)(6).

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- (7) **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 N.I: 5.10.A.10(a)(7).
- (8) **Modification.** The modification of an aircraft/aeronautical product in conformity with an approved standard.
- (9) **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).
- (10) **Preventive maintenance.** Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. Described in N.I: 5.10.A10 (a)(10).
- (11) **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.
- (12) **Rendering (a Certificate of Airworthiness) Valid.** 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.
- (13) **Repair.** 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.
- (14) **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.

5.10.A.15 Abbreviations

- (a) The following abbreviations are used in Part 5:
- (1) AOC – Air Operator Certificate
 - (2) OMA – Approved Maintenance Organisation
 - (3) MEL – Minimum Equipment List
 - (4) PIC – Pilot in command
 - (5) PMA – Parts Manufacturer Approval
 - (6) STC – Supplemental Type Certificate

(7) TMA – Aviation Maintenance Technician

(8) TSO – Technical Standard Order

5.B ORIGINAL CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCT

5.10.B.05 Applicable code of airworthiness

- (a) Until São Tomé and Príncipe develops a comprehensive Code of Airworthiness design, the mandatory requirements and design standards of the State of Design, shall be mandatory on all aircraft registered in São Tomé and Príncipe;
- (b) The Authority will apply the detailed comprehensive code of airworthiness issued by the State of Design, provided:
 - (1) The issuing State is an ICAO Contracting State;
 - (2) The Code of Airworthiness is in conformance with the Standards of ICAO Annex 8;
 - (3) A copy of the regulations conforming the Code of Airworthiness is provided with the application for the Type Acceptance Certificate and is published in the English Language;
 - (4) There is a satisfactory method of updating the Authority's copy of the regulations conforming the Code of Airworthiness, throughout the time the aircraft is registered in São Tomé and Príncipe;
- (c) The Codes of Airworthiness which are accepted and applied by the Authority in the determination for the issuance of a certificate of airworthiness and continuing airworthiness are those of the:
 - (1) United States Federal Aviation Administration;
 - (2) European Aviation Safety Agency;
 - (3) Canadian Ministry of Transport;

5.10.B.10 Type certificates and type acceptance certificates

- (a) The Authority will not issue type certificates, production certificates or other related approvals for aircraft or aeronautical products until such time an application is made and the Authority provides suitable regulations or provisions for the issuance of an airworthiness certificate, or airworthiness document as appropriate for the product concerned.
- (b) An applicant intending to import a first of type aircraft or aeronautical product to São Tomé and Príncipe shall apply to the Authority for the issuance of an Acceptance Type Certificate, in a form and manner prescribed by the Authority;
- (c) 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 recognised 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 recognised airworthiness code;

- (ii) Has complied with any other requirements prescribed by the Authority:
- (3) The aircraft or aeronautical product for which an Acceptance Type Certificate is sought meets the requirements of the these regulations.
- (d) The Authority may deny the issuance of an acceptance type certificate if it is considered by the Authority that such issuance is contrary to the public interest, in which case the Authority will notify in writing the applicant of the reasons for the denial;
- (e) 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.
- (f) In this regulation, recognized airworthiness code means standards relating to the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the State of Design and accepted and prescribed by the Authority.

5.C ACCEPTANCE OF SUPPLEMENTAL TYPE CERTIFICATES

- (a) Any person who alters 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) After the issuance of a Supplemental Type Certificate by the State of Design, that person shall apply to the Authority for the acceptance of the original Supplemental Type Certificate in a form and manner prescribed by the Authority.

5.D ISSUANCE OF CERTIFICATES OF AIRWORTHINESS

5.10.D.05 Applicability

- (a) This Subpart prescribes procedures required for the issue of airworthiness certificates and other certifications for aeronautical products registered in São Tomé and Príncipe.
- (b) The Authority will issue a certificate of airworthiness for aircraft registered in São Tomé and Príncipe based on satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements (type certificate).

5.10.D.10 Eligibility

- (a) Any registered owner of São Tomé and Príncipe registered aircraft, or agent of the owner, may apply for an airworthiness certificate for that aircraft.
- (b) Before an aircraft can be registered in São Tomé and Príncipe it must hold an Acceptance Type Certificate issued by the Authority.

- (c) Each applicant for an airworthiness certificate shall apply in a form and manner acceptable to the Authority.

5.10.D.15 Aircraft identification

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

5.10.D.20 Classification of airworthiness certificates

- (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) Balloon;
- (6) 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) Restricted;
- (2) Special flight permits;
- (3) Other.

