Model CIVIL AVIATION Regulations

**[STATE]**

**Part 5 – AIRWORTHINESS**

**VERSION 2.11**

**NOVEMBER 2022**

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AMENDMENTS

*Note: In version 2.5, subpart 5.4 of this part was reordered so that requirements follow in order of actions required by [STATE] and persons performing continuing airworthiness. The word “alteration” used in previous versions of the MCARs was replaced with “modification” in version 2.5, based on a change in ICAO Annex 8. ICAO Doc 9760 uses “alteration” and “modification” interchangeably.*

| Location | Date | Description |
| --- | --- | --- |
| Part 5 throughout | 08/2006 | “alteration” changed to “modification” |
| Introduction | 08/2006 | Explanatory text added |
| Introduction | 11/2012 | ICAO Annex 8 source references updated |
| Introduction | 11/2019 | Expanded IntroductionUpdated text to include ICAO Annex amendment version |
| Introduction | 11/2020 | Updated the amendment number of the ICAO Annexes used |
| Introduction | 11/2022 | Updated the amendment numbers for ICAO Annexes 6 and 8 and the edition for ICAO Doc 9760 and made editorial change |
| Table of Contents | 11/2022 | Changed 5.6 Maintenance and Inspection Records and Entries to 5.6 Continuing Airworthiness Records |
| 5.1 | 08/2006 | Note added |
| 5.1 | 11/2012 | ICAO Annex 8 amendment version updated |
| 5.1.1.1 | 11/2012 | Corrects formatting of section |
| 5.1.1.1(a)(3) | 11/2019 | Changed “Continued” to “Continuing”Changed “Components” to “Products” |
| 5.1.1.1(a)(1) | 08/2006 | “Original” and “products” added |
| 5.1.1.1(a)(2) | 08/2006 | New – supplemental type certificate added and remaining items renumbered |
| 5.1.1.1(a)(5)(6) | 08/2006 | New items added and remaining items renumbered |
| 5.1.1.1(a) | 08/2006 | Following items deleted and incorporated under other subsections – |
| Rebuilding and modifications of aircraft and aeronautical products; |
| Maintenance and preventative maintenance of aircraft and aeronautical products; |
| Air operator aircraft maintenance and inspection requirements |
| 5.1.1.1 | 11/2012 | Items (b)-(g) renumbered as (1)-(5); first and second items combined, editorial changes to match Part 5 titles made to (3) and (6) |
| 5.1.1.1(a)(5) | 11/2023 | Changed “Maintenance and inspection records and entries” to “Continuing airworthiness records” |
| 5.1.1.2(b) | 11/2019 | Added to the definitions. |
| 5.1.1.2(a)(2) | 01/2005 | Definition added. |
| 5.1.1.2(a)(4) | 01/2005 | Definition added. |
| 5.1.1.2.(6) | 08/2011 | Definition added |
| 5.1.1.2 | 04/2010 | Definitions added for: appropriate airworthiness requirements; maintenance; repair; validation of a Certificate of Airworthiness; change made to definition of State of Manufacturer |
| 5.1.1.2 | 11/2012 | New definition added for Certificate of Airworthiness;Definition for Validation of Certificate of Airworthiness removed. |
| 5.1.1.2 | 11/2014 | Moved definitions to MCAR Part 1 |
| 5.1.1.1(a)(1)-(5) | 08/2006 | New Definitions added and remaining items renumbered |
| 5.1.1.1(a)(9) | 08/2006 | Definition of overhaul changed to remove reference to Parts Manufacturing Authorisation (PMA) |
| 5.1.1.1(a)(10) | 08/2006 | Definition of rebuilt changed to remove sentence to limit rebuilding to the manufacturer |
| 5.1.1.1(a)(15) | 08/2006 | New definition added |
| 5.1.1.3 | 11/2019 | Added to Abbreviations |
| 5.1.1.3 | 11/2022 | Added RPA, RPAS, and RPS abbreviations |
| 5.1.1.45.1.1.5 | 11/2012 | Moved to Subpart 5.2: former 5.1.1.4 moved to note number 5.2 and former 5.1.1.5 moved to 5.2.2.  |
| 5.2 | 08/2006 | Title reworded |
| 5.2 | 11/2012 | Title reworded; addition to note added; former supplemental type certificates renumbered to 5.2.3;New 5.2.1 added;5.2.3(a) word “Modification” changed to “modify”;5.2.3(b) new text added; reformatted into items |
| 5.2 | 11/2019 | Added “This” to sentence.Added “Contracting State”.Changed “Continuous” to Continuing” |
| 5.2.1.1 | 11/2019 | Added ICAO references. |
| 5.2.1.1(a) | 08/2006 | “Type” added to sentence |
| 5.2.1.1(c)-(e) | 08/2006 | Deleted as not applicable to [STATE] |
| 5.2.1.2 | 11/2019 | Added ICAO references. |
| 5.2.1.3 | 11/2019 | Changed “Type Certificate” to “TC”.Changed “Supplemental Type Certificate” to “STC” |
| 5.2.1.3(b) | 11/2019 | Changed “State” to “Authority” |
| 5.2.1.3(b)(1) | 11/2019 | Removed “Shall”. |
| 5.2.1.3(b)(2) | 11/2019 | Changed “Supplemental Type Certificate” to “STC”.Numbered Notes.Changed “Authority” to “State of Registry”Changed ICAO references |
| 5.3.1.1(a) | 11/2019 | Changed “airworthiness certificates “ to “certificates of airworthiness” |
| 5.3.1.1(b) | 11/2019 | Changed “State” to “Authority” |
| 5.3.1.1 | 11/2022 | Revised ICAO Doc 9760 reference |
| 5.3.1.2 | 11/2022 | Revised ICAO Doc 9760 reference |
| 5.3.1.2(a) | 08/2006 | Text clarified to indicate application for modification must be made in advance of work and also to indicate that if application is made to State of Registry it must have the technical expertise to evaluate the proposed change |
| 5.3.1.2(b) | 08/2006 | New requirement added and explanatory notes added |
| 5.3.1.2(b) | 11/2019 | Text changed “apply on a form and in a manner acceptable to the Authority” |
| 5.3.1.4 | 11/2019 | Amended references. |
| 5.3.1.4(a) | 11/2019 | Added “The Authority will issue…”Changed “type certificate” to “TC” |
| 5.3.1.4(b) | 11/2019 | Added “The Authority will issue…” |
| 5.3.1.5 | 11/2019 | Amended references. |
| 5.3.1.5 title | 11/2012 | Deleted “or validation” from title |
| 5.3.1.5(a)(1) | 11/2012 | Changed State of Manufacturer to State of Design |
| 5.3.1.5(a)(2) | 11/2019 | Changed “regulation” to “part”.Revised as follows:“found airworthy by persons authorised by the Authority to make such determinations within the last 30 calendar days; and” to “found airworthy within the last 30 calendar days by persons authorised by the Authority to make such determinations; and” |
| 5.3.1.5 | 11/2022 | Updated for RPAS  |
| 5.3.1.5(b) | 11/2012 | Replaced with new text; clarifying note added |
| 5.3.1.5(b) | 11/2019 | Added “When issuing its standard certificate of airworthiness.” |
| 5.3.1.5(c) | 11/2012 | Editorial: corrected IS number |
| 5.3.1.5(d) | 11/2012 | Deleted words “or validation certificate” |
| 5.3.1.6 | 11/2012 | Revised as follows:1. Editorial to correct grammar
2. New
3. Formerly (b) but edited to refer to new (d)
4. New
 |
| 5.3.1.6 | 11/2019 | Amended reference |
| 5.3.1.6(a) | 11/2019 | Changed “may” to “shall” |
| 5.3.1.6(b) | 11/2019 | Minor edit. |
| 5.3.1.6(c) | 11/2019 | Changed “except as specified in (d) below “ to “as specified in paragraph 5.3.1.6(d) of this subsection |
| 5.3.1.6(d) | 11/2019 | Changed “airworthiness certificate” to “certificate of airworthiness”Inserted new (d) The Special Airworthiness Certificate shall contain the information in IS: 5.3.1.6. |
| 5.3.1.7 | 11/2012 | Revised as follows:Added text to title;Added reference to an IS |
| 5.3.1.7 | 11/2019 | Added text to title; |
| 5.3.1.7 | 11/2019 | Amended references |
| 5.3.1.7(a) | 11/2019 | Changed “may’ to “will”Changed “as specified in IS: 5.3.1.7 to “as prescribed in IS 5.3.1.6, |
| 5.3.1.7(a)(1) | 11/2019 | Changed “where repairs, modifications, maintenance, or inspections are to be performed” to “where maintenance, overhaul, modifications, repairs, or inspections” |
| 5.3.1.7(a)(2) | 11/2019 | Changed “repairs, modifications, maintenance, or inspections” to “maintenance, overhaul, modifications, repairs, or inspections” |
| 5.3.1.7(a)(5) | 11/2019 | Changed “weight” to “mass” |
| 5.3.1.7(b) | 11/2019 | Changed “conditions and limitations for flight “ to “terms, conditions, and limitations for flight” |
| 5.3.1.7(c) | 11/2019 | Changed “authorised in accordance to Part 5,” to “authorised in accordance with this part” |
| 5.3.1.7(d) | 11/2019 | Added “air” |
| 5.3.1.7(a) |  | Changed “airworthiness certificate” to “certificate of airworthiness” |
| 5.3.1.8(a) | 11/2012 | Revised as follows:(a)(1) new items added Former (a)(2) regarding validation is deletedFormer (a)(3) renumbered to (a)(2)Amended references |
| 5.3.1.8(a) | 11/2019 | Changed “special airworthiness certificate” to “special “certificate of airworthiness”Changed “special termination date” to “special expiration” date |
| 5.3.1.8(d) | 11/2019 | Changed “airworthiness directives and service bulletins” to “mandatory continuing airworthiness information” |
| 5.3.1.8(d)  | 11/2022 | Edited to add remotely piloted aircraft (RPA) requirements  |
| 5.3.1.8(a)(1)(iiii) | 11/2019 | Added “the aircraft is”Minor edits |
| 5.3.1.9 | 11/2019 | Amended references |
| 5.3.1.9(a) | 11/2019 | Changed “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” to “and will request that the Authority receive any and all ADs addressing that aircraft or aeronautical product and any requirements for the establishment of specific continuing airworthiness maintenance programmes. |
| 5.3.1.9(a), (b) | 11/2022 | Added RPA applicability dates |
| 5.3.1.10 | 11/2019 | Revised title |
| 5.3.1.10(a) | 11/2019 | Changed “from an owner or operator” to “an aircraft owner, operator, or agent; or |
| 5.3.1.10(a) | 11/2019 | Changed “owner or operator” to “aircraft owner, operator, or agent; or |
| 5.3.1.10(b)(1) | 11/2019 | Added “to the aircraft |
| 5.3.1.11 | 11/2019 | Minor edits |
| 5.3.1.12(a) | 11/2019 | Changed “airworthiness certificate” to “certificate of airworthiness” |
| 5.4 | 11/2019 | Changed :CONTINUED” to “CONTINUING” |
| 5.4.1.1 | 11/2019 | Changed “continued” to “continuing” |
| 5.4 | 08/2006 | Title reworded to add “Issuance of” |
| 5.4.1.1(a) | 08/2006 | Words “registered in STATE” added |
| 5.4.1.1(a) | 11/2022 | Added RPA applicability date |
| 5.4.1.1(b) | 08/2006 | New requirement added |
| 5.4.1.1(b) and (c) | 11/2022 | Added RPA airworthiness requirements  |
| 5.4.1.2 | 11/2019 | Amended references |
