

GAMBIA CIVIL AVIATION ACT, 2018

GAMBIA CIVIL AVIATION REGULATIONS, 2018

PART 5 - AIRWORTHINESS

ARRANGEMENT OF REGULATIONS

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SCHEDULE

GAMBIA CIVIL AVIATION REGULATIONS, 2018

CHAPTER I -GENERAL

1. Applicability

(1) These Regulations prescribe the requirements for-

- (a) certification of aircraft and aeronautical products;
- (b) issuance of Certificates of Airworthiness;
- (c) continued airworthiness of aircraft and aeronautical components;
- (d) aircraft maintenance and inspection requirements; and
- (e) maintenance and inspection records and entries.

(2) These regulations shall apply to all persons operating or maintaining -

- (a) aircraft registered in The Gambia, wherever operated;
- (b) aircraft registered in another Contracting State that are operated by a person licensed by The Gambia, where such aircraft must be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed; and
- (c) aircraft of other Contracting States operating in The Gambia.

2. Definitions

The definitions contained in Part 1 shall also apply in this Part as applicable.

3. Abbreviation

Unless the context otherwise provides, the following acronyms shall be used in these Regulations-

“AOC” means Air Operator Certificate;
“AMO” means Approved Maintenance Organisation;
“AMT” means Aviation Maintenance Technician;
“EASA” means European Aviation Safety Agency;
“FAA” means Federal Aviation Administration of the United States;
“IA” means Inspection Authorisation;
“MEL” means Minimum Equipment List;
“PIC” means Pilot in command;
“STC” means Supplemental Type Certificate; and
“TSO” means Technical Standard Order.

CHAPTER II - CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCTS

4. Type Certificate

- (1) Before an aircraft can be registered in The Gambia, it must hold a Type Certificate issued by the State of Design.
- (2) The Authority does not issue Type Certificates, production certificates or other related approvals for aircraft or other aeronautical products.
- (3) The type certificates of aircraft must be acceptable to the Authority and the acceptance of a type certificate of an aircraft shall be considered the acceptance of the type certificate for the associate engine and propeller.

5. Type Certificate Acceptance

- (1) An applicant intending to import a first of type aircraft to The Gambia shall provide to the Authority a copy of the Type Certificate issued by the state of design.
- (2) The Authority shall accept a type certificate, on receipt of satisfactory evidence that the aircraft type is in compliance with the design aspects of the appropriate airworthiness requirements of the State of design.
- (3) Upon acceptance of the type certificate, the Authority may, prior to issue of certificate of airworthiness, require the applicant to comply with any additional requirements as prescribed by the Authority.

6. Supplemental Type Acceptance Certificate

(1) Any person who proposes to modify an aeronautical product by introducing a major modification 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 authority of the State of Design that approved the type certificate for that product. Such applicant shall apply in accordance with the procedures prescribed by that State.

(2) After the issuance of a Supplemental Type Certificate by the State of Design, that person shall provide to the Authority a copy of the original Supplemental Type Certificate.

7. Code of Airworthiness

(1) Until The Gambia is able to develop and establish a comprehensive National Code of Airworthiness, the mandatory requirements and design standards of the State of design shall be mandatory on all aircraft registered in The Gambia.

(2) The Authority will accept the type certificate and apply the detailed comprehensive code of airworthiness issued by the State of Design, provided -

- (a) the issuing State is an ICAO Contracting State;
- (b) the Code of Airworthiness is in conformance with the Standards and recommended practices of ICAO Annex 8;
- (c) the type certificate and Code of Airworthiness are published in the English Language; and
- (d) 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 The Gambia.

(3) A person shall not operate an aircraft within The Gambia, or apply for registration of an aircraft in The Gambia, unless that aircraft and the aeronautical products therein have received type certification from the State of Design and production approval from the State of Manufacture by the appropriate regulatory agency of those States.

8. Proof of Compliance with the Design Aspects of the Appropriate Airworthiness Requirements

A Contracting State issuing an approval for the design of a modification, of a repair or of a replacement part shall do so on the basis of satisfactory evidence that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the type certification of that aircraft type or amended type certificate.

CHAPTER III –ISSUANCE OF CERTIFICATES OF AIRWORTHINESS

9. Airworthiness Certificate Eligibility

(1) Before an aircraft is registered in The Gambia, it must hold a type certificate issued by a Contracting State or an agency acceptable to the Authority.

(2) A registered owner of a Gambian registered aircraft, or agent of the owner, may apply for an airworthiness certificate for that aircraft.

(3) An applicant for an airworthiness certificate shall apply in a form and manner acceptable to the Authority.

(4) The Authority shall issue a certificate of airworthiness for aircraft registered in The Gambia based on satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements and is in a condition for safe operation.

10. Aircraft Identification

An applicant for a certificate of airworthiness shall show that the aircraft is properly registered and marked, including identification plates.

11. Certificate of Airworthiness to be in Force

(1) An aircraft shall not fly, unless there is in force a valid certificate of airworthiness or a special flight permit issued to the aircraft.

(2) A certificate of airworthiness shall contain the information as specified in Schedule 5.9.