5.10.D.25 Issuance or validation of a standard airworthiness certificate

- (a) The Authority will issue or render valid a Standard Airworthiness Certificate 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 or State of Manufacture;
- (2) The aircraft has been inspected in accordance with the performance rules 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) A Certificate of Airworthiness shall be issued subject to the condition that the aircraft shall be flown only for the following purposes-

- (1) Commercial air transport (passenger): any purpose;
- (2) Commercial air transport (cargo): any purpose other than commercial air transport of passengers;

- (3) Aerial work: any purpose other than commercial air transport or general aviation.
- (4) General aviation: any purpose other than commercial air transport or aerial work;
- (c) The Authority may render valid an Airworthiness Certificate issued by another Contracting State upon registration of the aircraft in São Tomé and Príncipe for the period specified in that 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 São Tomé and Príncipe.
- (d) The Standard Airworthiness Certificate issued by the Authority shall contain the information in N.I: 5.10.D.25.
- (e) The Standard Airworthiness Certificate or validation certificate shall be issued in Portuguese language and shall include an English translation.

5.10.D.30 Issuance of special airworthiness certificates

- (a) The Authority may issue a Special Airworthiness Certificate to the aircraft that does not qualify for a Standard Certificate of Airworthiness.
- (b) Aircraft holding Special Airworthiness Certificates shall be subject to operating limitations within São Tomé and Príncipe and may not make international flights. The Authority shall issue specific operating limitations for each Special Airworthiness Certificate.
- (c) The Authority may issue Special Flight Permits to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements, for the purpose of:
 - (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 mass in excess of the aircraft's maximum Certified Takeoff Mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel is not available. The excess mass is limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.
- (d) 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 limitations for flight, which is set forth in the AOC Holder's operations specifications. This permit under this paragraph may be issued to an AOC Holder certificated under Part 9.
- (e) 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.

- (f) The operator shall inform the State(s) of intended routing on the conditions of the aircraft and intended flight and obtain all required overflight authorisations.

5.10.D.35 Duration of airworthiness certificate

- (a) A Certificate of Airworthiness shall be renewed or shall remain in effect, subject to the laws of the State of Registry.
- (b) A standard or special Airworthiness Certificate issued under these Regulations is valid for twelve months from the date of issue unless:
 - (1) A shorter period is specified by the Authority;
 - (2) The Authority amends, extends, suspends, revokes or otherwise terminates the certificate;
 - (3) The aircraft owner or operator surrenders the certificate to the Authority;
- (c) The validity of a validation certificate issued by São Tomé and Príncipe shall not extend beyond the period of validity of the Certificate of Airworthiness issued by the State of Registry, or one year, whichever is less.
- (d) A special flight permit shall be valid for a period of time specified in the permit.
- (e) 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.
- (f) 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.
- (g) A standard or special Airworthiness Certificate issued in respect of an aircraft shall cease to be in force if:
 - (1) The aircraft or such of its equipment as is necessary for the airworthiness of the aircraft is maintained or if any part of the aircraft or such equipment is removed or is replaced, otherwise than in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;
 - (2) The aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority in relation to that aircraft;
 - (3) An inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any such equipment as aforesaid, has not, been completed to the satisfaction of the Authority;
 - or
 - (4) The aircraft or any such equipment as aforementioned sustains damage and the damage is ascertained during inspection which affects the airworthiness of the aircraft;

5.10.D.40 Conditions on the special flight permit

- (a) A person shall not fly an aircraft on a special flight permit unless that person has complied with conditions of this Regulation.
- (b) A person who flies an aircraft on a special flight permit referred in 5.4.1.6 shall ensure that:

- (1) The flight is made under the supervision of a person approved by the Authority for such flight, subject to any additional conditions which may be specified in the permit;
- (2) A copy of the permit is carried on board the aircraft at all times when the aircraft is operating under the conditions of the permit;
- (3) The aircraft registration markings assigned to the aircraft are displayed;
- (4) No persons or property are carried on board for hire or reward;
- (5) Only persons essential for the safe operation of the aircraft, who must be advised of the contents of the permit, are carried on the aircraft.
- (6) The aircraft is operated only by flight crew holding appropriate type ratings or validations with sufficient experience to appreciate the reasons for the aircraft non-compliance to the prescribed airworthiness standards;
- (7) The flight is conducted in accordance with applicable flight operating rules and procedures of the States of the intended routing;
- (8) The routing is such that areas of heavy air traffic, areas of heavy human concentration of a city town or settlement or any other areas where the flight might create hazardous exposure to persons or property are avoided;
- (9) The flight is performed in accordance to the performance limitations prescribed in the aircraft flight manual and any other limitation that the Authority may impose on such flight;
- (10) All flights are conducted prior to the expiry date of the special flight permit or at any other time the Authority declares so in writing; and
- (11) The aircraft shall not depart for the flight on a special flight permit unless the aircraft has on board the required authorizations from the State(s) of intended routing.

5.10.D.45 Cooperation among States for continuing airworthiness information, including airworthiness directives

- (a) Upon registration of an aircraft in São Tomé and Príncipe, the Authority will notify the State of Design of the aircraft of the registration in São Tomé and Príncipe, 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, such directives shall apply to São Tomé and Príncipe registered civil aircraft of the type identified in that airworthiness directive.
- (c) Where a manufacturer identifies a service bulletin as mandatory, such bulletin shall apply to São Tomé and Príncipe registered aircraft of the type identified in that bulletin.
- (d) The Authority may assess the continuing airworthiness information, including manufacturer's service bulletins and other sources of data, or develop and prescribe inspections, procedures and limitations,

for mandatory compliance pertaining to affected airframe or aeronautical product in São Tomé and Príncipe.