| 5.4.1.2(a) | 11/2019 | Changed “maintenance, preventive maintenance, or modifications on an aircraft” to “maintenance, overhaul, modifications, repairs, or inspections on an aircraft or aeronautical product” |
| 5.4.1.2(a)  | 11/2022 | Added RPA applicability date  |
| 5.4.1.2(b) | 11/2019 | Changed “maintenance manual or instructions for continued airworthiness” to “Aircraft Maintenance Manual or instructions for continuing airworthiness”Added “of these regulations” |
| 5.4.1.2(c) | 11/2019 | Changed “aircraft, aeronautical product, or accessory” to “aircraft or aeronautical product to which an AD” |
| 5.4.1.2(c) | 11/2022 | Added RPA applicability date  |
| 5.4.1.2(d) | 11/2019 | Removed “airframe” |
| 5.4.1.2(e) | 11/2019 | Changed ”shall” to “will”Added Note |
| 5.4.1.2(e) | 11/2022 | Added Note 2 |
| 5.4.1.3 | 08/2006 | Moved from 5.4.1.7 in previous versions and requirement revisedAmended references |
| 5.4.1.3(a)(1) | 11/2019 | Added “or inspections that” |
| 5.4.1.3(a)(2) | 11/2019 | Changed “maintenance release” to “approval for return to service” |
| 5.4.1.3(a)(4) | 11/2019 | Changed “maintenance release” to “approval for return to service” |
| 5.4.1.4 | 08/2006 | Moved from 5.4.1.3 in previous versions and entire paragraph revised, including adding the types of standard and special airworthiness certificatesAmended references |
| 5.4.1.4 | 11/2009 | Minor edits |
| 5.4.1.4(a), (b), (c) | 11/2022 | Added RPA applicability dates  |
| 5.4.1.4(b) | 11/2009 | Changed “maintenance organisations” to “AMO” |
| 5.4.1.4(c) | 11/2009 | Changed “maintenance organisations” to “AMO”Minor editsAmended references |
| 5.4.1.5 | 08/2006 | Moved from 5.4.1.8 in previous versions; “or validation” added to title; paragraph (b) reworded; new paragraphs (c) and (d) added with reference to new IS |
| 5.4.1.5 | 11/2019 | Edited list of reporting events |
| 5.4.1.5(a), (b), (d), (e) | 11/2022 | Added RPA applicability dates |
| 5.4.1.6 | 08/2006 | Moved from 5.4.1.11 in previous versions |
| 5.4.1.6 | 04/2010 | New section 5.4.1.7 made from previous 5.4.1.6(c)-(f) on special flight permits and renumbered remaining paragraphs in 5.6. |
| 5.4.1.7 | 08/2006 | Moved from 5.4.1.6; title reworded; new requirements added at: 5.4.1.7(a)(3) and (b) and (c); former 5.4.1.6(b) moved to 5.4.1.5(b) |
| 5.4.1.8 | 08/2006 | Moved from 5.4.1.9 in previous versions; title revised; |
| 5.4.1.8(a) |  | “and any requirements for the establishment of specific continuing airworthiness programmes” added to sentence; |
| 5.4.1.8(d) |  | “airworthiness” and “service bulletins” added |
| 5.4.1.9 | 08/2006 | Moved from 5.4.1.4 in previous versions; |
| 5.4.1.9(a)(1) |  | “owner” added to requirement; |
| 5.4.1.9(b) |  | new requirements added |
| 5.4.1.10 | 08/2006 | Moved from 5.4.1.5 in previous versions |
| 5.4.1.11 | 08/2006 | Moved from 5.4.1.10 in previous versions |
| 5.4.1.11(d) | 11/2004 | New subsection, 5.4.1.11 (d) and (e) renumbered |
| 5.4.1.3(a)(2) | 11/2022 | Changed “maintenance records” to “continuing airworthiness records” |
| 5.5 | 11/2019 | Amended references |
| 5.5 | 11/2022 | Added Note 2 |
| 5.5.1.2 | 10/2011 | “General” moved from 5.5.1.3 |
| 5.5.1.2 | 11/2012 | Noted added |
| 5.5.1.2 | 11/2019 | Amended references |
| 5.5.1.2(a) | 11/2019 | Changed “its components” to “aeronautical products and operational and emergency equipment” |
| 5.5.1.2(a)(4) | 05/2010 | Added MEL language into requirement |
| 5.5.1.2(b) | 11/2019 | Minor editsChanged “components” to “aeronautical” |
| 5.5.1.2(e) | 11/2019 | Changed “maintenance release” to “approval for return to service”Minor edits |
| 5.5.1.2(e)(3) | 11/2022 | Changed “aviation maintenance technician” to “AMT” |
| 5.5.1.2(f) | 11/2019 | Minor edits |
| 5.5.1.2(f) | 11/2022 | Added Note 2 for RPAs  |
| 5.5.1.3 | 10/2011 | “Responsibility” moved from 5.5.1.2 |
| 5.5.1.3 | 11/2019 | Revised titleAmended references |
| 5.5.1.3(a) | 11/2019 | Added “or organization”Added “any task defined as maintenance” |
| 5.5.1.3(a)(2) | 11/2019 | Added “licensed”Changed “maintenance, preventive maintenance, rebuilding and modifications “ to “maintenance, overhaul, modifications, repairs, and inspections” |
| 5.5.1.3(a)(2), (3) | 11/2022 | Changed “aviation maintenance technician” to “AMT” |
| 5.5.1.3(a)(3) | 11/2022 | Edited to remove gender-specific pronouns |
| 5.5.1.3(a)(6) | 11/2019 | Changed “Rebuild “ to “Overhaul” |
| 5.5.1.3(b) | 10/2011 | New text added |
| 5.5.1.3(e) | 08/2006 | New requirement added |
| 5.5.1.4 | 10/2011 | New section “Maintenance and Operational Experience” |
| 5.5.1.4 | 11/2019 | Changed “aircraft, airframe, aircraft engine, propeller, appliance, or component part” to “aircraft or aeronautical product”Changed “maintenance, preventive maintenance, rebuilding, or modification” to “maintenance, overhaul, modifications, repairs, or inspections”Minor editsAmended references |
| 5.5.1.4(a)(1) and (2) | 11/2022 | Edited to remove gender-specific pronouns |
| 5.5.1.4(a)(2) | 11/2022 | Changed “aviation maintenance technician” to “AMT” |
| 5.5.1.4, Note 2 | 08/2006 | Note 2: ICAO reference updated |
| 5.5.1.5 | 10/2011 | Moved from previous section 5.5.1.4 |
| 5.5.1.5 | 11/2019 | Amended references |
| 5.5.1.5(a) | 11/2019 | Added” or organization”Changed “maintenance, preventive maintenance, rebuilding, or modification to “maintenance, overhaul, modifications, repairs, or inspections” |
| 5.5.1.5(a)(1) | 11/2022 | Changed “aviation maintenance technician” to “AMT” and edited to remove gender-specific pronouns |
| 5.5.1.5(a)(2) | 11/2019 | Changed “as provided” to “in accordance with” |
| 5.5.1.5(a)(3) | 11/2019 | Changed “specifications issued” to “operations specifications approved to” |
| 5.5.1.6 | 11/2019 | Changed “maintenance, preventive maintenance, rebuilding, or modification to “maintenance, overhaul, modifications, repairs, or inspections”Minor edits |
| 5.5.1.7 | 11/2019 | Minor edits |
| 5.5.1.7(d)(2) | 11/2022 | Changed “aviation maintenance technician” to “AMT” |
| 5.5.1.8(a) | 11/2019 | Changed “Continued” to “continuing” |
| 5.6 | 05/2010 | Added “inspection” into title |
| 5.6 | 11/2019 | Changed text in title from “Maintenance, Preventive Maintenance, Rebuilding, and Modification “ to “Maintenance, Modifications, and Repairs”Amended references |
| 5.6 | 11/2022 | Changed title to Continuing Airworthiness Records |
| 5.6.1.1(a)(1) | 11/2019 | Minor editsNew (vi) Detailed maintenance records to show that all requirements for the signing of an approval for return to service have been met. |
| 5.6.1.1(a) and (a)(1)(vi) | 11/2022 | Minor edits |
| 5.6.1.1(b) | 11/2019 | Changed text to ”each person performing a major repair or major modification shall record such work on a form and in the manner prescribed in IS 5.6.1.1(B).  |
| 5.6.1.2 | 08/2006 | New paragraph added and remaining paragraphs renumbered |
| 5.6.1.2 | 11/2019 | Amended references |
| 5.6.1.2(a) | 05/2010 | Inspection programme requirement added |
| 5.6.1.2(a) | 11/2019 | Changed “maintenance, preventive maintenance, overhaul modification or rebuilding of a product unless” to “maintenance, overhaul, modifications, or repairs unless” |
| 5.6.1.2(a)(1) | 11/2022 | Changed “maintenance record” to “continuing airworthiness record” |
| 5.6.1.2(a)(2) | 11/2019 | Added “Major” |
| 5.6.1.2(b) | 11/2019 | New (b) |
| 5.6.1.2(c) | 11/2019 | New (c) |
| 5.6.1.2(d) | 11/2019 | New (d) |
| 5.6.1.2(f) | 05/2010 | New (f) added to identify types of inspection programmes |
| 5.6.1.3 | 08/2006 | Moved from 5.6.1.2 in previous versions; “eligibility of” added to title; 5.6.1.3(a) “of an AOC operation” added |
| 5.6.1.3 | 05/2010 | Deleted from prior versions and remaining paragraphs in 5.6 renumbered |
| 5.6.1.3.(a) | 11/2019 | Added “aircraft”Minor edits |
| 5.6.1.3(a) | 11/2022 | Changed “maintenance record” to “continuing airworthiness record” |
| 5.6.1.3(b) | 11/2019 | Minor edits |
| 5.6.1.4 | 08/2006 | Moved from 5.6.1.3 in previous versions; title revised to indicate privileges and limitations |
| 5.6.1.5 | 08/2006 | Moved from 5.6.1.4 in previous versions; title reworded; 5.6.1.5(a)(3) “operations” added to “specifications” |
| 5.6.1.6 | 08/2006 | Moved from 5.6.1.5 in previous versions; |
| 5.6.1.6(a)(2) |  | “operations” added to “specifications” |
| 5.6.1.7 | 08/2006 | Moved from 5.6.1.6 in previous versions |
| 5.6.1.7 | 05/2010 | (a) revised; (d) and (e) added |
| 5.6.1.8 | 08/2006 | Moved from 5.6.1.7 in previous versions |
| 5.6.1.9 | 08/2006 | Moved from 5.6.1.8 in previous versions |
| 5.7 | 05/2010 | “Inspection” added to title |
| 5.7.1.1 | 08/2006 | Entire section rewritten |
| 5.7.1.2 | 08/2006 | New paragraph 5.7.1.2(a) added; former 5.7.1.3 in previous versions added to a new 5.7.1.1(b) |
| 5.7.1.3 | 08/2006 | Moved from 5.7.1.4 in previous versions |
| 5.7.1.3 | 05/2010 | (a) Changed “maintenance” to “inspection.” (a) and (a)(5) Changed “aircraft” to “aircraft/component” |
| IS 5 | 11/2019 | Added statement “For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 5.5.1.7 reflects a standard required by 5.5.1.7 of this part” |
| IS 5.1.1.2(B)  | 11/2019 | Reformatted Abbreviations section |
| IS 5.3.1.5 | 11/2012 | Corrected IS number |
| IS 5.3.1.5 | 11/2019 | Added new text and references to certificate of airworthinessAmended reference |
| IS 5.3.1.5(b) | 11/2022 | Added the standard certificate of airworthiness for RPA |
| IS 5.3.1.6 | 11/2012 | New. Added the form for Special Certificate of Airworthiness |
| IS 5.3.1.6 | 11/2019 | Minor edits |
| IS 5.5.1.7 | 11/2019 | Renumbered “Performance Rules: Inspections”Minor edits |
| IS 5.6.1.1(B) | 11/2019 | Renumbered “Recording of Major Repairs and Modifications”Minor edits |
| IS 5.6.1.1(B)(c) | 11/2022 | Changed “aviation maintenance technician” to “AMT” and edited to remove gender-specific pronouns in item 6 of instructions |