(3) The prohibition specified in this regulation shall not apply to flights, beginning and ending in The Gambia without passing over any other country, of –

- (a) glider, if it is not being used for the public transport of passengers or aerial work, other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person giving the instructions or conducting the test and the person receiving the instruction or undergoing the test are both members;
- (b) a balloon flying on a private flight;
- (c) a kite; or
- (d) an aircraft flying in accordance with the conditions of a permit to fly issued by the Authority in respect of that aircraft.

(4) In the case of an aircraft registered in The Gambia, the certificate of airworthiness referred to in sub-paragraph (1) of this regulation shall be a certificate issued in accordance with the provisions of these Regulations.

12. Classifications of Airworthiness Certificates

(1) The Authority shall issue an airworthiness certificate for aircraft in the specific category and model designated by the State of design in the type certificate. The category of standard certificates of airworthiness include -

- (a) Commercial Air Transport (Passenger);
- (b) Commercial Air Transport (Cargo);
- (c) Commercial Air Transport (Aerial Work);
- (d) Private (General Aviation); and
- (e) Private (State Aircraft);

(2) The Authority may issue a special airworthiness certificate for aircraft that does not meet the requirements of this Part in the form of a special flight permit. The types of special flight permits issued are –

- (a) Ferry Permit; and
- (b) Test Flight Permit.

13. Application for a Certificate of Airworthiness

(1) An applicant for a Certificate of Airworthiness shall apply in a form and manner prescribed by the Authority.

(2) An application for a certificate of airworthiness shall be submitted at least 30 days before the date of intended operation or expiry of the current certificate.

14. Issue or Renewal of Airworthiness Certificates

(1) The Authority will issue a airworthiness certificate if -

- (a) 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 manufacture;
- (b) the aircraft has been inspected in accordance with the performance rules of these regulations and found airworthy by persons authorised by the Authority to make such determinations within the last 30 calendar days;
- (c) there is available a mass and balance report carried out within the last 60 months; and
- (d) the Authority finds, after an inspection, that the aircraft conforms to its type design and is in condition for safe operation.

(2) The Airworthiness Certificate shall contain the information in Schedule 5.9 and be issued in English.

15. Duration of Airworthiness Certificate

(1) A certificate of airworthiness issued by the Authority is effective for twelve months unless -

- (a) a special termination date is otherwise established by the Authority;

- (b) the Authority amends, suspends, revokes or otherwise terminates the certificate; or
- (c) the certificate holder surrenders it to the Authority.

(2) A special flight permit shall be valid as specified in the permit.

(3) A holder of a certificate of airworthiness that applies for its renewal must submit its request for renewal no later than 30 days before the current certificate of airworthiness expires.

(4) An application for renewal of a certificate of airworthiness shall be made in a form and manner as prescribed by the Authority.

(5) 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.

(6) The continuing airworthiness of the aircraft shall be determined by periodic inspection at appropriate intervals, having regard to lapse of time and type of service.

16. Suspension or Revocation of Certificate of Airworthiness

(1) The authority may suspend or revoke a standard or special Certificate of Airworthiness issued in respect of an aircraft if -

- (a) 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;
- (b) 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;
- (c) an inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any such equipment referred in paragraph (a), has not, been completed to the satisfaction of the Authority; or

- (d) the aircraft or any such equipment as aforementioned sustains damage and the damage is ascertained during inspection which affects the airworthiness of the aircraft;

(2) Upon suspension or revocation, the certificate shall be returned to the authority within 7 working days.

17. Amendment of Airworthiness Certificate

The Authority may amend or modify a certificate of airworthiness—

- (a) upon application from the owner or operator; or
- (b) on its own initiative.

18. Transfer or Surrender of Airworthiness Certificate

(1) An owner shall transfer an airworthiness certificate for an aircraft to -

- (a) the lessee upon lease of an aircraft; and
- (b) the buyer on sale of the aircraft within The Gambia.

(2) An owner shall surrender the airworthiness certificate of the aircraft to the Authority upon de-registration of the aircraft.

19. Temporary Loss of Airworthiness

Failure to maintain an aircraft in an airworthy condition as defined by the Authority or the appropriate airworthiness requirements of the State of Registry shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

20. Issuance of Special Flight Permit

(1) The Authority may issue a special flight permit to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements to qualify for a Certificate of Airworthiness.

(2) The special flight permits shall be issued with accompanying operating limitations.

(3) The Authority may issue a special flight permit to an aircraft for the purpose of -

- (a) flying to a base where repairs, modifications, maintenance, or inspections are to be performed, or to a point of storage;
- (b) testing after repairs, modifications, or maintenance have been performed;
- (c) delivering or exporting the aircraft;
- (d) evacuating aircraft from areas of impending danger; and
- (e) operating at mass in excess of the aircraft's maximum certified take-off mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel is not available, the excess mass being limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight; or
- (f) at any other time determined by the Authority.

(4) In the case of a special flight permit, the Authority shall require a properly executed maintenance endorsement in the aircraft permanent record by a person or organisation, authorised in accordance with these Regulations, stating that the aircraft has been inspected and found to be safe for the intended flight.

(5) The operator shall obtain all required over-flight authorisations from countries to be over flown on flights outside The Gambia.

(6) The special flight permit shall contain the information in Schedule 5.10 and be issued in English.

21. Conditions of Special Flight Permit

(1) A person shall not fly an aircraft on a special flight permit unless that person has complied with conditions of this Regulation.