- (e) No person may operate any São Tomé and Príncipe registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable airworthiness directives and service bulletins.

5.10.D.50 Amendment of airworthiness certificate

- (a) The Authority may amend or modify an Airworthiness Certificate:
 - (1) Upon application from an operator.
 - (2) On its own initiative.
- (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
 - (4) A change in the operating limitations for an aircraft with a special airworthiness certificate.

5.10.D.55 Transfer or surrender of airworthiness certificate

- (a) An owner shall transfer an Airworthiness Certificate:
 - (1) To the lessee upon lease of an aircraft within or outside São Tomé and Príncipe.
 - (2) To the buyer upon sale of the aircraft within São Tomé and Príncipe.
- (b) An owner shall surrender the Airworthiness Certificate for the aircraft to the issuing Authority upon sale of that aircraft outside of São Tomé and Príncipe

5.10.D.60 Commercial air transport

- (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.

5.10.D.65 Fitness for flight

- (a) A person shall not fly an aircraft for the purpose of flight testing after repair, modification or maintenance unless that aircraft has been issued with a maintenance endorsement statement.
- (b) The maintenance endorsement statement referred above shall constitute a certificate of fitness for flight.
- (c) A certificate of fitness for flight:
 - (1) Shall be issued by an appropriate qualified person in accordance with these regulations and the CV CAR Part 2 - (Personnel Licensing) Regulations;
 - (2) Is the basis under which the Authority may issue a special flight permit under Regulation 5.D.130 for the purpose of allowing the aircraft to be ferried.

- (3) May be used as a basis to flight test an aircraft after repair, modifications or maintenance as long as the aircraft does not make an international flight.
- (d) Is not, for purposes of these Regulations, an airworthiness certificate.

5.E CONTINUED AIRWORTHINESS OF AIRCRAFT AND COMPONENTS

5.10.E.05 Applicability

- (a) This Subpart prescribes rules governing the continued airworthiness of civil aircraft registered in São Tomé and Príncipe whether operating inside or outside the borders of São Tomé and Príncipe.

5.10.E.10 Responsibility

- (a) The owner or operator of an aircraft 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 and these items are made a part of the aircraft permanent record.
- (b) In the event that an aircraft registered in São Tomé and Príncipe is continuously operated outside São Tomé and Príncipe for a period exceeding thirty days, the owner or operator of the aircraft shall be responsible for maintaining the aircraft in an airworthy condition and ensuring that:
 - (1) Notice in a form prescribed by the Authority, is given to the Authority prior to the aircraft undertaking such operations;
 - (2) Arrangements acceptable to the Authority for ongoing inspection and oversight of the airworthiness of that aircraft are made.

5.10.E.15 General

- (a) No person may perform maintenance, preventive maintenance, or modifications on an aircraft other than as prescribed in this regulation.
- (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, or by the State of Registry for aircraft operated within São Tomé and Príncipe, except in accordance with the requirements of that Airworthiness Directive.
- (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.
- (f) An operator of an aircraft, or in case that it is leased, the lessee, shall-
 - (1) Obtain and assess continued airworthiness information and recommendations available from the organisation responsible for the type design and implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.
 - (2) Monitor and assess maintenance and operational experience with respect to continued airworthiness and provide the information as prescribed by the Authority and report through a specified system;

5.10.E.20 Reporting of failures, malfunctions, and defects

- (a) Owners or operators of aeroplanes over 5,700 kg and helicopters over 3,180 kg maximum certificated take-off mass 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 system or ability of the system to control overspeed during flight;
 - (11) A fuel or fuel-dumping system 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 that result in loss of brake actuating force when the aircraft is in motion on the ground;
 - (14) Aircraft structure damage 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) Failure or malfunction of any flight control system, flap, slat or spoiler;
 - (17) Any excessive unscheduled removals of essential equipment on account of defects;
 - (18) Aircraft components or systems malfunctions that result in taking emergency actions during flight (except action to shut down an engine);
 - (19) Emergency evacuation systems or components including all exit doors, passenger emergency evacuating lighting systems, or evacuation equipment that are found defective, or that fail to perform the intended functions during an actual emergency or during training, testing, maintenance, demonstration, or inadvertent deployments;
 - (20) 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;
 - (21) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
 - (22) A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft;
 - (23) 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; or
 - (24) The number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.
- (b) 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) Type and registration mark of the aircraft;
 - (ii) Name of the operator or owner;
 - (iii) Aircraft serial number;
 - (iv) 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;
 - (v) When the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
 - (vi) Product model;
 - (vii) Identification of the part, component, or system involved, including the part number; and
 - (viii) Nature of the failure, malfunction, or defect.