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Introduction

Part 5 of the Model Civil Aviation Regulations (MCARs) presumes that [STATE] does not presently have the capabilities or demand to issue its own original type certification and will therefore not be the State of Design or State of Manufacture. It is designed to address the complex situation faced by most countries today with respect to the airworthiness of aircraft operating within the country and in international aviation. In many cases, there are aircraft registered in [STATE] that were designed and manufactured in another Contracting State and aircraft that are registered in [STATE] that were designed in one Contracting State and manufactured in another Contracting State. In addition, [STATE] may have air operator certificate (AOC) holders who operate aircraft that are registered in another Contracting State and have different States of design and manufacture. [STATE] may also have AOC holders who are part of a regional consortium, with maintenance facilities in a neighbouring State. Proper airworthiness of aircraft registered in [STATE] is the result of communication. The MCARs require all persons operating [STATE]-registered aircraft to notify the Authority when certain events occur. The Authority is obligated to provide information regarding aircraft and airworthiness issues and current contact information to the State of Design and/or State of Manufacture so that the Authority can receive all mandatory continuing airworthiness information for each type of aircraft operating in [STATE].

This MCAR part presents regulatory requirements for the continuing airworthiness of aircraft expected to operate in [STATE] and uses the Standards and Recommended Practices (SARPs) in International Civil Aviation Organization (ICAO) Annex 6 to the Convention on International Civil Aviation (Chicago Convention), *Operation of Aircraft*, and the continuing airworthiness SARPs in ICAO Annex 8, *Airworthiness of Aircraft*, supplemented by sections from Title 14 of the United States (U.S.) Code of Federal Regulations (14 CFR) and, in earlier versions of the MCARs, the concepts from the Joint Aviation Requirements (JAR) before transposition into European Union (EU) regulations. This part is based on ICAO Annex 6, Part I, *International Commercial Air Transport – Aeroplanes,* Amendment 48; Annex 6, Part II, *International General Aviation – Aeroplanes,* Amendment 40; Annex 6, Part III, *International Operations – Helicopters,* Amendment 24; Annex 8, Part II, Amendment 109; and ICAO Doc 9760, *Airworthiness Manual,* Fourth Edition (2020).

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## Part 5 – Airworthiness

## General

#### Applicability

1. This part prescribes the requirements for:
2. Certification of aircraft and aeronautical products;
3. Issuance of certificates of airworthiness;
4. Continuing airworthiness of aircraft and aeronautical products;
5. Aircraft maintenance and inspection; and
6. Continuing airworthiness records.

#### Definitions

1. Definitions are contained in Part 1 of these regulations.
2. Expanded definitions of the following terms are contained in IS 5.1.1.2(B):
3. Major modifications
4. Major repairs
5. Preventive maintenance

#### Abbreviations

1. The following abbreviations are used in this part:
2. **AC –** Advisory Circular
3. **AD** **–** Airworthiness Directive
4. **AOC –** air operator certificate
5. **AMO –** approved maintenance organisation
6. **AMT –** aviation maintenance technician
7. **ICAO –** International Civil Aviation Organization
8. **IS –** Implementing Standards
9. **RPA –** remotely piloted aircraft
10. **RPAS –** remotely piloted aircraft system
11. **RPS –** remote pilot station
12. **STC –** supplemental type certificate
13. **TC –** type certificate
14. **TSO –** technical standard order

## Certification of Aircraft and Aeronautical Products

Note: This part presumes that [STATE] does not presently have the capabilities or demand to issue its own original type certification and will therefore not be the State of Design or State of Manufacture. Therefore, [STATE] will either issue its own certificate of airworthiness or validate the certificate of airworthiness issued by another State in accordance with this part. In either case, [STATE] is responsible for the continuing airworthiness of aircraft on its registry and for ensuring that non-[STATE]-registered aircraft operated within [STATE] are maintained in accordance with the continuing airworthiness requirements of the State of Registry. See ICAO Annex 8, Part II: 4.2, for Contracting States’ responsibilities with respect to continuing airworthiness.

#### Applicability

1. This part applies to operators of aircraft within [STATE].
2. No person may operate an aircraft within [STATE] or apply for registration of an aircraft in [STATE] 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 agencies of those States in accordance with the Standards of ICAO Annex 8.

ICAO Annex 8, Part II: 1.4; 1.5; 1.6; 1.7; 2.2; 2.3; 2.4; 3.2.1; 3.2.2; 3.2.3; 3.2.4; 3.2.5

#### Original Certification of Aircraft and Aeronautical Products

1. This section describes the procedures and designation of applicable rules for original type certification of aircraft and related aeronautical products. This section is RESERVED.

ICAO Annex 8, Part II: 1.4; 1.5; 1.6; 1.7; 2.2; 2.3; 2.4; 3.2.1; 3.2.2; 3.2.3; 3.2.4; 3.2.5

14 CFR 21.11; 21.171

#### Issuance of a Supplemental Type Certificate

1. Any person who proposes to modify a product by introducing a major change in type design not great enough to require a new application for a TC shall apply for an STC to the regulatory agency of the State of Design that approved the TC 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 for the STC in accordance with the procedures prescribed by that State.
2. The Authority will, upon receiving a request for an STC for an aircraft registered in [STATE]:
3. Forward the request to the State of Design; or
4. If applicable, issue an STC using the same regulatory and other guidance as the State of Design and State of Manufacture.

Note 1: Technical expertise needed by the State of Registry in order to approve an STC includes aeronautical engineers with specific expertise in the field to be approved.

Note 2: If the State of Registry is not the State of Design, the State of Registry may elect to forward a request for an STC to the State of Design.

ICAO Annex 8, Part II: 1.4.1

ICAO Doc 9760, Part III: 8.7.1.1; 8.7.1.3

14 CFR 21.113

## Issuance of Certificates of Airworthiness

#### Applicability

1. This subpart prescribes procedures required for the issue of certificates of airworthiness and other certifications for aeronautical products registered in [STATE].
2. The Authority will issue a certificate of airworthiness for aircraft registered in [STATE] based on satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements (TC).

ICAO Annex 8, Part II: 3.2.1; 3.2.2

ICAO Doc 9760, Part III: 4.1; 4.2

#### Eligibility

1. Any registered owner, or agent of the owner, of [STATE]-registered aircraft may apply for a certificate of airworthiness for that aircraft.
2. Each applicant for a certificate of airworthiness shall apply on a form and in a manner acceptable to the Authority.

ICAO Annex 8, Part II: 3.2

ICAO Doc 9760, Part III: 4.2; 4.4; Attachment A

14 CFR 21.173

#### Aircraft Identification

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

FAA Order 8130.2J

ICAO Annex 7: 10

14 CFR 21.182

#### Classifications of Certificates of Airworthiness

1. The Authority will issue a standard certificate of airworthiness for aircraft in the specific category and model designated by the State of Design in the TC. The types of standard certificates of airworthiness include:
2. Normal
3. Utility
4. Acrobatic
5. Transport
6. Commuter
7. Balloon
8. Other
9. The Authority will issue a special certificate of airworthiness for aircraft that do not meet the requirements of the State of Design for a standard certificate of airworthiness. The types of special certificates of airworthiness include:
10. Primary
11. Restricted
12. Limited
13. Provisional
14. Experimental
15. Special flight permits
16. Other

ICAO Annex 8, Part II: 3.3.1

14 CFR 21.175; 21.183

 FAA Order 8130.2J

#### Issuance of a Standard Certificate of Airworthiness

1. The Authority will issue a standard certificate of airworthiness if:
2. The applicant presents evidence to the Authority that the aircraft conforms to a type design approved under a TC or an STC and to the applicable ADs of the State of Design;
3. The aircraft has been inspected in accordance with the performance rules of Subpart 5.6 of this part for inspections and found airworthy within the last 30 calendar days by persons authorised by the Authority to make such determinations;
4. The Authority finds, after an inspection, that the aircraft conforms to the type design and is in a condition for safe operation; and
5. As of 26 November 2026, for an RPA, the Authority finds, after an inspection, that the RPAS, as a complete system, conforms to the type design and is in a condition for safe operation.
6. When issuing its standard certificate of airworthiness, the Authority may consider the previous certificate of airworthiness issued by another Contracting State as satisfactory evidence, in whole or in part, that the aircraft complies with the applicable requirements of this part.