(2) A person who flies an aircraft on a special flight permit shall ensure that -

- (a) a copy of the permit is carried on board the aircraft at all times when operating under the terms of the permit;

- (b) the registration marks assigned to the aircraft by the State of Registry are displayed on the aircraft in conformity with the requirements of that State;
- (c) no persons or property are carried for compensation or hire;
- (d) no person are carried in the aircraft unless that person is essential to the purpose of the flight and has been advised of the contents of the authorization and the airworthiness status of the aircraft;
- (e) the aircraft is operated only by flight crew who are aware of the purpose of the flight and any limitations imposed, and who hold appropriate certificates or licenses acceptable to the authority;
- (f) all flights are conducted so as to avoid areas where flights might create hazardous exposure to persons or property;
- (g) all flights are conducted within the performance operating limitations prescribed in the aircraft flight manual and any additional limitations specified by the authority for the particular flight; and
- (h) 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
- (i) 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.

22. Cooperation Among States for Continuing Airworthiness Information

(1) Upon registration of an aircraft in The Gambia, the Authority shall notify the State of Design of the aircraft of the registration in The Gambia, and request that 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 be forwarded to the Authority.

(2) 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, the Authority shall make the requirements of such directives apply to Gambian registered civil aircraft of the type identified in that airworthiness directive.

(3) The Authority may identify manufacturer's service bulletins and other sources of data, or develop and prescribe inspections, procedures and limitations, for mandatory compliance pertaining to affected aircraft in The Gambia.

(4) A person shall not operate any Gambian registered civil aircraft to which the measures of this regulation apply, except in accordance with the applicable airworthiness directives.

23. Airworthiness Certificate for Commercial Air Transport

The Authority shall consider an airworthiness certificate valid for commercial air transport only when accompanied by operations specifications issued by the Authority or State of the Operator which identifies the specific types of commercial air transport authorised.

24. Damage to Aircraft

(1) When an aircraft registered in The Gambia sustains damage, the Authority shall determine whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.

(2) If the damage is sustained or ascertained when the aircraft is on the territory of another contracting state, the authorities of the other contracting state shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the Authority immediately, communicating to it all details necessary to formulate the judgement referred to in (1) of this sub-regulation.

(3) When the Authority considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition. The Authority may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly without fare-paying passengers to an aerodrome at which it can be restored to an airworthy condition, and the Contracting State that has originally in accordance with (2) of this sub-regulation prevented the aircraft from resuming flights shall permit such flight.

(4) When the Authority considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

25. Display of Certificate of Airworthiness

A person shall not operate a civil aircraft in The Gambia or registered in The Gambia unless the original Certificate of Airworthiness required by this Part, or a special flight permit is readily available onboard.

CHAPTER VI –CONTINUED AIRWORTHINESS OF AIRCRAFT AND AERONAUTICAL COMPONENTS

26. General Responsibility for Continued Airworthiness of Aircraft and Components

(1) A person shall not perform maintenance, preventive maintenance, or modification on an aircraft except in accordance with a maintenance programme approved by the Authority.

(2) A person shall not 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-

- (a) the mandatory replacement times, inspection intervals, and related procedures specified in that section; or
- (b) alternative inspection intervals and related procedures set out in the specific operating provisions approved under Part 9 of these Regulations or in accordance with the maintenance programme approved under Part 8 of these Regulations, have been complied with.

(3) A person shall not operate an aeronautical product to which an airworthiness directive applies, issued either by the State of design, or State of manufacture and adopted for Gambian registered aircraft by the Authority, or by the State of registry for aircraft operated within The Gambia, except in accordance with the requirements of that airworthiness directive.

(4) 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.

(5) 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.

27. Responsibility for Continued Airworthiness of Aircraft and Components

(1) The owner of an aircraft or, in the case of a leased aircraft, the lessee, shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that -

- (a) all maintenance, overhaul, modifications and repairs which affect airworthiness are performed as prescribed by the State of registry;
- (b) maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;
- (c) 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
- (d) if there are open discrepancies, the maintenance release includes a list of the uncorrected maintenance items for which temporary relief is provided in the MEL and these items are made a part of the aircraft permanent record.

(2) The owner or operator of an aeroplane over 5,700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.

28. Noise Certification

(1) An aircraft registered in The Gambia shall not be operated unless there is in force a noise certificate issued by the Authority.

(2) An aircraft shall not land or take off in The Gambia unless there

is in force a noise certificate or a document attesting noise certification issued by the authority of the State of Registry.

(3) The Authority shall recognize as valid noise certification granted by another Contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in Annex 16.

29. Application for Aircraft Noise Certificate

(1) The registered owner of a Gambian registered aircraft or agent of the owner shall apply for a noise certificate for that aircraft in a form and manner prescribed by the Authority.

(2) 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.

(3) 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.

(4) When the document or a suitable statement attesting noise certification is contained in another document approved by the State of Registry, is issued in a language other than English, it shall include an English translation.

30. Issue, Suspension, Revocation of Noise Certificate

(1) An aircraft 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.

(2) The noise certificate shall be issued on the basis of satisfactory evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in Annex 16 Volume 1 to the Chicago Convention.

(3) The document attesting noise certification of an aircraft shall be issued using the certificate as specified in Schedule 5.11.

(4) The Authority shall suspend or revoke the noise certificate if the aircraft in respect of which it was issued no longer meets the applicable noise standards.