- (c) The Authority, if the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Design.
- (d) The Authority, if not the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Registry.

5.F AIRCRAFT MAINTENANCE AND INSPECTION

5.10.F.05 Applicability

- (a) This Subpart prescribes rules governing the maintenance and inspection of any aircraft having a São Tomé and Príncipe Airworthiness Certificate or associated aeronautical products.

5.F.110 General requirements for maintenance

- (a) No person may operate an aircraft or component unless the aircraft and components are maintained in accordance with a maintenance program.
- (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, AMT, or AOC; and
 - (4) The identity of the person or persons signing the release.

5.10.F.15 Eligibility of persons authorised to perform maintenance, preventive maintenance, and modifications

- (a) No person may perform maintenance, preventive maintenance, or modifications on an aircraft other than as prescribed in this regulation.
- (b) The persons authorised to perform maintenance subject to this Subpart include:
 - (1) A pilot licensed by the Authority, who is not operating the aircraft as part of an AOC operation;
 - (2) A person performing maintenance under the supervision of a licensed aviation maintenance technician;
 - (3) A licensed aviation maintenance technician;
 - (4) An AOC holder, as authorized by the Authority in its operations specifications ; and

- (5) An AMO.
- (c) This Subpart outlines the privileges and limitations of these entities with respect to the extent and type of work they may perform regarding:
 - (1) Maintenance,
 - (2) Preventive Maintenance,
 - (3) Modification,
 - (4) Inspection, and
 - (5) Approvals for return to service.

5.10.F.20 Privileges and limitations of persons authorised to perform maintenance, preventive maintenance, and modifications

- (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 of certificated maximum take-off mass less than 5,700Kgs owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder.
 - (2) A person working under the supervision of a aviation maintenance technician, may perform the maintenance, preventive maintenance, and modifications that the supervisory aviation maintenance technician is authorised to perform if the supervisor:
 - (i) Personally observes the work being done to the extent necessary to ensure that it is being done properly, and
 - (ii) Is readily available, in person, for consultation.
 - (3) A licensed aviation maintenance technician may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which he or she is rated subject to the limitations 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.
 - (6) A manufacturer holding an AMO certificate may:
 - (i) Rebuild or alter any aeronautical product manufactured by that manufacturer under a type or production certificate;
 - (ii) Rebuild or alter 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 manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

5.10.F.25 Authorised personnel to approve for return to service

- (a) Except as authorised by the Authority, no person or entity, other than the following, shall 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:
- (1) A pilot licensed by the Authority may return his or her aircraft to service after performing authorised preventive maintenance.
 - (2) A licensed aviation maintenance technician may approve aircraft and aeronautical products for return to service after he or she has performed, supervised, or inspected its maintenance subject to the limitations of Part 2 of these regulations.
 - (3) An AMO may approve aircraft and aeronautical products for return to service as provided in the specific operating provisions approved by the Authority.
 - (4) An AOC holder may approve aircraft and aeronautical products for return to service as specified by the Authority.

5.10.F.30 Persons authorised to perform inspections

- (a) Except as authorised by the Authority, no person, other than the following, shall perform the inspections required in Part 8 for aircraft and aeronautical products prior to or after it has undergone maintenance, preventive maintenance, rebuilding, or modification:
- (1) A licensed aviation maintenance technician 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.

5.10.F.35 Performance rules: maintenance

- (a) Each person performing maintenance, preventive maintenance, or modification on an aeronautical product shall use the methods, techniques, and practices prescribed in:
- (1) The current manufacturer's maintenance manual or instructions for Continued Airworthiness prepared by its manufacturer; 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 are 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 altered 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) The methods, techniques, and practices contained in an AMO Maintenance Procedures Manual as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this regulation.

5.10.F.40 Performance rules: inspections for aircraft operated in general aviation

- (a) General. Each person performing an inspection required by the Authority shall:
 - (1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and
 - (2) If there is an inspection program required or accepted for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures set forth in the inspection program.
- (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.

Note: See N.I: 5.10.F.40 for components to be included in an annual or 100-hour inspection.
 - (2) Each person approving a reciprocating-engine-powered 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-engine-powered 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.

5.10.F.45 Performance rules: airworthiness limitations

- (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.

5.10.F.50 Aircraft mass schedule

- (a) An aircraft in respect of which a standard certificate of airworthiness is issued under these Regulations shall be weighed, and the position of the aircraft's centre of gravity determined, at such periodicity and in such manner as the Authority may require or approve in the case of that aircraft.
- (b) Upon the aircraft being weighed, the owner or operator of the aircraft shall prepare a mass schedule showing-
 - (1) The basic mass of the aircraft, namely the mass of the empty aircraft together with the mass of unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the mass schedule, or such other mass as may be approved by the Authority in the case of that aircraft; and
 - (2) 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 six months following the next occasion on which the aircraft is weighed for the purpose of this regulation.

