

 <p>NCAA NAMIBIA CIVIL AVIATION AUTHORITY</p>	<p>REPUBLIC OF NAMIBIA</p> <p>NAMIBIA CIVIL AVIATION AUTHORITY</p> <p>AERONAUTICAL INFORMATION CIRCULAR</p>	<p>Executive Director Namibia Civil Aviation Authority Private Bag 12003 Ausspannplatz WINDHOEK</p>
<p>Tel: +264 61 702082/2203 Fax +264 61 702088</p> <p>e-mail: ai@ncaa.na</p>		<p>AIC Series A 18/24 05 March 2024</p>

AIRWORTHINESS

MAINTENANCE

MAINTENANCE ON AIRCRAFT OF A MAXIMUM CERTIFIED MASS OF 5 700 KG AND LESS

1. Notwithstanding anything to the contrary contained in Part 43 of the NAMCARs (2020) as amended, the Executive Director has approved that, subject to the provisions of this Circular, a licensed pilot, other than a student pilot, may do emergency/en-route maintenance, as defined below, on any aircraft of a maximum certificated mass of 5 700 kg or less for which his pilot licence is rated and which he owns or operates.
2. In doing such maintenance the pilot shall ensure that any work done is correctly recorded in the aircrafts flight folio, appending his signature, licence number and date.

NOTE:

Unless he is the holder of an appropriately rated aircraft maintenance engineer's licence, he shall on no account sign an aircraft logbook in the column intended for the signature of the holder(s) of licences of aircraft maintenance engineers or aircraft maintenance organisations.

3. Emergency en-route maintenance comprises the following provided that only approved materials, parts and components are used:
 - 3.1. changing tyres and tubes and repairing punctures;
 - 3.2. servicing landing gear shock struts by adding air, oil or both;
 - 3.3. replacing defective locking wire and split pins;
 - 3.4. replenishing hydraulic fluid in the hydraulic fluid reservoir;
 - 3.5. small simpler repairs to fairings, non-structural cover plates and cowlings by means of stop drilling cracks and fitting small patches or reinforcements which will not change contours or interfere with proper airflow;
 - 3.6. replacing side windows where such work does not interfere with structure or any system;
 - 3.7. replacing safety belts;
 - 3.8. replacing seats or seat parts where such work does not involve any removal, dismantling or interference with a primary structure or system;
 - 3.9. replacing prefabricated fuel and oil lines;

- 3.10. replacing any electrical bulb, reflector, lens or fuse of navigation and landing lights;
 - 3.11. replacing or cleaning park plugs and setting spark plug gaps;
 - 3.12. cleaning fuel and oil strainers;
 - 3.13. replacing batteries and checking fluid level and specific gravity;
 - 3.14. replacing tailwheels and tailwheel springs;
 - 3.15. changing engine oil;
 - 3.16. removing and installing such dual controls as are designed for easy removal and installation; and
 - 3.17. replacing equipment listed in NAM-CAT-GMR 43.02.2, 2001 as amended, by others of the same type which have such markings as may be indicated in the appropriate owners or flight manual.
4. Whenever it is necessary to do maintenance of this nature, owners and operators of aircraft are urged to notify the AME of AMO's who are normally responsible for the maintenance of their aircraft, to assist in:
- 4.1. supplying parts if required;
 - 4.2. supplying maintenance publications where required; and
 - 4.3. giving technical advice.
5. Entries in the flight folio of the aircraft after such maintenance have been carried out should make mention of the following:
- 5.1. maintenance publications referred to
 - 5.2. parts replaced (serial where applicable)
 - 5.3. parts repaired and
 - 5.4. tests carried out (if applicable)

NOTE:

Certification by entering date, signature and licence number.