(5) The Authority shall not re-instate or grant a new noise certificate

unless the aircraft is found on reassessment to comply with the applicable noise standards.

(6) Upon suspension or revocation, the certificate shall be returned to the authority.

(7) A noise certificate shall remain valid until suspended or revoked by the Authority.

(8) Where ownership of an aircraft has changed and the aircraft remains on the same register, the noise certificate shall be transferred together with the aircraft.

31.Maintenance and Operational Experience

(1) The owner or operator of an aeroplane over 5, 700 kg and helicopters over 3,175 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and have a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organisation responsible for the type design of the aircraft.

(2) The owner or operator and maintenance organisations shall report to the Authority in respect of aeroplanes over 5,700 kg and helicopters over 3,175 kg maximum certificated take-off mass the service information required by the authority according to the procedure, established by the Authority.

(3) The owner or operator and maintenance organisations shall transmit to the organisation responsible for the type design of aircraft respect of aeroplanes over 5, 700 kg and helicopters over 3,175 kg maximum certificated take-off mass information on faults, malfunction, defects and other occurrences that cause or might cause adverse effect on the continuing airworthiness of the aircraft.

32.Reporting of Failures, Malfunctions, and Defects

(1) The owner or operator of an aircraft over 5,700 kilograms maximum take-off mass shall report to the Authority any failures, malfunction, or defect that results in -

- (a) fire during flight and whether the related fire-warning system was properly operated;
- (b) fire during flight not protected by a related fire-warning system;

- (c) false fire warning during flight;
- (d) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or component;
- (e) 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;
- (f) engine shutdown during flight because of flameout;
- (g) engine shutdown during flight when external damage to the engine or aircraft structure occurs;
- (h) engine shutdown during flight due to foreign object ingestion or icing;
- (i) shutdown during flight of more than one engine;
- (j) a propeller feathering system or ability of the system to control over speed during flight;
- (k) a fuel or fuel-dumping system that affects fuel flow or causes hazardous leakage during flight;
- (l) an unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- (m) brake system components that result in loss of brake actuating force when the aircraft is in motion on the ground;
- (n) aircraft structure that requires major repair;
- (o) crack, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
- (p) aircraft component or systems malfunction that result in taking emergency action during flight (except action to shut down an engine);
- (q) an interruption to a flight, unscheduled change of

aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulty or malfunction;

- (r) an abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
- (s) a failure or malfunction of more than one altitude, airspeed, or altitude instrument during a given operation of the aircraft;
- (t) 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
- (u) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

(2) A report required by this regulation shall -

- (a) be made within 72 hours after determining that the failure, malfunction, or defect required to be reported has occurred; and
- (b) include as much of the following information as is available and applicable -
 - (i) aircraft serial number,
 - (ii) where the failure, malfunction, or defect is associated with an article approved under a technical standard order authorisation, the article serial number and model designation, as appropriate;
 - (iii) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate,
 - (iv) product model,
 - (v) identification of the part, component, or system involved, including the part number, and
 - (iv) nature of the failure, malfunction, or defect.

(3) Where the State of registry of the aircraft is The Gambia, the

Authority shall submit the report received under sub-regulation (2) of this regulation to the State of design.

(4) The Authority, if not the State of registry of the aircraft, shall submit all reports received by it under this regulation to the State of registry.

CHAPTER VII –AIRCRAFT MAINTENANCE AND INSPECTION REQUIREMENTS

33. General Requirements for Maintenance and Inspections

(1) A person shall not operate an aircraft unless the aircraft and its components are maintained in accordance with a maintenance program approved by the Authority.

(2) The maintenance program shall include a description of the aircraft and components and recommended methods for the accomplishment of maintenance tasks, and such information shall include guidance on defect diagnosis.

(3) The maintenance program shall include the maintenance tasks and the recommended intervals at which these tasks are to be performed.

(4) 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.

(5) 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.

(6) A maintenance release shall contain a certification including -

- (a) basic details of the maintenance carried out;
- (b) the date such maintenance was completed;
- (c) when applicable, the identity of the approved maintenance organisation, AMT, or AOC holder; and
- (d) the identity of the person or persons signing the release.

(7) The owner or operator shall use one of the following inspection programs as appropriate for the aircraft and the type operation-

- (a) annual inspection;
- (b) annual or 100 hour inspections;
- (c) progressive; or
- (d) continuous airworthiness maintenance program.

34. Persons Authorised to Perform Maintenance, Preventive Maintenance, Rebuilding and Modifications

A person shall not perform any task defined as maintenance on an aircraft or aeronautical products, except as provided under the following-

- (a) a pilot licensed by the Authority may perform preventive maintenance on any aircraft owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder;
- (b) a person working under the supervision of an aircraft maintenance engineer, may perform the maintenance, preventive maintenance, rebuilding and modifications that the supervisory aircraft maintenance engineer 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;
- (c) an aircraft maintenance engineer may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which he or she is rated subject to the limitation of Part 2 of these Regulations.
- (d) an AMO may perform aircraft maintenance within the limits specified by the Authority; and
- (e) the AOC holder may perform aircraft maintenance as specified in its operations specifications issued by the Authority;
- (f) a manufacturer holding an AMO may-

- (i) rebuild or modify any aeronautical product manufactured by that manufacturer under a type or production certificate;
- (ii) rebuild or modify 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 manufactures, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

35. Authorised Personnel to Approve for Return to Service

(1) Except as provided in this regulation, no person or entity other than the Authority, 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.