5.G MAINTENANCE RECORDS AND ENTRIES

5.10.G.05 Certificate of release to service records

- (a) Pursuant to the terms and conditions set forth in Part 9 (Air Operator Certification and Administration), a certificate of release to service shall be maintained by an AOC holder in duplicate.
- (b) A certificate of release to service issued shall-
 - (1) Be effective from the date of issue;
 - (2) Cease to be effective upon expiration of the period in calendar days or flight time, whichever is earlier as specified in the maintenance schedule; and
 - (3) Be kept on board the aircraft and the original be kept by the operator elsewhere as approved by the Authority.

5.10.G.10 Technical logbook

- (a) A technical logbook shall be kept in respect of every aircraft registered in São Tomé and Príncipe in respect of which a certificate in either commercial air transport or aerial work category is in force.
- (b) Technical logbook entries on defects which affect the airworthiness and safe operation of the aircraft shall be made as specified Part 9 (Air Operator Certification and Administration) Regulations.
- (c) Upon rectification of any defect which has been entered in the technical logbook in accordance with c) above, a person issuing a certificate of release to service under Part 6 (Approved Maintenance Organization) regulations in respect of that defect shall enter that certificate in the technical logbook.

5.10.G.15 Aircraft continuing airworthiness records system

- (a) At the completion of any maintenance, the associated certificate of release to service shall be entered in the aircraft continuing airworthiness records. Each entry shall be made as soon as practicable but in no event more than 30 days after the day of the maintenance action.
- (b) The aircraft continuing airworthiness records shall consist of, as appropriate,:
 - (1) an aircraft logbook;
 - (2) engine logbook(s) or engine module log cards;
 - (3) propeller logbook(s);
 - (4) log cards, for any service life limited component; and
 - (5) the operator's technical logbook.
- (c) The aircraft type and registration mark, the date, together with total flight time and/or flight cycles and/or landings, as appropriate, shall be entered in the aircraft logbooks.
- (d) The aircraft continuing airworthiness records shall contain the current:
 - (1) Status of airworthiness directives and measures mandated by the authority in immediate reaction to a safety problem;
 - (2) Status of modifications and repairs;
 - (3) Status of compliance with maintenance programme;
 - (4) Status of service life limited components;
 - (5) Mass and balance report;
 - (6) List of deferred maintenance.
- (e) In addition to the authorised release document, the following information relevant to any component installed shall be entered in the appropriate engine or propeller logbook, engine module or service life limited component log card:
 - (1) Identification of the component, and;
 - (2) The type, serial number and registration of the aircraft to which the particular component has been fitted, along with the reference to the installation and removal of the component, and;
 - (3) The particular component accumulated total flight time and/or flight cycles and/or landings and/or calendar time, as appropriate, and;

- (4) The current paragraph (b) information applicable to the component.
- (f) All entries made in the aircraft continuing airworthiness records shall be clear and accurate. When it is necessary to correct an entry, the correction shall be made in a manner that clearly shows the original entry.
- (g) An owner or operator shall ensure that a system has been established to keep the following records for the periods specified:
- (1) All detailed maintenance records in respect of the aircraft and any life-limited component fitted thereto, at least 24 months after the aircraft or component was permanently withdrawn from service, and;
 - (2) The total time and flight cycles as appropriate, of the aircraft and all life-limited components, at least 12 months after the aircraft or component has been permanently withdrawn from service, and;
 - (3) The time and flight cycles as appropriate, since last scheduled maintenance of the component subjected to a service life limit, at least until the component scheduled maintenance has been superseded by another scheduled maintenance of equivalent work scope and detail, and;
 - (4) The current status of compliance with maintenance programme such that compliance with the approved aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail, and;
 - (5) The current status of airworthiness directives applicable to the aircraft and components, at least 12 months after the aircraft or component has been permanently withdrawn from service, and;
 - (6) Details of current modifications and repairs to the aircraft, engine(s), propeller(s) and any other component vital to flight safety, at least 12 months after they have been permanently withdrawn from service.
- (h) The aircraft owner or operator shall control the records as detailed in this paragraph and present the records to the authority upon request.
- (i) N.I.: 5.G.115 details the particulars to be included in the aircraft, engine and propeller log books.
Note: For the purpose of this rule an aircraft engine shall also mean an Auxiliary Power Unit.

5.10.G.20 Content, form, and disposition of records for maintenance, preventive maintenance, rebuilding, and modification of aircraft and life limited parts

- (a) Each person who maintains, performs preventive maintenance, rebuilds, or modifies an aircraft or aeronautical product shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows:
- (1) A description (or reference to data acceptable to the Authority) of work performed, including;
 - (i) The total time in service (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;
 - (vi) 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;
- (3) Name, signature, certificate number, and kind of license held by the person approving the work.
- (b) The signature required by subparagraph a) 3) shall constitute the approval for return to service only for the work performed;
- (c) A person working under supervision of an aviation maintenance technician shall not perform any inspection required under Part 8 or any inspection required after a major repair or modification.
- (d) In addition to the entry required by paragraph (a), each person performing a major repair or major modification shall:
- (1) Execute the appropriate form prescribed by the Authority in N.I: 5.10.G.20 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.
- (e) An AMO which performs a major repair or modification shall -
- (1) Use the aircraft owner or operator's work order upon which the repair is recorded;
 - (2) Give the aircraft owner or operator 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 or operator 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) A statement that the aircraft or aircraft component 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 the return to service.
 - (5) A statement that pertinent details of repair are on file at the AMO;
 - (6) The order number and date of the order number; and
 - (7) The signature of the authorised representative, the name and address of the AMO and the AMO certificate number.

