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SUBPART 1 GENERAL

Applicability

44.01.1 (1) This Part applies to -

- (a) the maintenance and the release to service after maintenance of -
 - (i) non -type certificated aircraft specified in regulation 24.01.1 and registered in Namibia;
 - (ii) aircraft components to be fitted to such aircraft;
 - (iii) instruments and equipment that subject to other applicable regulations, are fitted to such aircraft; and
- (b) the annual, periodic and mandatory inspection of the aircraft referred to in paragraph (a).

(2) The provisions of regulations 44.01.3 to 44.01.7, inclusive, do not apply to non-type certified aircraft that have been exempted in terms of Part 94.

Falsification, reproduction or alteration of maintenance documents

44.01.2 A person may not make or cause to be made -

- (a) any fraudulent or false entry in any record which is required to be made, kept or used to show compliance with any requirements prescribed in this Part.

any reproduction or alteration for fraudulent purposes, of any record or report made in terms of the provisions of this Part.

Logbooks

44.01.3 (1) Subject to the provisions of subregulation (2), the registered owner or operator of a Namibian registered non-type certificated aircraft or a contracted AMO must keep the following logbooks in respect of the aircraft and other specified equipment for the purpose of recording in that logbook the maintenance history of the equipment to which each relates:

- (a) a single approved aircraft logbook which may also be used as the engine, propeller and airframe logbook; or
- (b) an approved logbook for
 - (i) the aircraft airframe;
 - (ii) the engine, one logbook per engine;
 - (iii) the propeller, one logbook per propeller, but in the case of a fixed pitch propeller, the airframe logbook may be used as the propeller logbook.

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(2) In the event that the current logbooks being used in respect of the aircraft are those specified in subregulation (1)(b), then the owner or operator of the aircraft must continue to use the same logbooks.

(3) The owner or operator of an aircraft must –

(a) ensure that logbooks are not kept in the aircraft, except where regulation 44.01.4(3) applies; and

(b) keep logbooks, or ensure that logbooks are kept, in a safe place.

(4) Every logbook that is to be kept and maintained in terms of these regulations must be made available to an authorised officer, inspector or authorised person at all times for inspection.

(5) For an aircraft with an approved separate system as specified in its accepted maintenance schedule, the logbook must, for the purposes of component and major repair tracking, refer to that system and must meet the requirements specified in the technical standards for logbooks.

(6) The format for logbooks must be as set out in Document NAM-CATS- MRNTCA.

Preservation of logbooks

44.01.4 (1) The owner or operator of an aircraft or a contracted AMO must preserve the logbooks required to be kept in accordance with regulation 44.01.3 for a period of not less than six months from the date of destruction of the airframe, engine or propeller for which they were kept, but the Executive Director or the designated organisation, as the case may be, may specify a longer period in respect of the logbooks of an aircraft, its engine or propeller involved in an accident or incident.

(2) A logbook must, preferably, not be carried in the aircraft to which it relates.

(3) In the case where -

(a) the provisions of subregulation (4) apply; or

(b) a logbook is needed for maintenance purposes and no other means of forwarding such logbook is reasonably available,

the logbook may be carried in the relevant aircraft.

(4) When an aircraft is exported and the logbook is transported with the aircraft, the exporter or the responsible aviation maintenance organisation, as the case may be, must retain -

(a) a copy of the last major overhaul and repairs performed; and

(b) copies of the defects rectification for the last six months prior to export.

Entries in logbooks

44.01.5 (1) The following persons must make and sign for the entries in the logbooks required to be kept in accordance with regulation 43.01.3(1) -

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- (a) the holder of an appropriately rated aircraft maintenance engineer licence;
- (b) a person holding a valid authorisation given by an organisation holding an AMO approval;
- (c) an appropriately rated approved person; or
- (d) a person approved for the purpose by the Executive Director.

(2) The pilot-in-command of an aircraft must enter into the logbook and sign for any matters that could not have come to the notice of the persons referred to in subregulation (1).

(3) Any person having possession of, custody of, or control over, any record kept for the purpose of compiling a logbook entry or where reference is made to a record system other than the logbook, must produce the record when called upon to do so in the event of any inspection or investigation by an authorised officer, inspector or authorised person.

(4) Entries in logbooks must contain all the information and particulars provided for in the logbook.

(5) If a correction is made to entries in a logbook, the correction must be made in such a way that the original entry still remains legible.

(6) The use of a correction method or any other method which could obscure the original entry is prohibited

Entries of special significance

44.01.6 When **repairs** to an aircraft, aircraft engine or component or fixed or removable equipment were required in consequence either of-

- (a) damage caused by a forced or hard landing; or
- (b) defects that occasioned a forced or hard landing,

the entry or entries made in the relevant logbook or logbooks in respect of such repairs must state that they were so required and must identify the forced or hard landing in question.

Maintenance of logbooks

44.01.7 The owner or operator of an aircraft or a contracted AMO must keep up to date and maintain in a legible and permanent manner and in accordance with the -

- (a) "Instructions for use" in the logbook; and
- (b) standards set out in Document NAM-CATS-MR-NTCA,

the logbooks referred to in regulation 44.01.3.