(2) A pilot licensed by the Authority may return his or her aircraft to service after performing authorised preventive maintenance.

(3) An aircraft maintenance engineer may approve aircraft and aeronautical products for return to service after he or she has performed, supervised, or inspected its maintenance subject to the limitation of Part 2 of these Regulations.

(4) An approved maintenance organisation may approve aircraft and aeronautical products for return to service as provided in the operations specifications approved by the Authority.

(5) An air operator certificate holder may approve aircraft and aeronautical products for return to service as provided in the operations specifications approved by the Authority.

(6) A person shall not approve an aircraft for return to service after it has undergone an annual inspection unless that person holds an aircraft maintenance engineer's licence or equivalent qualification with appropriate experience.

36. Persons Authorised to Perform Inspections

(1) Except as provided in this regulation, no person, other than the Authority, shall perform the inspections required by Part 8 of these Regulations for an aircraft and aeronautical products prior to or after it has undergone maintenance, preventive maintenance, rebuilding, or modification.

(2) An aircraft maintenance engineer may conduct the required inspection of aircraft and aeronautical product for which he or she is rated and current.

(3) An approved maintenance organisation may perform the required inspection of an aircraft and aeronautical product as provided in the operations specifications approved by the Authority.

(4) An air operator certificate holder may perform the required inspection of an aircraft and aeronautical product in accordance with the operations specifications issued by the Authority.

37. Maintenance Performance Rules

(1) A person performing maintenance, preventive maintenance, or modification on an aeronautical product shall use the methods, techniques, and practices prescribed in -

- (a) the current manufacturer's maintenance manual or instructions for continued airworthiness prepared by its manufacturer; and
- (b) additional methods, techniques and practices required by the Authority, or methods, techniques and practices designated by the Authority where the manufacturer's documents were not available.

(2) A person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices.

(3) 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.

(4) A 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.

(5) The methods, techniques, and practices contained in an air operator certificate holder's maintenance control manual and continuous maintenance programme, as approved by the Authority, shall constitute an acceptable means of compliance with the requirements of this regulation.

38. Inspections Performance Rules

(1) A person performing an inspection required by the Authority shall -

- (a) perform the inspection so as to determine whether the aircraft, or portion of the aircraft under inspection, meets all applicable airworthiness requirements; and
- (b) if there is a continuous airworthiness maintenance program for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures set forth in the inspection program.

(2) A person performing an inspection required on a helicopter shall inspect the following systems in accordance with the maintenance manual or Instructions for continued airworthiness of the manufacturer concerned -

- (a) the drive shafts or similar systems;
- (b) the main rotor transmission gear box for obvious defects;
- (c) the main rotor and centre section (or the equivalent area); and
- (d) the auxiliary rotor on helicopters.

(3) A person performing an annual or 100-hour inspection shall use a checklist while performing the inspection.

(4) The checklist used under sub-paragraph (3) of this regulation-

- (a) may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source; and
- (b) shall include the scope and detail of the items

prescribed by the Authority in Schedule 5.12.

(5) A person approving a reciprocating-engine-powered aircraft for return to service after an annual or 100-hour inspection shall, before giving the approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of -

- (a) power output static and idle rpm;
- (b) magnetos;
- (c) fuel and oil pressure; and
- (d) cylinder and oil temperature.

(6) A person approving a turbine-engine-powered aircraft for return to service after an annual or 100-hour inspection shall, before giving the approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.

(7) In the case of progressive inspections-

- (a) each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely;
- (b) after this initial inspection, routine and detailed inspections shall be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of visual examination or check of the appliances the aircraft and its components and systems, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the appliances, the aircraft, and its components and systems, with such disassembly as is necessary. For the purposes of this regulation, the overhaul of a component or system is considered to be a detailed inspection; and
- (c) if the aircraft is away from the station where inspections are normally conducted, an appropriately rated AMT, an AMO or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person

who would otherwise perform the inspection.

(8) A person, performing an inspection or other maintenance specified in 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.

CHAPTER VIII – MAINTENANCE AND INSPECTION RECORDS AND ENTRIES

39.Content, Form, and Disposition of Maintenance, Preventive Maintenance, Rebuilding, and Modification of Aircraft and Life Limited Parts Records

(1) A person who maintains, performs preventive maintenance, rebuilds, or modifies an aircraft or life limited parts shall, when the work is performed satisfactorily, make an entry in the maintenance record of the aircraft or equipment-

- (a) a description or reference to data acceptable to the Authority of work performed including –
 - (i) the total time in services (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, or
 - (v) the current status of the aircraft's compliance with the maintenance program; and the detailed maintenance records to show that all requirements for signing of a maintenance release have been met;
- (b) the completion date of the work performed; and
- (c) the name, signature, certificate number, and kind of

licence held by the person approving the work.

(2) The person performing the work shall enter records of major repairs and major modifications, and dispose of the records in the manner prescribed by Schedule 5.13.

(3) A person working under supervision of an aircraft maintenance engineer shall not perform an inspection required in these Regulations or any inspection performed after a major repair or modification.