Note: Some Contracting States facilitate the transfer of aircraft onto the register of another State by the issuance of an export certificate of airworthiness or similarly titled document. While not valid for the purpose of flight, such a document provides confirmation by the exporting State of a recent satisfactory review of the airworthiness status of the aircraft. Guidance on the issue of an export certificate of airworthiness is contained in ICAO Doc 9760, Airworthiness Manual.

1. Until 25 November 2026, the standard certificate of airworthiness will contain the information as prescribed in IS 5.3.1.5(a).
2. As of 26 November 2026, the certificate of airworthiness for all aircraft except RPA will contain the information as prescribed in IS 5.3.1.5(a).
3. As of 26 November 2026, the standard certificate of airworthiness for all RPA will contain the information shown in IS 5.3.1.5(b).
4. The standard certificate of airworthiness will be issued in the language of [STATE] and will include an English translation.

Chicago Convention, Article 31

 ICAO Annex 8, Part II: 3.2; 3.3

FAA Order 8900.1, Volume 8, Chapter 5

#### Issuance of a Special Certificate of Airworthiness

1. The Authority will issue a special certificate of airworthiness to an aircraft that does not qualify for a standard certificate of airworthiness.
2. When issuing its special certificate of airworthiness, the Authority may consider the previous special certificate of airworthiness issued by another Contracting State as satisfactory evidence, in whole or in part, for the issuance of a special certificate of airworthiness.
3. Aircraft certificated under a special certificate of airworthiness shall be subject to operating limitations within [STATE] and may not be used for international flights except as specified in paragraph 5.3.1.6(d) of this subsection. The Authority will issue specific operating limitations for each special certificate of airworthiness.
4. No person may operate an aircraft with a special certificate of airworthiness:
5. Except in accordance with the applicable regulations and in accordance with terms, conditions, and limitations that may be prescribed by the Authority as part of this certificate; or
6. Over any foreign country without the permission of that country.
7. The special certificate of airworthiness will be issued on a form and in a manner as prescribed in IS 5.3.1.6.

14 CFR 21.175; 21.185

FAA Order 8130.2J

#### Issuance of a Special Flight Permit as a Special Certificate of Airworthiness

1. The Authority will issue a special flight permit, using the certificate as prescribed in IS 5.3.1.6, to an aircraft that is capable of safe flight but is unable to meet applicable airworthiness requirements, for the purpose of:
2. Flying to a base where maintenance, overhaul, modifications, repairs, or inspections are to be performed or to a point of storage;
3. Testing after maintenance, overhaul, modifications, repairs, or inspections have been performed;
4. Delivering or exporting the aircraft;
5. Evacuating aircraft from areas of impending danger; and
6. Operating at mass in excess of the aircraft’s maximum certificated 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 is limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.
7. The Authority may issue a special flight permit with continuing authorisation to an aircraft that may not meet applicable airworthiness requirements but is 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 terms, conditions, and limitations for flight, that is set forth in the AOC holder’s operations specifications. The permit under this paragraph may be issued to an AOC holder certificated under Part 9 of these regulations.
8. In the case of a special flight permit, the Authority will require a properly executed approval for return to service in the aircraft’s permanent record by a person or organisation, authorised in accordance with this part, stating that the subject aircraft has been inspected and found to be safe for the intended flight.
9. The air operator shall obtain all required overflight authorisations from countries to be overflown on flights outside [STATE].

ICAO Doc 9760, Part III: 5.3

FAA Order 8130.2J

#### Duration of a Certificate of Airworthiness

1. A certificate of airworthiness or special certificate of airworthiness is effective as follows, unless sooner surrendered, suspended, or revoked or unless a special expiration date is otherwise established by the Authority:
2. A certificate of airworthiness will be renewed or will remain in effect, subject to the laws of the State of Registry:
	* + 1. As long as the aircraft is maintained in accordance with the continuing airworthiness requirements of the State of Registry;
			2. Until the aircraft is sold to a person outside [STATE];
			3. Until the aircraft is leased for operations, registered in another country, and removed from the registry of [STATE]; or
			4. Until revoked by the State of Registry.
3. A special certificate of airworthiness, such as a special flight permit, is valid for the period of time specified in the certificate.
4. The continuing airworthiness of the aircraft shall be determined by a periodic inspection at appropriate intervals having regard to lapse of time and type of service.
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 it is restored to an airworthy condition. As of 26 November 2026, for RPA, that which must be restored to an airworthy condition includes the RPS controlling the RPA, the required C2 Link(s), or any other components defined by the appropriate airworthiness requirements.

ICAO Annex 8, Part II: 3.2.3; 3.2.4; 3.2.5; 3.5; 4.2.4

14 CFR 21.181

FAA Order 8130.2J, Section 2: paragraph 2.1.6

#### Cooperation Among States for Continuing Airworthiness Information, Including Airworthiness Directives

1. Upon registration of an aircraft in [STATE], the Authority will notify the State of Design of the aircraft of the registration in [STATE] and will request that the Authority receive any and all ADs addressing that aircraft, or as of 26 November 2026, an RPA, or aeronautical product and any requirements for the establishment of specific continuing airworthiness maintenance programmes.
2. Whenever the State of Design considers that a condition in an aircraft, or as of 26 November 2026, an RPA, or aeronautical product is unsafe, as shown by the issuance of an AD by that State, the Authority will make the requirements of such directives apply to [STATE]-registered civil aircraft of the type identified in that AD.
3. The Authority may identify manufacturers’ service bulletins and other sources of data, or develop and prescribe inspections, procedures, and limitations, for mandatory compliance pertaining to affected aircraft in [STATE].
4. No person may operate any [STATE]-registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable mandatory continuing airworthiness information.

14 CFR 39.1; 39.3; 39.13

ICAO Annex 8, Part II: 4.1; 4.2.1.1; 4.2.1.2; 4.2.2; 4.2.3; 4.2.4

ICAO Doc 9760, Part II: Chapter 1

ICAO Doc 9760, Part III: Chapter 1

ICAO Doc 9760, Part V: Chapter 1

#### Amendment of a Certificate of Airworthiness

1. The Authority may amend a certificate of airworthiness or a special certificate of airworthiness:
2. Upon application from an aircraft owner, operator, or agent; or
3. On its own initiative.
4. An amendment may be made under the following conditions:
5. Modification to the aircraft (STC or amended TC);
6. A change to the Authority and basis for issue;
7. A change in the aircraft model; and
8. A change in the operating limitations for an aircraft with a special certificate of airworthiness.

14 CFR 21.177

FAA Order 8130.2J

#### Transfer or Surrender of a Certificate of Airworthiness

1. An owner shall transfer the certificate of airworthiness for an aircraft to the:
2. Lessee upon lease of the aircraft within or outside [STATE]
3. Buyer upon sale of the aircraft within [STATE]
4. An owner shall surrender the certificate of airworthiness for an aircraft to the issuing Authority upon sale of that aircraft outside [STATE].

14 CFR 21.179

FAA Order 8130.2J

#### Commercial Air Transport

1. The Authority will consider a certificate of airworthiness valid for commercial air transport only when accompanied by operations specifications, issued by the Authority, that identify the specific types of commercial air transport authorised.

14 CFR 119.49; 129.11

#### Display of a Certificate of Airworthiness

1. No person may operate a civil aircraft in [STATE] or registered in [STATE] unless the certificate of airworthiness required by this subpart, or a special flight permit, is displayed at the cabin or flight deck entrance so that it is legible to passengers or crew.

14 CFR 91.203(b)

## Continuing Airworthiness of Aircraft and Aeronautical Products

#### Applicability

1. This subpart prescribes rules governing the continuing airworthiness of civil aircraft, and as of 26 November 2026, RPA, registered in [STATE] whether operating inside or outside the borders of [STATE].
2. The Authority will, if it is the State of Registry for an aircraft, or as of 26 November 2026, an RPA, develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:
3. Continues to comply with the appropriate airworthiness requirements after a modification, a repair, or the installation of a replacement part;
4. Is maintained in an airworthy condition and in compliance with the continuing airworthiness requirements;
5. The Authority will, if it is the State of Registry, assess and take appropriate action upon receipt of mandatory continuing airworthiness information from the State of Design regarding registered aircraft, and as of 26 November 2026, an RPA.

*ICAO Annex 8, Part II: 4.2.4.1*

#### General

1. No person may perform maintenance, overhaul, modifications, repairs, or inspections on an aircraft, or as of 26 November 2026, an RPA, or aeronautical product other than as prescribed in this regulation.
2. No person may operate an aircraft for which a manufacturer’s Aircraft Maintenance Manual or instructions for continuing airworthiness have been issued that contain 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 of these regulations, or in accordance with the inspection programme approved under Part 8 of these regulations, have been complied with.
3. No person may operate an aircraft, or as of 26 November 2026, an RPA, or aeronautical product to which an AD, issued by either the State of Design or State of Manufacture and adopted for [STATE]-registered aircraft by the Authority or by the State of Registry for aircraft operated within [STATE], applies, except in accordance with the requirements of that AD.
4. When the Authority determines that an 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 AD prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.
5. The Authority will report any ADs or additional continuing airworthiness requirements that it issues, or any malfunction or defect reports, to the State of Design.

Note 1: Guidance on continuing airworthiness requirements is contained in ICAO Doc 9760, Airworthiness Manual.

Note 2: As of 26 November 2026, guidance on continuing airworthiness requirements specific to RPAS is contained in ICAO Doc 10019, Manual on Remotely Piloted Aircraft Systems (RPAS).

ICAO Annex 8, Part II: 4.1

14 CFR 39.1; 39.3; 39.7; 43.3; 91.403(c); 121.363

JAR-OPS 1: 1.890

#### Responsibility

1. The owner or operator 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:
2. All maintenance, overhaul, modifications, repairs, or inspections that affect airworthiness are performed as prescribed by the State of Registry;
3. Maintenance personnel make appropriate entries in the aircraft continuing airworthiness records certifying that the aircraft is airworthy;
4. The approval for return to service is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the prescribed methods; and
5. In the event there are open discrepancies, the approval for return to service includes a list of the uncorrected maintenance items for which temporary relief is provided in the minimum equipment list, and these items are made a part of the aircraft permanent record.
6. 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.