Note: See I.S. 5.10.G.20 for the required major repair or major modification form details.

5.10.G.25 Content, form and disposition of records for maintenance, preventive maintenance, overhaul and rebuilding of a product

- (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 unless it has been:
 - (i) Disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and
 - (ii) 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.
- (c) 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.
- (d) If the overhaul or rebuilding of a product is performed by an AMO, the AMO shall complete an airworthiness approval tag (INAC Form 601- Certificate of release to Service) as prescribed in Part 6.

5.10.G.30 Content, form, and disposition of records of inspections for return to service

- (a) Maintenance record entries. The person approving or disapproving the return to service of an aeronautical product after any inspection performed in accordance with Part 8 (Operations) Regulations, 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;
 - (3) Aircraft total time and cycles in service;
 - (4) Signature, the license number held by the person approving or disapproving for return to service the aeronautical product;

- (5) If the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement — “I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition”;
 - (6) If the aircraft 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 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
 - (7) 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 or operator a signed and dated list of those discrepancies.

5.H AIRCRAFT NOISE CERTIFICATION

5.10.H.05 Requirement of noise certification

- (a) An aircraft to which this regulation applies shall not land or take off in São Tomé and Príncipe unless there is in force a noise certificate issued or rendered valid by the competent authority of the State of Registry.
- (b) A registered owner of Cape Verde registered aircraft, or agent of the owner, shall apply for a noise certificate in a form and manner prescribed by the Authority.
- (c) The applicant for a noise certificate shall provide evidence acceptable to the Authority that the aircraft meets the noise certification levels for which the applicant requests certification. Such evidence may include documentation from the manufacturer approved aircraft flight manual or other documents evidencing noise compliance as approved by the State of Design of that aircraft.

5.10.H.10 Issue, suspension, revocation of noise certificate

- (a) An aircraft included in the classification defined for noise certification purpose in N.I: 5.H.110 b) shall be issued with a noise certificate or a suitable statement attesting noise certification contained in another document approved by the state of registry and required by that state to be carried in the aircraft.
- (b) The noise certificate referred to in a) above shall be issued or validated by the Authority on the basis of satisfactory evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in the Annex 16 Volume 1 to the Chicago Convention.

- (c) The document attesting noise certification of an aircraft shall provide information in accordance with N.I: 5.10.H.10 a) of these Regulations and shall contain an English translation.
- (d) The Authority shall-
 - (1) Suspend or revoke the noise certificate of aircraft on the civil aircraft register if the aircraft ceases to comply with the applicable noise standards;
 - (2) Not re-instate or grant a new noise certificate unless the aircraft is found on reassessment to comply with the applicable noise standards.
- (e) Upon surrender or revocation, the certificate shall be returned to the authority.

5.10.H.15 Duration and continued validity of a noise certificate

- (a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:
 - (1) Compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and
 - (2) The aircraft remaining on the São Tomé and Príncipe register; and
 - (3) The type-certificate under which it is issued not being previously invalidated;
 - (4) The certificate not being surrendered or revoked under 5.10.H.10;

Instituto nacional de Aviação Civil
São Tomé and Príncipe Civil Aviation Regulations
NI – IMPLEMENTING STANDARDS
STPRAC PART 5 - AIRWORTHINESS

N.I: 5.10.A.10 (a)(6) Major modifications (definition)

(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 aircraft specifications):

- (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 mass 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 Directive 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, 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.

N.I: 5.10.A.10 (a)(7) Major repairs (definition)

- (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 rebotting, 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 reciprocating engine equipped with an integral supercharger.
 - (2) Separation or disassembly of a crankcase or crankshaft of a reciprocating 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.
 - (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.

N.I: 5.10.A.10 (a)(10) Preventive maintenance (definition)


(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, cowlings, 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 mass 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; and
- (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.

N.I: 5.10.D.25 Issuance or validation of a standard certificate of airworthiness

(a) The standard Certificate of Airworthiness issued by the Authority shall be as follows.