40. Content, Form and Disposition of Records for Maintenance, Preventive Maintenance, Overhaul, Modification and Rebuilding of a Product

(1) A person shall not approve for return to service any aeronautical product that has undergone maintenance, preventive maintenance, overhaul modification or rebuilding of a product unless-

- (a) the appropriate maintenance record entry has been made;
- (b) the repair or modification form authorised by or furnished by the Authority has been executed in a manner prescribed by the Authority; and
- (c) 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.

(2) In the case of additional entries for overhaul and rebuilding-

- (a) a person shall not describe in any required maintenance entry or form, an aeronautical product as being overhauled or rebuilt unless -
 - (i) it has been disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority, and
 - (ii) it has been 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;

- (b) a person shall not 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.

(3) If the maintenance, preventive maintenance, overhaul, modification or rebuilding of a product is performed by an AMO, the AMO shall complete an airworthiness approval tag as prescribed in Part 6.

41. Content, Form, and Disposition of Records for Inspections for Return to Service

(1) The person approving or disapproving the return to service of an aeronautical product, after any inspection performed in accordance with Part 8, shall make an entry in the maintenance record of the aeronautical product containing-

- (a) the type of inspection and a brief description of the extent of the inspection;
- (b) the date of the inspection and aircraft total time in service;
- (c) signature, the licence number, and kind of license held by the person approving or disapproving for return to service the aeronautical product;
- (d) if the aircraft or component is found to be airworthy and approved for return to service, a statement made by the person performing the inspection certifying that the aircraft or component has been inspected in accordance with the required inspections and was determined to be in airworthy condition;
- (e) 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, a statement made by the person performing the inspection certifying that the aircraft or component has been inspected in accordance with the required inspections and a list of discrepancies and items that are not airworthy has been provided for the aircraft owner or operator; and

- (f) if an inspection is conducted under an inspection programme provided for in Part 8, an entry made by the person performing the inspection identifying the inspection programme accomplished, and containing a statement that the inspection was performed in accordance with the inspections and procedures for that particular programme.

(2) The person performing an inspection required by 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 on which its airworthiness depends, shall give the owner or operator a signed and dated list of the discrepancies.

SCHEDULE

SUPPLEMENTARY PROVISIONS RELATING TO PART 5

5.1 Airframe Major Modifications

Major airframe modifications include modifications to the listed aircraft parts, or the listed types of modifications when not included in the applicable aircraft manufacturer specifications or type certificate data sheet -

- (a) wings;
- (b) tail surfaces;
- (c) fuselage;
- (d) engine mounts;
- (e) control system;
- (f) landing gear;
- (g) hull or floats;
- (h) elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowlings, fairings, and balance weights;
- (i) hydraulic and electrical actuating system of components;
- (j) rotor blades;
- (k) changes to the empty weight or empty balance which result in an increase in the maximum Certified weight or centre of gravity limits of the aircraft;
- (l) changes to the basic design of the fuel, oil, cooling, heating, cabin pressurisation, electrical, hydraulic, de-icing, or exhaust systems;
- (m) changes to the wing or to fixed or movable control surfaces which affect flutter) and vibration characteristics.

5.2 Powerplant Major Modifications

Major powerplant modifications, even when not listed in the applicable engine specifications, include -

- (a) 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;

- (b) 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;
- (c) installation of an accessory which is not approved for the engine;
- (d) removal of accessories that are listed as required equipment on the aircraft or engine specification;
- (e) installation of structural parts other than the type of parts approved for the installation; and
- (f) conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

5.3 Propeller Major Modifications

Major propeller modifications, when not authorised in the applicable propeller specifications, include -

- (a) changes in blade design;
- (b) changes in hub design;
- (c) changes in the governor or control design;
- (d) installation of a propeller governor or feathering system;
- (e) installation of propeller de-icing system; and
- (f) installation of parts not approved for the propeller.

5.4 Appliance Major Modifications

Modifications of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with applicable Airworthiness Directives are appliance major modifications including 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, automatic volume control 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.

5.5 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-

- (a) box beams;
- (b) monocoque or semimonocoque wings or control surfaces;
- (c) wing stringers or chord members;
- (d) spars;
- (e) spar flanges;
- (f) members of truss-type beams;
- (g) thin sheet webs of beams;
- (h) keel and chine members of boat hulls or floats;
- (i) corrugated sheet compression members which act as flange material of wings or tail surfaces;
- (j) wing main ribs and compression members;
- (k) wing or tail surface brace struts;
- (l) engine mounts;
- (m) fuselage longerons;
- (n) members of the side truss, horizontal truss, or bulkheads;
- (o) main seat support braces and brackets;
- (p) landing gear brace struts;
- (q) axles;
- (r) wheels;
- (s) parts of the control system such as control columns, pedals, shafts, brackets, or horns;
- (t) repairs involving the substitution of material;
- (u) the repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction;
- (v) the repair of portions of skin sheets by making additional seams;

- (w) the splicing of skin sheets;
- (x) 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;
- (y) repair of fabric covering involving an area greater than that required to repair two adjacent ribs;
- (z) replacement of fabric on fabric covered parts such as wings, fuselages, stabilizers, and control surfaces; and
- (aa) repairing, including rebotting, of removable or integral fuel tanks and oil tanks.