ICAO Annex 6, Part I: 8.1.1; 8.1.2; 8.1.3; 8.1.4; 8.8.1; 8.8.2; 8.8.3

ICAO Annex 6, Part II: 2.6; 3.8.5

ICAO Annex 6, Part III, Section II: 6.1.1; 6.1.2; 6.1.3

ICAO Annex 6, Part III, Section III: 6.1.1; 6.1.2

14 CFR 91.403; 91.405; 121.363

JAR-OPS 1: Subpart M

#### Maintenance and Operational Experience

1. The owner or operator of an aeroplane over 5 700 kg maximum certificated take-off mass, or as of 26 November 2026, an RPA, 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 AMO shall, with respect to aeroplanes over 5 700 kg maximum certificated take-off mass, helicopters over 3 175 kg maximum certificated take-off mass, or as of 26 November 2026, an RPA, report to the Authority the service information required by the Authority according to the procedure established by the Authority.
3. The owner or operator and AMO shall, with respect to aeroplanes over 5 700 kg maximum certificated take-off mass, helicopters over 3 175 kg maximum certificated take-off mass, or as of 26 November 2026, an RPA, transmit to the organisation responsible for the type design of the aircraft information on faults, malfunctions, defects, and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft.

ICAO Annex 6, Part I: 8.5.1

ICAO Annex 8, Part II: 4.2.4.1(g)

#### Reporting of Failures, Malfunctions, and Defects

1. Owners or operators of aircraft over 5 700 kg maximum certificated take-off mass, or as of 26 November 2026, an RPA, shall report to the Authority any failure, malfunction, or defect concerning at least the following:
2. Fires during flight and whether or not a fire-warning system was installed and functioned properly;
3. A 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 the 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. A landing gear extension or retraction or opening or closing of landing gear doors during flight;
13. A brake system component that results in loss of brake actuating force when the aircraft is in motion on the ground;
14. Aircraft structure 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. Aeronautical products or systems that require emergency actions during flight (except action to shut down an engine);
17. An interruption to a flight, an unscheduled change of aircraft en route, or an unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;
18. Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure; and
19. A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.
20. Owners or operators of aircraft over 5 700 kg maximum certificated take-off mass, or as of 26 November 2026, an RPA, shall report to the Authority:
21. The number of engines removed prematurely because of malfunction, failure, or defect, listed by make and model and the aircraft type in which they were installed; and
22. The number of propeller featherings in flight, listed by type of propeller, engine, and aircraft on which the propellers were installed.
23. Each report required by this subsection shall:
24. Be made within 3 days after determining that the failure, malfunction, or defect required to be reported has occurred; and
25. Include as much of the following information as is available and applicable:
	* + 1. The aircraft serial number;
			2. When the failure, malfunction, or defect is associated with an aeronautical product approved under a TSO authorisation, the product serial number and model designation, as appropriate;
			3. When the failure, malfunction, or defect is associated with an engine or a propeller, the engine or propeller serial number, as appropriate;
			4. Identification of the part, component, or system involved, including the part number; and
			5. The nature of the failure, malfunction, or defect.
26. The Authority, if it is the Authority of the State of Registry of the aircraft, or as of 26 November 2026, the RPA, will submit all such reports, upon receipt, to the State of Design.
27. The Authority, if it is not the Authority of the State of Registry of the aircraft, or as of 26 November 2026, the RPA, will submit all such reports, upon receipt, to the State of Registry.

Note: Where the State of Design is other than the State of Manufacture, ICAO Annex 8, Part II, Chapter 4, 4.2.1.4, requires the State of Design and State of Manufacture to have a mutual arrangement for the transmission of continuing airworthiness information for appropriate action on the part of each State.

ICAO Annex 8, Part II: 4.2.4

ICAO Doc 9760, Part III: 4.6.4; 9.8.3.2

14 CFR 121.703

## Aircraft Maintenance and Inspection Requirements

Note 1: FAA AC 43.13-1B, Acceptable Methods, Techniques, and Practices – Aircraft Inspection and Repair, is an example of an acceptable standard for the inspection and repair of non-pressurised aircraft when there are no manufacturer repair or maintenance instructions. FAA AC 43.13-2B, Acceptable Methods, Techniques, and Practices – Aircraft Alterations, contains acceptable methods for modification of non-pressurised aircraft when there are no manufacturer repair or maintenance instructions.

*Note 2: As of 26 November 2026, when the word “aircraft” is used, it includes the remotely piloted aircraft.*

#### Applicability

1. This subpart prescribes rules governing the maintenance and inspection of any aircraft having a certificate of airworthiness issued by [STATE], or of any associated aeronautical products.

14 CFR 43.1

#### General Requirements for Maintenance and Inspections

1. No person may operate an aircraft unless the aircraft and aeronautical products and operational and emergency equipment are maintained in accordance with a maintenance programme and the aircraft and aeronautical product is inspected according to an inspection programme approved by the Authority.
2. The maintenance programme shall include a description of the aircraft and aeronautical products and the recommended methods for the accomplishment of maintenance tasks. Such information shall include guidance on defect diagnosis.
3. The maintenance programme 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 programme.
5. The maintenance programme shall have an approval for return to service process, including signed documentation, in a manner satisfactory to the Authority, indicating that the maintenance performed has been completed satisfactorily. An approval for return to service shall contain a certification including:
6. Basic details of the maintenance carried out;
7. The date such maintenance was completed;
8. When applicable, the identity of the AMO, AMT, or AOC holder; and
9. The identity of the person or persons signing the approval for return to service.
10. The owner or operator shall use one of the following inspection programmes, as appropriate for the aircraft and the type of operation:
11. Annual inspection;
12. Annual/100-hour inspection;
13. Progressive inspection; or
14. Continuing airworthiness maintenance programme.

Note1: Mandatory requirements identified as part of the type design approval are often referred to as certification maintenance requirements and/or airworthiness limitations.

*Note 2: For RPAs, the development of initial maintenance programme information at the time of RPA type certification can take advantage of the Maintenance Review Board process or the process of developing instructions for continuing airworthiness.*

ICAO Annex 8, Part IIIA: 10.1; 10.2; 10.3; 10.4

ICAO Annex 8, Part IIIB: 7.7.1; 7.7.2; 7.7.3; 7.7.4

ICAO Annex 8, Part IVB: 7.7.1; 7.7.2; 7.7.3; 7.7.4

ICAO Annex 8, Part VA: 7.7.1; 7.7.2; 7.7.3; 7.7.4

ICAO Annex 8, Part VI: 1.4.1; 1.4.2; 1.4.3; 1.4.4

ICAO Annex 8, Part VII: 1.3.1; 1.3.2; 1.3.3; 1.3.4

ICAO Annex 8, Part VIII: 7.7.1; 7.7.2; 7.7.3

ICAO Annex 8, Part IX: 7.7.1; 7.7.2; 7.7.3

ICAO Annex 6, Part I: 8.4.1

ICAO Annex 6, Part II: 2.6.1.1; 2.6.1.2; 2.6.1.3

ICAO Annex 6, Part III, Section II: 6.7.1; 6.7.2

ICAO Annex 6, Part III, Section III: 6.5.1; 6.5.2

14 CFR 91.401; 91.409

#### Persons Authorised to Perform Maintenance, Overhaul, Modifications, Repairs, and Inspections

1. No person or organisation may perform on an aircraft or aeronautical product any task defined as maintenance except as provided in the following:
2. 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.
3. A person working under the supervision of a licensed AMT may perform the maintenance, overhaul, modifications, repairs, and inspections that the supervisory AMT is authorised to perform:
	* + 1. If the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly; and
			2. If the supervisor is readily available, in person, for consultation.
4. A licensed AMT may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which that licensed AMT is rated subject to the limitations of Part 2 of these regulations.
5. An AMO may perform aircraft maintenance, overhaul, modifications, repairs, and inspections within the limits specified by the Authority.
6. The AOC holder may perform aircraft maintenance, overhaul, modifications, repairs, and inspections, as specified by the Authority.
7. A manufacturer holding an AMO certificate may:
	* + 1. Overhaul or modify any aeronautical product manufactured by that manufacturer under a type or production certificate;
			2. Overhaul or modify any aeronautical product manufactured by that manufacturer under a TSO authorisation, a parts manufacturer approval issued by the State of Design, or a product and process specification issued by the State of Design; and
			3. Perform any inspection required by Part 8 of these regulations on aircraft it manufactures while currently operating under a production certificate or a currently approved production inspection system for such aircraft.

ICAO Annex 1: 4.2.2

ICAO Annex 6, Part I: 8.1.2; 8.1.3

 ICAO Annex 6, Part II: 2.6.1; 2.6.3; 3.8.1.1

ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3

ICAO Annex 6, Part III, Section III: 6.1.2.; 6.1.3

14 CFR 43.3; 145.201

#### Authorised Personnel to Approve for Return to Service

1. No person or entity, other than the Authority, may approve an aircraft or aeronautical product for return to service after it has undergone maintenance, overhaul, modifications, repairs, or inspections, except as provided in the following:
2. A pilot licensed by the Authority may return that pilot’s aircraft to service after performing authorised preventive maintenance.
3. A licensed AMT may approve aircraft and aeronautical products for return to service after that licensed AMT has performed, supervised, or inspected its maintenance subject to the limitation of 2.6.2.8 of these regulations.
4. An AMO may approve aircraft and aeronautical products for return to service as provided in the operations specifications approved by the Authority.
5. An AOC holder may approve aircraft and aeronautical products for return to service as specified by the Authority.

ICAO Annex 6, Part I: 8.1.2; 8.1.3

ICAO Annex 6, Part II: 2.6.1.3; 2.6.4.2; 3.8.5.2

ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3

ICAO Annex 6, Part III, Section III: 6.12.; 6.1.3

14 CFR 43.7; 145.201

#### Persons Authorised to Perform Inspections

1. No person or organisation, other than the Authority, may perform the inspections required by 8.2.1.7 of these regulations prior to or after an aircraft or aeronautical product has undergone maintenance, overhaul, modifications, repairs, or inspections, except as provided in the following:
2. An AMT may conduct the required inspections of aircraft and aeronautical products for which that AMT is rated and current.
3. An AMO may perform the required inspections of aircraft and aeronautical products in accordance with the operations specifications approved by the Authority.
4. An AOC holder may perform the required inspections of aircraft and aeronautical products in accordance with operations specifications approved by the Authority.