Número de Certificado <i>Certificate Number</i> XXX/CN/YYYY/KKK	REPUBLICA DEMOCRATICA DE S.TOMÉ E PRÍNCIPE INSTITUTO NACIONAL DE AVIAÇÃO CIVIL  INAC	Classificação geral CLASSIFICATION		
CERTIFICADO DE NAVEGABILIDADE CERTIFICATE OF AIRWORTHINESS				
1. Marcas de nacionalidade e matrículas: Nationality and registration marks: S9 –	2. Constructor: <i>Manufacturer:</i> Modelo: <i>Model:</i>	3. Número de série Serial number		
4. Categoria do Certificado/Category of the Certificate:				
<p>5. O presente certificado foi concedido à aeronave acima indicada conforme a Convenção sobre Aviação Civil Internacional de 7 de Dezembro de 1944 e de acordo com o Regulamento RACSTP PARTE 05. Esta aeronave é considerada apta para o voo quando mantida e utilizada conforme os textos daqueles documentos e dos respectivos manuais de manutenção e de voo, nas condições e limites aplicáveis. <i>This certificate is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and in conformity with the Regulation RACSTP PART 05. The above-mentioned aircraft, which is considered to be in airworthy when maintained and operated in accordance with the foregoing and relevant maintenance and flight manual under the pertinent operating condition and limitations.</i></p> <p style="text-align: right;">O Presidente, The President,</p> <p style="text-align: right;">_____</p> <p>S. Tomé, ___ de _____ de 20__.</p>				
6. AVERBAMENTOS DE VALIDADE DESTES CERTIFICADO CERTIFICATE OF VALIDITY				
INSPECÇÕES (INSPECTIONS)		TERMO DE VALIDADE	OBSERVAÇÕES	AUTENTICAÇÃO DO AVERBAMENTO
DATA <i>(DATE)</i>	RESULTADO <i>(RESULT)</i>	<i>Expire date</i>	<i>Remarks</i>	<i>Signature and Stamp</i>
DD-MM-YYYY		DD-MM-YYYY		
DD-MM-YYYY		DD-MM-YYYY		
DD-MM-YYYY		DD-MM-YYYY		
F-INAC-11-002				

N.I: 5.10.F.35 Performance rules: 100-hour inspections

- (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.
 - (2) The cabin and cockpit group.
 - (i) Generally - for uncleanness and loose equipment that might foul the controls.
 - (ii) Seats and safety belts - for poor condition and apparent defects.
 - (iii) Windows and windshields - for deterioration and breakage.
 - (iv) Instruments - for poor condition, mounting, marking, and (where practicable) for improper operation.
 - (v) Flight and engine controls - for improper installation and improper operation.
 - (vi) Batteries - for improper installation and improper charge.
 - (vii) All systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
 - (3) 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.
- (4) 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.
- (5) 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.
- (6) 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.
- (7) Propeller group:
 - (i) Propeller assembly - for cracks, nicks, binds, and oil leakage,
 - (ii) Bolts - for improper torquing and lack of safety,
 - (iii) Anti-icing devices - for improper operations and obvious defects, and
 - (iv) Control mechanisms - for improper operation, insecure mounting, and restricted travel.
- (8) 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.
- (9) 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.
- (10) 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.

N.I: 5.10.G.15 Aircraft continuing airworthiness records system

- (a) Aircraft log book. The following entries shall be included in the aircraft log book:
- (1) The name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of construction of the aircraft;
 - (2) The nationality and registration marks of the aircraft;
 - (3) The date, together with total flight time and/or flight cycles and/or landings, as appropriate;
 - (4) Particulars of all maintenance work carried out on the aircraft or its equipment;
 - (5) Particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid.
- provided that entries shall not be required to be made under subparagraphs 4) and 5) in respect of any engine or variable pitch propeller.
- (b) Engine log book. The following entries shall be included in the engine log book:
- (1) The name of the constructor, type of engine, the number assigned to it by the constructor and the date of the construction of the engine;
 - (2) The nationality and registration marks of each aircraft in which the engine is fitted;
 - (3) The date, together with total flight time and/or flight cycles and/or landings, as appropriate;
 - (4) Particulars of all maintenance work done on the engine;
 - (5) Particulars of all overhauls, repairs, replacement and modifications relating to the engine or any of its accessories.
- (c) Propeller log book. The following entries shall be included in the engine log book:
- (1) The name of the constructor of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
 - (2) The nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
 - (3) The date, together with total flight time and/or flight cycles and/or landings, as appropriate;
 - (4) Particulars of all maintenance work done on the propeller;

(5) Particulars of any overhauls, repairs, replacements and modifications relating to the propeller

N.I: 5.10.G.20 Recording of major repairs and major modifications

(d) The following is the form prescribed to record major modifications and repairs (F-05-009).