5.6 Powerplant Major Repairs

Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs -

- (a) separation or disassembly of a crankcase or crankshaft of a piston engine equipped with an integral supercharger;
- (b) separation or disassembly of a crankcase or crankshaft of a piston engine equipped with other than spur-type propeller reduction gearing;
- (c) special repairs to structural engine parts by welding, plating, metalising, or other methods;
- (d) propeller Major Repairs. Repairs of the following types to a propeller are propeller major repairs—
- (e) any repairs to or straightening of steel blades,
- (f) repairing or machining of steel hubs,
- (g) shortening of blades,
- (h) re-tipping of wood propellers,
- (i) replacement of outer laminations on fixed pitch wood propellers,
- (j) repairing elongated bolt holes in the hub of fixed pitch wood propellers,
- (k) inlay work on wood blades,
- (l) repairs to composition blades,
- (m) replacement of tip fabric,
- (n) replacement of plastic covering,
- (o) repair of propeller governors,

- (p) overhaul of controllable pitch propellers,
- (q) repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminum blades, and
- (r) the repair or replacement of internal elements of blades.

5.7 Appliance Major Repairs

Repairs of the following types to appliances are appliance major repairs -

- (a) calibration and repair of instruments;
- (b) calibration of avionics or computer equipment;
- (c) rewinding the field coil of an electrical accessory;
- (d) complete disassembly of complex hydraulic power valves; and
- (e) overhaul of pressure type carburetors, and pressure type fuel, oil, and hydraulic pumps

5.8 Preventive Maintenance

Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations-

- (a) removal, installation and repair of landing gear tires;
- (b) replacing elastic shock absorber cords on landing gear;
- (c) servicing landing gear shock struts by adding oil, air, or both;
- (d) servicing landing gear wheel bearings, such as cleaning and greasing;
- (e) replacing defective safety wiring or cotter keys;
- (f) lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings;
- (g) making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces;
- (h) replenishing hydraulic fluid in the hydraulic reservoir;
- (i) refinishing decorative coating of fuselage, wings, tail

group surfaces (excluding balanced control surfaces), fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required;

- (j) 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;
- (k) 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;
- (l) 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;
- (m) replacing side windows where that work does not interfere with the structure of any operating system such as controls, electrical equipment, etc;
- (n) replacing safety belts;
- (o) replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system;
- (p) troubleshooting and repairing broken circuits in landing light wiring circuits;
- (q) replacing bulbs, reflectors, and lenses of position and landing lights;
- (r) replacing wheels and skis where no weight and balance computation is involved;
- (s) replacing any cowling not requiring removal of the propeller or disconnection of flight controls;
- (t) replacing or cleaning spark plugs and setting of spark plug gap clearance;
- (u) replacing any hose connection except hydraulic

connections;

- (v) replacing prefabricated fuel lines;
- (w) cleaning fuel and oil strainers;
- (x) replacing and servicing batteries;
- (y) replacement or adjustment of non-structural fasteners incidental to operations; and
- (z) 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.

5.9 Certificate of Airworthiness

The Certificate of Airworthiness issued by the Authority shall be as follows:

Certificate numberForm number

THE REPUBLIC OF THE GAMBIA



MINISTRY OF TRANSPORT, WORKS
AND INFRASTRUCTURE

GAMBIA CIVIL AVIATION AUTHORITY
CERTIFICATE OF AIRWORTHINESS

1. Nationality & Registration Marks	2. Manufacturer & Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
C5 -		

4. Category:

5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7th December 1944 and to the Gambia Civil Aviation Act of 2018 and Regulations made thereunder, in respect of the above-mentioned aircraft, which is considered to be Airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations.

_____ (signature)
Date of Issue **Director General, Gambia CAA**

This Certificate is valid for the period (s) shown below		Stamp, signature and Date
From:	To:	
From:	To:	
From:	To:	


Any erasure or alteration to this document renders it null and void

Front of form

This Certificate is valid for the period (s) shown below	Stamp, signature and Date
From: _____ To: _____	
From: _____ To: _____	
From: _____ To: _____	
From: _____ To: _____	
From: _____ To: _____	
From: _____ To: _____	
From: _____ To: _____	
<p data-bbox="367 806 1273 940">No entries or endorsements may be made on this Certificate except by an authorised person. If this Certificate is lost, The Gambia Civil Aviation Authority should be informed at once. Any person finding this Certificate should forward it immediately to the Director General, Gambia Civil Aviation Authority, Banjul International Airport, P.O.Box 285, The Gambia.</p> <p data-bbox="488 1545 1159 1570">Any erasure or alteration to this document renders it null and void</p>	

Back of form

5.10 Special Flight Permit

Certificate numberForm number		
<p>THE REPUBLIC OF THE GAMBIA</p>  <p>MINISTRY OF TRANSPORT, WORKS AND INFRASTRUCTURE</p> <p>GAMBIA CIVIL AVIATION AUTHORITY SPECIAL FLIGHT PERMIT</p>		
1. Nationality & Registration Marks	2. Manufacturer & Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
C5 -		
<input type="checkbox"/> FERRY FLIGHT We certify that the above-designated aircraft has been authorized to effect a ferry flight from..... to		<input type="checkbox"/> TEST FLIGHT We certify that the above-designated aircraft has been authorized to effect a test flight.
THE ROUTING IS AT THE DISCRETION OF THE AIRCRAFT COMMANDER		
_____ Date of Issue Authorized Signature, Gambia CAA		
<p>Any erasure or alteration to this document renders it null and void</p> <p><i>Front of form</i></p>		

SPECIAL OPERATING LIMITATIONS

These operating limitations are a part of special flight permit overleaf and must be available to any person operating this aircraft.