ICAO Annex 6, Part I: 8.1.2; 8.1.3

 ICAO Annex 6, Part II: 2.6.1.1; 2.6.1.2; 2.6.1.3; 2.6.1.4; 3.8.1.1

ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3

ICAO Annex 6, Part III, Section III: 6.1.2.; 6.1.3

14 CFR 43.15; 145.213; 121.369

#### Performance Rules: Maintenance

1. Each person performing maintenance, overhaul, modifications, repairs, or inspections on an aircraft or aeronautical product shall use the methods, techniques, and practices prescribed in:
2. The current manufacturer’s Aircraft Maintenance Manual or instructions for continuing airworthiness prepared by the manufacturer; and
3. Additional methods, techniques, and practices required by the Authority or methods, techniques, and practices designated by the Authority where the manufacturer’s documentation was not available.
4. 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, that is acceptable to the Authority.
5. Each person performing maintenance, overhaul, modifications, repairs, or inspections on an aircraft or aeronautical product shall do that work in such a manner, and shall use materials of such a quality, that the condition of that aeronautical product shall be at least equal to its original or properly modified condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.
6. The methods, techniques, and practices contained in an air operator’s Maintenance Control Manual and continuing airworthiness maintenance programme, as approved by the Authority, shall constitute an acceptable means of compliance with the requirements of this subsection.

14 CFR 43.13; 121.369; 145.205

#### Performance Rules: Inspections

1. GENERAL. Each person performing an inspection required by the Authority shall perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements.
2. ROTORCRAFT. Each person performing an inspection required on a rotorcraft shall inspect the following systems in accordance with the manufacturer’s Aircraft Maintenance Manual or instructions for continuing airworthiness of the manufacturer concerned:
3. The drive shafts or similar systems;
4. The main rotor transmission gear box for obvious defects;
5. The main rotor and centre section (or the equivalent area); and
6. The auxiliary rotor on helicopters.
7. ANNUAL AND 100-HOUR INSPECTIONS.
8. 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. The checklist shall include the scope and detail of the items prescribed by the Authority. The components that shall be included in an annual or 100-hour inspection are prescribed in IS 5.5.1.7.
9. Each person approving a reciprocating-engine 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:
	* + 1. Power output (static and idle rpm);
			2. Magnetos;
			3. Fuel and oil pressure; and
			4. Cylinder and oil temperature.
10. Each person approving a turbine-engine 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.
11. PROGRESSIVE INSPECTIONS.
12. Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections shall be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of a visual examination or check of the aircraft and aeronautical products, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the aircraft and aeronautical products, with such disassembly as is necessary. For the purposes of this paragraph, the overhaul of an aeronautical product is considered to be a detailed inspection.
13. If the aircraft is away from the station where inspections are normally conducted, an appropriately rated AMT or 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.
14. CONTINUING AIRWORTHINESS MAINTENANCE PROGRAMME INSPECTIONS.
15. Each person performing the inspection programme required for an AOC holder’s aircraft or an aircraft maintained under a continuing airworthiness maintenance programme shall perform the inspection in accordance with the instructions and procedures set forth in the inspection programme.

14 CFR 43.15; 121.369

#### Performance Rules: Airworthiness Limitations

1. Each person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer’s Aircraft Maintenance Manual or in instructions for continuing airworthiness shall perform the inspection or other maintenance in accordance with that section or in accordance with specifications approved by the Authority.

14 CFR 21.50(b); 43.16; 121.369

## Continuing Airworthiness Records

#### Content, Form, and Disposition of Records for Maintenance, Modifications, and Repairs of Aircraft and Life-Limited Parts

1. Each person who maintains, modifies, or repairs an aircraft or life-limited parts shall, when the work is performed satisfactorily, make an entry in the continuing airworthiness record of that equipment as follows:
2. A description (or reference to data acceptable to the Authority) of work performed, including:
	* + 1. Total time in service (hours, calendar time, and cycles, as appropriate) of the aircraft and all life-limited parts;
			2. Current status of compliance with all mandatory continuing airworthiness information;
			3. Appropriate details of modifications and repairs;
			4. Time in service (hours, calendar time, and cycles, as appropriate) since the last overhaul of the aircraft or its components subject to a mandatory overhaul life;
			5. Current status of the aircraft’s compliance with the maintenance programme; and
			6. Specific details to show that all requirements for the signing of an approval for return to service have been met.
3. The completion date of the work performed.
4. The name, signature, licence number, and type of licence held by the person approving the work.

Note: The signature constitutes the approval for return to service only for the work performed.

1. In addition to the entry required by paragraph 5.6.1.1(a) of this subsection, each person performing a major repair or major modification shall record such work on a form and in the manner prescribed in IS 5.6.1.1(B).

ICAO Annex 6, Part I: 8.4.1

ICAO Annex 6, Part II: 2.6.2

ICAO Annex 6, Part III, Section II: 6.4.1; 6.7.1; 6.7.2; 6.8.1

ICAO Annex 6, Part III, Section III: 6.2.1; 6.5.1; 6.5.2

14 CFR 43.9; 121.380

JAR-OPS 1: 1.920

#### Content, Form, and Disposition of Records for Maintenance, Overhaul, Modifications, and Repairs of an Aeronautical Product

1. No person shall approve for return to service any aeronautical product that has undergone maintenance, overhaul, modifications, or repairs unless:
2. The appropriate continuing airworthiness record entry has been made; and
3. The Major Repair or Modification form authorised or furnished by the Authority has been executed in a manner prescribed by the Authority.
4. If a major 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 that flight data is appropriately revised and set forth as prescribed.
5. No person shall describe, in any required maintenance entry or on any form, an aeronautical product as being overhauled unless that aeronautical product has been:
6. Disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and
7. Tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, that have been developed and documented by the holder of the TC, the STC, or a material, part, process, or appliance manufacturing approval by the Authority.
8. If the maintenance, overhaul, modification, or repair of an aeronautical product is performed by an AMO, the AMO shall complete an airworthiness approval tag, as prescribed in Part 6 of these regulations.

ICAO Annex 6, Part I: 8.1.2; 8.1.3; 8.4.1(c); 8.6

ICAO Annex 6, Part II: 2.6.2; 2.6.3

ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3; 6.4.1(c); 6.4

ICAO Annex 6, Part III, Section III: 6.1.2; 6.1.3; 6.2.1(c); 6.4

14 CFR 43.2; 43.7; 43.11; 145.201; 121.369

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

1. INSPECTION RECORD ENTRIES. The person approving or disapproving for return to service an aircraft or aeronautical product after any inspection performed in accordance with Part 8 of these regulations shall make an entry in the continuing airworthiness record of that equipment containing the following information:
2. The type of inspection and a brief description of the extent of the inspection;
3. The date of the inspection and aircraft or aeronautical product total places time in service;
4. The signature, licence number, and type of licence held by the person approving or disapproving for return to service the aircraft or aeronautical product;
5. If the aircraft or aeronautical product is found to be airworthy and approved for return to service, the following or a similarly worded statement: “I certify that this aircraft or aeronautical product has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition”;
6. If the aircraft or aeronautical product is not approved for return to service because of needed maintenance or non-compliance with the applicable specifications, ADs, or other approved data, the following or a similarly worded statement: “I certify that this aircraft or aeronautical product has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (insert date) has been provided for the aircraft owner or operator”; and
7. If an inspection is conducted under an inspection programme provided for in Part 8 of these regulations, an entry identifying the inspection programme and that part of the inspection programme accomplished and containing a statement that the inspection was performed in accordance with the inspections and procedures for that particular programme.
8. LISTING OF DISCREPANCIES. If the person performing any inspection required by Part 8 of these regulations finds that the aircraft is not airworthy or does not meet the applicable type certificate data, ADs, or other approved data upon which its airworthiness depends, that person shall give the owner or operator of the aircraft a signed and dated list of those discrepancies.

ICAO Annex 6, Part I: 8.1.2; 8.1.3

ICAO Annex 6, Part II: 2.6.4; 3.8.5

ICAO Annex 6, Part III, Section II: 6.1.2; 6.1.3

ICAO Annex 6, Part III, Section III: 6.12.; 6.1.3

14 CFR 43.11

MODEL CIVIL AVIATION REGULATIONS

[STATE]

 Part 5 – IMPLEMENTING STANDARDS

Version 2.11

NOVEMBER 2022

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 5.5.1.7 reflects a standard required by 5.5.1.7 of this part.

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## Part 5 – Implementing Standards

#### IS 5.1.1.2(B) Definitions

1. Major Modifications
2. AIRFRAME MAJOR MODIFICATIONS. Major airframe modifications include modifications to the following aircraft parts, or modifications of the following types, when not included in the applicable manufacturer specifications or type certificate data sheet:
	* + 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 mass or empty balance that would result in an increase in the maximum certificated take-off 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, that would affect flutter and vibration characteristics
3. 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 that 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. Installing an accessory that is not approved for the engine
			4. Removing accessories that are listed as required equipment on the aircraft or engine specification
			5. Installing 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
4. PROPELLER MAJOR MODIFICATIONS. Major propeller modifications, when not authorised in the applicable propeller specifications, include:
	* + 1. Changing the blade design
			2. Changing the hub design
			3. Changing the governor or control design
			4. Installing a propeller governor or feathering system
			5. Installing a propeller de-icing system
			6. Installing parts not approved for the propeller
5. APPLIANCE MAJOR MODIFICATIONS. Major appliance modifications are modifications of the basic design not made in accordance with the recommendations of the appliance manufacturer or in accordance with applicable ADs. In addition, major appliance modifications include 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 the ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment.
6. Major Repairs
7. AIRFRAME MAJOR REPAIRS. Major airframe repairs include 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:
	* + 1. Box beams
			2. Monocoque or semi-monocoque 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 that 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. Repairs to damaged areas in a metal- or plywood-stressed covering exceeding 15 cm in any direction
			22. Repairs to portions of skin sheets by making additional seams
			23. Splicing of skin sheets
			24. Repairs to three or more adjacent wing or control surface ribs or to the leading edge of wings and control surfaces between such adjacent ribs
			25. Repairs to 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. Repairs, including rebottoming, to removable or integral fuel tanks and oil tanks
8. POWERPLANT MAJOR REPAIRS. Major powerplant repairs include the following:
	* + 1. Separation of 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, metallising, or other methods
9. PROPELLER MAJOR REPAIRS. Major propeller repairs include the following:
10. Repairing or straightening steel blades
11. Repairing or machining steel hubs
12. Shortening blades
13. Retipping wood propellers
14. Replacing outer laminations on fixed-pitch wood propellers
15. Repairing elongated bolt holes in the hub of fixed-pitch wood propellers
16. Inlay work on wood blades
17. Repairing composition blades
18. Replacing tip fabric
19. Replacing plastic covering
20. Repairing propeller governors
21. Overhauling controllable pitch propellers
22. Repairing deep dents, cuts, scars, nicks, etc., and straightening aluminum blades
23. Repairing or replacing internal elements of blades
24. APPLIANCE MAJOR REPAIRS. Major appliance repairs include the following:
	* + 1. Calibrating and repairing instruments
			2. Calibrating avionics or computer equipment
			3. Rewinding the field coil of an electrical accessory
			4. Completely disassembling complex hydraulic power valves
			5. Overhauling pressure-type carburetors and pressure-type fuel, oil, and hydraulic pumps
25. Preventive maintenance
26. Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:
	* + 1. Removing, installing, and repairing 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 (e.g., cleaning and greasing)
			5. Replacing defective safety wiring or cotter keys
			6. Lubrication not requiring disassembly other than removal of nonstructural 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 the decorative coating of the fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, or cabin or flight deck interior, when the 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 the upholstery and decorative furnishings of the cabin or flight deck, when the repair does not require disassembly of any primary structure or operating system and does not interfere with an operating system or affect any primary structure of the aircraft
			12. Making small, simple repairs to fairings, nonstructural cover plates, and cowlings and small patches and reinforcements not changing the contour in such a way 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 the 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 spark plug gap clearance
			21. Replacing any hose connections except hydraulic connections
			22. Replacing prefabricated fuel lines
			23. Cleaning fuel and oil strainers
			24. Replacing and servicing batteries
			25. Replacing or adjusting nonstructural fasteners incidental to operations
			26. Installing anti-misfuelling devices to reduce the diameter of fuel tank filler openings, provided the aircraft manufacturer has made the specific device a part of the aircraft TC data, 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