<h2 style="margin: 0;">MAJOR REPAIR AND MODIFICATION</h2> <p style="margin: 0;">(Airframe, Powerplant, Propeller, or Appliance)</p>				<p style="font-size: small;">Republic of São Tomé and Príncipe</p> <p style="font-weight: bold; font-size: small;">INAC</p> <p style="font-size: x-small;">For INAC Use Only</p> <p style="font-size: x-small;">Office Identification</p>	
<p style="font-size: x-small;">INSTRUCTIONS: Print or type all entries. See STP CAR Regulation Part 5, 5.7.1.4 and IS: 5.7.1.4 for instructions and disposition of this form.</p>					
1. Aircraft	Make	Model			
	Serial Number	Nationality and Registration Mark			
2. Owner	Name (As shown on registration certificate)		Address (As shown on registration certificate)		
3. For Authority Use Only					
4. Unit Identification				5. Type	
Unit	Make	Model	Serial Number	Repair	Modification
Airframe	------(As described in item 1 above)-----				
Powerplant					
Propeller					
Appliance	Type				
	Manufacture				
6. Conformity Statement					
A. Organisation Name and Address		B. Kind of License/Organisation		C. Certificate/License Number	
		<input type="checkbox"/> Licensed (AMT)		(For an AMO include the appropriate ratings issued for the major repair or modification)	
		<input type="checkbox"/> Approved Maintenance Organisation			
		<input type="checkbox"/> Manufacturer			
<p style="font-size: x-small;">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 STPRAC Part 5 Regulations and that the information furnished herein is true and correct to the best of my knowledge.</p>					
Date			Signature of Authorised Individual		
7. Approval for Return To Service					
<p style="font-size: x-small;">Pursuant to the authority given persons specified below, the unit(s) identified in item 4 was inspected in the manner prescribed by the São Tomé and Príncipe Civil Aviation Authority and is <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED</p>					
BY	<input type="checkbox"/> INAC Inspector	<input type="checkbox"/> Inspection Authorisation		Other (Specify)	
	<input type="checkbox"/> Maintenance Organisation	<input type="checkbox"/> Other			
Date of Approval or Rejection		Certificate or Designation Number		Signature or Authorised Individual	

NOTICE

Mass and balance or operating limitation changes shall be entered in the appropriate aircraft record. A modification must be compatible with all previous modifications to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify each page with aircraft nationality and registration mark and date work completed.)

F-05-009

N.I: 5.10.H.10 Issue, suspension, revocation of noise certificate

- (a) The following information shall be included on the document attesting noise certification of an aircraft-
- (1) State of Registry; nationality and registration marks
 - (2) Manufacturer's serial number
 - (3) Manufacturer's type and model designation; engine type and model; propeller type and model (if applicable)
 - (4) Statement of any additional modifications incorporated for the purposes of compliance with the applicable noise certification standards;
 - (5) The maximum mass at which compliance with the applicable noise certification standards has been demonstrated (only one maximum take-off and landing pair shall be certificated for each individual aircraft);
 - (6) For aeroplanes for which application for certification of the prototype was submitted on or after 6th October 1977, and for helicopters for which application for certification of the prototype was submitted on or after 1st January 1985 the average noise level at the reference point for which compliance with the applicable standards has been demonstrated to the satisfaction of the certifying authority;
 - (7) The Chapter of Annex 16 Volume 1, according to which the aircraft was certificated.
 - (8) The height above the runway at which thrust/ power is reduced following full thrust /power take-off.
- (b) The following table includes the noise certification classifications as per ICAO Annex 16 Volume 1 to the Chicago Convention-

Annex 16 Chapter	Details
2	Subsonic Jet Aeroplanes – Application for Standard Certificate of Airworthiness for the prototype accepted before 6th October 1977
3	<p>(a) Subsonic Jet Aeroplanes – Application for Standard Certificate of Airworthiness for the prototype accepted on or after 6th October 1977 and before 1st January 2006.</p> <p>(b) -Propeller-Driven Aeroplanes Over 5,700kg – Application for Standard Certificate of Airworthiness for the Prototype accepted on or after 1st January 1985 and before 17th November 1988.</p> <p>(c) -Propeller-Driven Aeroplanes over 8,618kg – Application for Standard Certificate of Airworthiness for the Prototype accepted on or after 17th November 1988 and before 1st January 2006.</p>
4	<p>1. Supersonic Aeroplanes - Application for Standard Certificate of Airworthiness for the prototype accepted on or after 1st January 2006.</p> <p>2. Propeller driven aeroplanes over 8,618 kg –Application for Standard Certificate of Airworthiness for the prototype accepted on or after 1st January 2006.</p>
5	Propeller-Driven Aeroplanes over 5,700kg – Application for Standard Certificate of Airworthiness for the Prototype accepted before 1st January 1985
6	Propeller-Driven Aeroplanes Not Exceeding 8,618kg – Application for Standard Certificate of Airworthiness for the Prototype accepted before 17 th November 1988
7	Propeller driven STOL Aeroplane.
8	Helicopters
9	Installed Auxilliary power unit (APU) and associated power systems during ground operations.
10	Propeller-Driven Aeroplanes Not Exceeding 8,618kg – Application for Standard Certificate of Airworthiness for the Prototype or derived version accepted on or after 17th November 1988
11	Helicopters Not Exceeding 3,175kg Maximum Certificated Take-off Mass
12	Supersonic aeroplanes
13	Tilt-rotor aircraft

End

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