1. Operational information pertinent to control of aircraft and systems shall be aboard the aircraft and available to the flight crew.
2. This Flight shall be conducted in accordance with appropriate current approved aircraft Flight Manual as applicable, approved manual material, appropriate markings and placards or any combination thereof.
3. Flight crew shall hold current and appropriate ratings for this aircraft.
4. The carriage of cargo or persons other than the crew necessary for the purpose of the flight is prohibited.
5. Weather conditions at takeoff and destination airports are not less than those required for VFR flight.
6. Flights over congested areas, except for takeoff and landing, are prohibited.
7. This Permit does not authorise operations over foreign countries, therefore, it is the responsibility of the aircraft owner or operator to secure permission to fly over or land in foreign countries which are on the route of flight.
8. This aircraft may not be operated if there is in effect an outstanding applicable Airworthiness Directive (A.D) except in accordance with the requirements of the A.D. This is not applicable to an appliance if the aircraft can be safely operated without the item. This appliance must be rendered inoperative for flight and so placarded.
9. **Additional Limitations:** - IFR or Night authorised, additional crew (appropriately rated mechanics and/or pilots/observers) necessary for the purpose of the flight are authorized.
10. The ferry permit has an extended validity period of 72 hours.

Any erasure or alteration to this document renders it null and void

Front of form

5.11 Noise certificate

Certificate number	Form number			
<p>THE REPUBLIC OF THE GAMBIA</p>  <p>MINISTRY OF TRANSPORT, WORKS AND INFRASTRUCTURE</p> <p>GAMBIA CIVIL AVIATION AUTHORITY NOISE CERTIFICATE</p>				
4. Nationality & Registration Marks	5. Manufacturer & Manufacturer's Designation of Aircraft	6. Aircraft Serial Number		
C5 -				
7. Engine		8. Propeller		
9. Maximum Takeoff Weight Kg	10. Maximum Landing Mass Kg	11. Noise Certification Standard		
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards				
Lateral/full-power noise level EPNdB	Approach noise level EPNdB	Flyover noise level EPNdB	Overflight noise level EPNdB	17. Takeoff noise level EPNdB
18. This noise certificate is issued pursuant to Volume I of Annex 16 to the Convention on International Civil Aviation dated 7 December 1944 and Part 5 in respect of the above mentioned aircraft, which is considered to comply with the indicated noise Standard when maintained and operated in accordance with the relevant requirements and operating limitations				
<p>_____</p> <p>Date of Issue Authorised Signature, Gambia CAA</p> <p>Any erasure or alteration to this document renders it null and void</p>				

5.12 Performance rules for annual or 100-hour inspections

(1) A 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.

(2) A person performing an annual or 100-hour inspection shall inspect, where applicable, the following components -

- (a) fuselage and hull group -
 - (i) fabric and skin - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings,
 - (iii) systems and components - for improper installation, apparent defects, and unsatisfactory operation,
 - (iv) the cabin and cockpit group,
 - (v) generally - for uncleanness and loose equipment that might foul the controls,
 - (vi) seats and safety belts - for poor condition and apparent defects,
 - (vii) windows and windshields - for deterioration and breakage,
 - (viii) instruments - for poor condition, mounting, marking, and (where practicable) for improper operation,
 - (ix) flight and engine controls - for improper installation and improper operation,
 - (x) batteries - for improper installation and improper charge, and
 - (xi) all systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment;
- (b) 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, and 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 safe-tying,
 - (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;
- (c) 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, and
- (x) floats and skis - for insecure attachment and obvious or apparent defects;

(d) 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.

(e) 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;

(f) propeller group -

- (i) propeller assembly - for cracks, nicks, bends, 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;

(g) avionics and instrument group—

- (i) avionics and 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, and
- (iv) antenna including trailing antenna - for poor condition, insecure mounting, and improper operation;

(h) electronic and electrical group -

- (i) wiring and conduits - for improper routing, insecure mounting, and obvious defects,
- (ii) bonding and shielding - for improper installation and poor condition, and

- (iii) 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.

5.13 Recording of major repairs and major modifications

(1) A person performing a major repair or major modification shall -

- (a) execute the appropriate form prescribed by the Authority at least in duplicate;
- (b) give a signed copy of that form to the aircraft owner and operator; and
- (c) 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.

(2) In place of the requirements of sub-regulation(1), major repairs made in accordance with a manual or specifications acceptable to the Authority, an approved maintenance organisation may -

- (a) use the customer's work order upon which the repair is recorded;
- (b) give the aircraft owner 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; and
- (c) give the aircraft owner a maintenance release signed by an authorised representative of the approved maintenance organisation 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,
 - (ii) if an aeronautical product, give the

manufacturer's name, name of the part, model, and serial numbers (if any); and

(d) include the following or a similarly worded statement -

“The aeronautical product identified above 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 return to service. Pertinent details of the repair are on file at this maintenance organisation. Work Order No..... Date..... Signed.....Facility Name.....AMO Certificate Number..... Address.....”