14 CFR 43, Appendices A and B

#### IS 5.3.1.5 Issuance of a Standard Certificate of Airworthiness

1. The standard certificate of airworthiness issued by the Authority will be as follows:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **\*** |  | *[STATE OF REGISTRY]* |  | \* |
|  |  | *[ISSUING AUTHORITY]* |  |  |
|  |  | **CERTIFICATE OF AIRWORTHINESS** |  |  |
| 1. Nationality and registration marks: |  | 2. Manufacturer and manufacturer’s designation of aircraft:† |  | 3. Aircraft serial number: |
|  |  |  |  |  |
|  |  |  |  |  |
| ` |  |  |  |  |
|  |  |  |  |  |
| 4. Categories and/or operation:‡ |  |  |
|  |  |  |  |  |
| 5. This certificate of airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and to [APPLICABLE STATE REGULATION] with respect to the above-mentioned aircraft, which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. |
|  |  |  |  |  |
| Date of issue: |  |  | [Signature]: |  |
|  |  |  |  |  |
| 6.§ |

CAA form dated 11/2019

\* For the use of the State of Registry.

† Manufacturer’s designation of aircraft shall contain the aircraft type and model.

‡ This space shall be used to indicate the certification basis (i.e., certification code) with which the particular aircraft complies and/or its permitted operational category (e.g., commercial air transportation, aerial work, private).

§ This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the aircraft is being maintained under a system of continuous inspection.

ICAO Annex 8, Part II, Chapter 3: Figure 1

1. The standard certificate of airworthiness issued by the Authority for RPA will be as follows:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **\*** |  | *[STATE OF REGISTRY]* |  | \* |
|  |  | *[ISSUING AUTHORITY]* |  |  |
|  |  | **CERTIFICATE OF AIRWORTHINESS – RPA** |  |  |
| 1. Nationality and registration marks: |  | 2. Manufacturer and manufacturer’s designation of RPA:† |  | 3. RPA serial number: |
|  |  |  |  |  |
|  |  |  |  |  |
| ` |  |  |  |  |
|  |  |  |  |  |
| 4. RPS type(s) and/or model(s): |  | 1. Link(s) for RPA (C2 Link(s)):‡
 |
|  |  |  |
|  |  |  |
| ` |  |  |  |  |
|  |  |  |  |  |
| 6. Categories of aircraft/operation:§ |
|  |
|  |  |  |  |  |
| 7. This certificate of airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and to [APPROPRIATE AIRWORTHINESS CODE] with respect to the above-mentioned RPA, which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. |
|  |  |  |  |  |
| Date of issue: |  |  | [Signature]: |  |
|  |  |  |  |  |
| 8.§§ |

CAA form dated 11/2022

\* For use of the State of Registry.

† *Manufacturer’s designation of RPA should contain the RPA type and model.*

‡ This space should contain identification of the C2 Link(s) permitted for the command and control of the RPA to comply with the certification code and to operate in accordance with specified operating limitations.

§ This space is normally used to indicate the certification basis, i.e. certification code, with which the particular RPA complies and/or its permitted operational category, e.g. commercial air transportation, aerial work or private.

§§ This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the RPA is being maintained under a system of continuous inspection.

ICAO Annex 8, Part II, Chapter 3: Figure 2

#### IS 5.3.1.6 Issuance of a Special Certificate of Airworthiness

1. The special certificate of airworthiness issued by the Authority will be as follows:

|  |
| --- |
| *[STATE OF REGISTRY]* |
| *[ISSUING AUTHORITY]* |
| **SPECIAL CERTIFICATE OF AIRWORTHINESS** |
| Category/designation: |
| Purpose: |
| Manufacturer: | Name: |
| Address: |
| Flight: | From: |
| To: |
| Registration number: | Serial number: |
| Builder: | Model: |
| Date of issuance: | Date of expiry: |
| Operating limitations dated [dd/mm/yyyy] are part of this certificate |
| Signature of CAA representative: | Designation or office number: |
| Any alteration, reproduction, or misuse of this certificate may be punishable as specified in Part 1 of the aviation regulations. This certificate shall be displayed in the aircraft in accordance with Part 8 of the aviation regulations. |
| CAA form number: | *See Reverse Side* |
| *Front of form* |

|  |
| --- |
| This special certificate of airworthiness is issued under the authority of the Civil Aviation Safety Act (the Act), as amended, and Part 5 of the aviation regulations. |
| This special certificate of airworthiness authorises the manufacturer named on the reverse side to conduct production flight tests, and only production flight tests, of aircraft registered in its name. No person may conduct production flight tests: (1) carrying persons or property for remuneration or hire, and/or (2) carrying persons not essential for the purpose of the flight.  |
| This special certificate of airworthiness authorises the flight specified on the reverse side for the sole purpose shown in the purpose block. |
| This special certificate of airworthiness certifies that as of the date of issuance, the aircraft to which it is issued has been inspected and found to meet the applicable aviation regulations. The aircraft does not meet the requirements of the applicable and comprehensive detailed airworthiness code as provided by Annex 8 of the Convention on International Civil Aviation. No person may operate the aircraft described on the reverse side (1) except in accordance with the applicable aviation regulations and in accordance with terms, conditions, and limitations that may be prescribed by the Authority as part of this certificate or (2) over any foreign country without the permission of that country. |
| Unless sooner surrendered, suspended, or revoked, this special certificate of airworthiness is effective for the duration and under the conditions prescribed in the regulatory requirements. |
| *Back of form* |

CAA form dated 11/2019

FAA Order 8130.2J

#### IS 5.5.1.7 Performance Rules: Inspections

1. 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.
2. Each person performing an annual or 100-hour inspection shall inspect, where applicable, the following components:
3. Fuselage and hull group:
	* + 1. Fabric and skin – for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings
			2. Systems and components – for improper installation, apparent defects, and unsatisfactory operation
4. Cabin and flight deck group:
	* + 1. Generally – for uncleanness and loose equipment that might foul the controls
			2. Seats and safety belts – for poor condition and apparent defects
			3. Windows and windshields – for deterioration and breakage
			4. Instruments – for poor condition, mounting, marking, and (where practicable) for improper operation
			5. Flight and engine controls – for improper installation and improper operation
			6. Batteries – for improper installation and improper charge
			7. All systems – for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment
5. Engine and nacelle group:
	* + 1. Engine section – for visual evidence of excessive oil, fuel, or hydraulic leaks, and for the sources of such leaks
			2. Studs and nuts – for improper torqueing and obvious defects
			3. 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
			4. Engine mount – for cracks, looseness of mounting, and looseness of engine to mount
			5. Flexible vibration dampeners – for poor condition and deterioration
			6. Engine controls – for defects, improper travel, and improper safetying
			7. Lines, hoses, and clamps – for leaks, improper condition, and looseness
			8. Exhaust stacks – for cracks, defects, and improper attachment
			9. Accessories – for apparent defects in security of mounting
			10. All systems – for improper installation, poor general condition, defects, and insecure attachment
			11. Cowling – for cracks and defects
6. Landing gear group:
	* + 1. All units – for poor condition and insecurity of attachment
			2. Shock absorbing devices – for improper oleo fluid level
			3. Linkage, trusses, and members – for undue or excessive wear, fatigue, and distortion
			4. Retracting and locking mechanism – for improper operation
			5. Hydraulic lines – for leakage
			6. Electrical system – for chafing and improper operation of switches
			7. Wheels – for cracks, defects, and condition of bearings
			8. Tires – for wear and cuts
			9. Brakes – for improper adjustment
			10. Floats and skis – for insecure attachment and obvious or apparent defects
7. Wing and centre section assembly for:
	* + 1. Poor general condition
			2. Fabric or skin deterioration
			3. Distortion
			4. Evidence of failure
			5. Insecurity of attachment
8. Complete empennage assembly for:
	* + 1. Poor general condition
			2. Fabric or skin deterioration
			3. Distortion
			4. Evidence of failure
			5. Insecure attachment
			6. Improper component installation
			7. Improper component operation
9. Propeller group:
	* + 1. Propeller assembly – for cracks, nicks, binds, and oil leakage
			2. Bolts – for improper torqueing and lack of safety
			3. Anti-icing devices – for improper operations and obvious defects
			4. Control mechanisms – for improper operation, insecure mounting, and restricted travel
10. Avionics/instruments group:
	* + 1. Avionics/instrument equipment – for improper installation and insecure mounting
			2. Wiring and conduits – for improper routing, insecure mounting, and obvious defects
			3. Bonding and shielding – for improper installation and poor condition
			4. Antenna, including trailing antenna – for poor condition, insecure mounting, and improper operation
11. Electronic/electrical group:
	* + 1. Wiring and conduits – for improper routing, insecure mounting, and obvious defects
			2. Bonding and shielding – for improper installation and poor condition
12. Each installed miscellaneous item that is not otherwise covered by this listing and/or has instructions for continuing airworthiness – for improper installation and improper operation

14 CFR 43, Appendix D

#### IS 5.6.1.1(B) Recording of Major Repairs and Modifications

1. Each person performing a major repair or major modification shall:
2. Execute the appropriate form prescribed by the Authority at least in duplicate;
3. Give a signed copy of that form to the aircraft owner/operator; and
4. 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.

Note: Some States have an electronic system for recording major repairs and modifications. This IS is written presuming the State will use a hard copy form in duplicate. If an electronic system is used, the items here are recommended for inclusion in the system.

1. For major repairs made in accordance with a manual or specifications acceptable to the Authority, an AMO may, in place of the requirements of IS 5.6.1.1(B)(a):
2. Use the customer’s work order upon which the repair is recorded;
3. Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least 1 year from the date of approval for return to service of the aeronautical product;
4. Give the aircraft owner an approval for return to service signed by an authorised representative of the AMO and incorporate the following information:
	* + 1. The identity of the aeronautical product;
			2. If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area;
			3. If an aeronautical product, the manufacturer’s name, the name of the part, the model, and the serial numbers (if any); and
5. Include the following or a similarly worded statement:

|  |
| --- |
| The aircraft or aeronautical product identified above was repaired, overhauled, and inspected in accordance with currently effective, applicable instructions of the State of Design and in accordance with the regulatory requirements of the Authority and is approved for return to service.Pertinent details of the repair are on file at this maintenance organisation. |
| Order no.: |  | Date: |  |
|  |  |  |  |
| Signed: |  |  |
|  | *(Signature of authorised representative)* |  |
|  |  |  |
| *(Facility name)* |  | *(AMO certificate number)* |
|  |  |  |  |
|  | *(Address)* |  |  |
|  |  |  |  |
|  |  |  |  |

CAA form dated 11/2019

 14 CFR 43, Appendix B

1. The following sample form may be used to record major repairs and major modifications:

|  |  |
| --- | --- |
| **MAJOR REPAIR AND MODIFICATION OF AN AERONAUTICAL PRODUCT** | [STATE] |
|  | For CAA Use Only |
|  | Office Identification |
| INSTRUCTIONS: Print or type all entries. See paragraph 5.6.1.1(b) and IS 5.6.1.1(B) of the regulatory requirements for instructions and disposition of this form. |
| **1. Aircraft** | Make: | Model: |
|  | Serial number: | Nationality and registration marks: |
| **2. Owner** | Name (as shown on certificate of aircraft registration): | Address (as shown on certificate of aircraft registration): |
| **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: |  |  |  |  |
|  | Manufacturer: |  |  |  |  |
| **6. Conformity Statement** |
| A. Organisation Name and Address | B. Type of Licence/Organisation | C. Certificate/Licence Number |
|  | [ ]  Licensed (AMT) [ ]  A [ ]  P or [ ]  A/P | (For an AMO, include the appropriate ratings issued for the major repair or modification) |
|  | [ ]  AMO  |  |
| 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 Part 5 of the aviation regulations and that the information furnished herein is true and correct to the best of my knowledge. |
| Date: | Signature of authorised individual: |
| **7. Approval for Return to Service** |
| Pursuant to the authority given persons specified below, the unit(s) identified in item 4 were inspected in the manner prescribed by the Director of Civil Aviation and are [ ]  APPROVED [ ]  REJECTED |
| BY | [ ]  CAA inspector | [ ]  Inspection authorisation |  | Other (specify): |
|  | [ ]  Maintenance organisation | [ ]  Other |  |  |
| Date of approval or rejection: | Certificate or designation number: | Signature of authorised individual: |

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|  |
| --- |
| **NOTICE**Mass and balance or operating limitation changes shall be entered in the appropriate aircraft record. A modification shall be compatible with all previous modifications to assure continuing conformity with the applicable airworthiness requirements. |
| **8. Description of Work Accomplished**(If more space is required, attach additional sheets. Identify each page with the aircraft nationality and registration marks and the date the work was completed.) |

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**Instructions for Completion of**

**Major Repair and Modification of an Aeronautical Product Form**

**Item 1 – Aircraft.** Theinformation to complete the make, model, and serial number blocks will be found on the aircraft manufacturer’s identification plate. The nationality and registration mark is the same as shown on the certificate of aircraft registration.

**Item 2 – Owner.** Enter the aircraft owner’s complete name and address as shown on the certificate of aircraft registration.

Note: When a major repair or modification is made to a spare part or an appliance, items 1 and 2 will be left blank, and the original and duplicate copies of the form will remain with the part until such time as it is installed on an aircraft. The person installing the part will then enter the required information in blocks 1 and 2, give the original of the form to the aircraft owner/operator, and forward the duplicate copy to the Authority within 48 hours after the work is inspected.

**Item 3 – For Authority Use Only.** Approval may be indicated in item 3 when the Authority determines that data to be used in performing a major modification or a major repair complies with accepted industry practices and all applicable aviation regulations. Approval is indicated by one of the following methods:

1. Approval by examination of data only – one aircraft only: “The data identified herein complies with the applicable airworthiness requirements and is approved for the above-described aircraft, subject to conformity inspection by a person authorised in 5.5.1.5 of the aviation regulations.”
2. Approval by physical inspection, demonstration, testing, etc., of the data and aircraft – one aircraft only: “The modification or repair identified herein complies with the applicable airworthiness requirements and is approved for the above-described aircraft, subject to conformity inspection by a person authorised in 5.5.1.5 of the aviation regulations.”
3. Approval by examination of data only – duplication on identical aircraft: “The modification identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and modified configuration by the original modifier.”
4. A signature in item 3 indicates approval of the data described in that section for use in accomplishing the work described under item 8, “Description of the Work Accomplished.” This signature does not indicate CAA approval of the work described under item 8 for return to service.

**Item 4 – Unit Identification.** The blocks under item 4 are used to identify the airframe, powerplant, propeller, or appliance repaired or modified. It is only necessary to complete the blocks for the unit repaired or modified.

**Item 5 – Type.** Enter a check mark in the appropriate column to indicate if the unit was repaired or modified.

**Item 6 – Conformity Statement:**

1. A – Organisation Name and Address. Enter the name of the AMT or AMO accomplishing the repair or modification. AMTs shall enter their name and permanent mailing address. AMOs shall enter the name and address under which they do business.
2. B – Type of Licence/Organisation. Check the appropriate box to indicate the type of licence or the organisation that performed the work.
3. C – Certificate/Licence Number. AMTs shall enter their AMT licence number in this block. AMOs shall enter their AMO certificate number and the rating or ratings under which the work was performed. Manufacturers shall enter their type production or STC number. Manufacturers of TSO appliances modifying these appliances shall enter the TSO number of the appliance modified.
4. D – Compliance Statement. This space is used to certify that the repair or modification was made in accordance with Part 5 of the aviation regulations. When work was performed or supervised by a licensed AMT not employed by an AMO, the AMT shall enter the date that the repair or modification was completed and shall sign the AMTs full name. AMOs are permitted to authorise persons in their employ to date and sign this compliance statement.
5. A signature in item 6 is a certification by the person performing the work that the work was accomplished in accordance with applicable CAA and CAA-approved data. The certification is only applicable to that work described under item 8. This signature does not indicate CAA approval of the work described under item 8 for return to service.

**Item 7 – Approval for Return to Service.** Part 5 of the aviation regulations establishes the conditions under which major repairs and modifications to aeronautical products may be approved for return to service. This portion of the form is used to indicate approval or rejection of the repair or modification of the unit involved and to identify the person or agency making the airworthiness inspection. Check the approved or rejected box to indicate the finding. Additionally, check the appropriate box to indicate who made the finding. Use the box labelled “other” to indicate a finding by a person other than those listed. Enter the date the finding was made. The authorised person who made the finding shall sign the form and enter the appropriate certificate or designation number.

1. Previously Approved Data. The forms shall be completed as instructed, ensuring that item 7 is completed as noted above.
2. Non-previously Approved Data. The form shall be completed as instructed, leaving item 7 blank, and both copies of the form shall be sent to the Authority with supporting data. When the Authority determines that the major repair or modification data complies with the applicable regulations and is in conformity with accepted industry practices, data approval will be recorded by entering an appropriate statement in item 3. Both forms and supporting data will be returned to the applicant, who shall complete item 7. The applicant shall give the original of the form, with its supporting data, to the aircraft owner or operator and shall return the duplicate copy to the Authority for inclusion in the aircraft records at its Aircraft Registry.
3. A signature in item 7 does not signify CAA approval unless the box to the left of “CAA Inspector” has been checked. The other persons listed in item 7 are authorised to approve for return to service if the repair or modification is accomplished using CAA-approved data, performed in accordance with Part 5 of the aviation regulations, and found to conform.

**Item 8 – Description of Work Accomplished.** A clear, concise, and legible statement describing the work accomplished shall be entered in item 8 on the reverse side of the form. It is important that the location of the repair or modification, relative to the aircraft or component, be described. The approved data used as the basis for approving the major repair or modification for the return to service shall be identified and described in this area.

1. For example, if a repair was made to a buckled spar, the description entered in this item might begin by stating, “Removed wing from aircraft and removed skin from outer 1.83 m. Repaired buckled spar 1.25 m from the tip in accordance with…” and continue with a description of the repair. The description shall refer to applicable regulations and approved data used to substantiate the airworthiness of the repair or modification. If the repair or modification is subject to being covered by skin or other structures, a statement shall be made certifying that an in-process inspection was made and that covered areas were found satisfactory.
2. Data used as a basis for approving major repairs or modifications for return to service shall be approved prior to its use for that purpose and includes: ADs, ACs under certain circumstances, TSO parts manufacturing approval, Approved Manufacturer’s instructions, kits and service handbooks, type certificate data sheets, and aircraft specifications. Supporting data such as stress analyses, test reports, sketches, or photographs shall be submitted on the form. The Authority will return this supporting data to the applicant.
3. If additional space is needed to describe the repair or modification, sheets shall be attached bearing the aircraft nationality and registration mark and the date the work was completed.
4. Showing mass and balance computations under item 8 is not required; however, it may be done. In all cases where mass and balance of the aircraft are affected, the changes shall be entered in the aircraft mass and balance records with the date, a signature, and a reference to the Major Repair and Modification form that describes the work that required the changes.

Note: The Major Repair and Modification form is not authorised for use on other than [STATE]-registered aircraft. If a foreign civil aviation authority requests the form as a record of work performed, it may be provided.

FAA AC 43.9-1