Loss of logbooks

44.01.8 If a logbook that is currently in use for an aircraft is lost, the registered owner of the aircraft must -

- (a) forthwith report the loss to the Executive Director or the designated organisation, as the case may be; and
- (b) make a written request to the Executive Director or the designated organisation, as the case may be, to open a substitute logbook and the request must be accompanied by an affidavit which includes -
 - (i) information on the last available logbook entries as signed by -
 - (aa) the holder of an appropriately rated aircraft maintenance engineer licence;
 - (bb) a person holding a valid authorisation given by an organisation holding an AMO approval; or
 - (cc) a person approved for the purpose by the Executive Director;
 - (ii) details of the circumstances of the loss; and
 - (iii) the appropriate data for the purpose of reconstructing the logbook.
- (2) If the Executive Director or the designated organisation, as the case may be, approves the opening of a substitute logbook, the relevant authorisation must be made a permanent part of that logbook.
- (3) The procedure to be followed for the opening of a substitute logbook is set out in NAM-CATS-MR-NTCA.
- (4) If a logbook has been lost, the authority to fly relating to the aircraft is considered invalid until such time that all the requirements for the opening of a substitute logbook have been met.

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**SUBPART 2
MAINTENANCE****Persons to carry out maintenance**

44.02.1 (1) A person may not carry out maintenance on an amateur built aircraft or a production-built non-type certificated aircraft or any component of that aircraft, unless that person -

- (a) is appropriately rated and approved on type by the Executive Director or the designated organisation, as the case may be, to carry out maintenance;
- (b) carries out the maintenance under the supervision of a person authorised by the Executive Director or by the designated organisation, in which case the person referred to in paragraph (a) must perform a dual check of the maintenance carried out;
- (c) is the owner of the aircraft provided that an appropriately rated AMO, AME or approved person performs a dual check on the maintenance which was carried out by the owner;
- (d) is -
 - (i) the holder of an appropriately rated aircraft maintenance engineer licence;
 - (ii) a person holding a valid authorisation given by an organisation holding an AMO approval;
 - (iii) an appropriately rated approved person.

(2) A component or a part intended to be used on non-type certificated aircraft may be fabricated by a person or organisation not licensed or approved in terms of Part 66 or Part 145.

(3) The owner or operator of the aircraft referred to in subregulation (2) must provide the Executive Director or the designated organisation designated, as the case may be, with evidence that the component or part meets the minimum specification for the component or part as specified by the Original Equipment Manufacturer.

(4) An appropriately rated person referred to in subregulation (1)(d) must sign off the component or part referred to in subregulation (3) in the appropriate logbook.

Carrying out of maintenance

44.02.2 (1) Any person who carries out maintenance on an aircraft or an aircraft component must -

- (a) have available adequate accommodation and facilities for the necessary disassembly, proper inspection and re-assembly of the aircraft or aircraft component and be familiar with the maintenance actions required for the continued airworthiness of the aircraft or component;
- (b) use methods, techniques and practices which are -

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- (i) specified in the current manufacturer's maintenance manual or in any instructions for safe operation and continued airworthiness issued for the aircraft or component;
 - (ii) in accordance with the approved maintenance programme, including the maintenance schedule for the aircraft;
 - (iii) in accordance with Document NAM-CATS-MR-NTCA; or
 - (iv) equivalent to the methods, techniques, and practices that are approved by the State of Design and acceptable to the Executive Director;
- (c) use the tools, equipment and test apparatus necessary to ensure that the maintenance is carried out in accordance with the appropriate manufacturer's requirements or standard practices approved by the Executive Director;
- (d) use the tools, equipment, and test equipment necessary to ensure completion of the work in accordance with paragraph (b);
- (e) use the test equipment recommended by the manufacturer or equivalent test equipment that provides the same capability for the person conducting the test to ensure that the component being tested is in an airworthy condition;
- (f) if specified in the maintenance procedures, use the special test equipment recommended by the manufacturer or equivalent test equipment that is acceptable to the Executive Director;
- (g) perform the maintenance so as to ensure that the aircraft or component meets every applicable airworthiness requirement;
- (h) on completion of the maintenance, ensure that the condition of the aircraft or aircraft component is satisfactory for release to service and is at least equal to its original or properly modified condition with regard to -
- (i) aerodynamic function;
 - (ii) structural strength;
 - (iii) resistance to vibration and deterioration; and
 - (iv) other qualities affecting airworthiness; and
- (i) on completion of the maintenance, ensure that the aircraft or component complies with the applicable certification requirements for aircraft noise and engine emission.
- (2) A person who carries out maintenance on an aircraft or an aircraft component may not perform the maintenance unless he or she has been relieved from the performance of maintenance on an aircraft or component for -
- (a) a period of at least 12 consecutive hours in the 24-hour period immediately before the maintenance is performed; and

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(b) at least 24 consecutive hours during any seven consecutive days' period.

(3) Despite subregulation (2), a person who carries out maintenance on an aircraft or an aircraft component may in situations involving unscheduled aircraft unserviceability, perform maintenance functions for aircraft and continue to be on duty for –

(a) up to 16 consecutive hours; or

(b) 20 hours in 24 consecutive hours,

but must have a mandatory rest period of 10 hours following the unscheduled duty periods.

(4) If maintenance is carried out on an aircraft operated under an operating certificate, the person who carries out maintenance on the aircraft or aircraft component must carry out such maintenance in accordance with the operator's approved maintenance schedule whose format and requirements must be as set out in Document NAM-CATS-MR - NTCA.

(5) For an aircraft on lease, the operator of the aircraft must provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance control manual acceptable to the Executive Director.

(6) For an aircraft on lease, the operator must provide the Executive Director with a copy of the operator's maintenance control manual, together with all amendments or revisions to it and must incorporate in it such mandatory material as the Executive Director may require.

Rectification of unsatisfactory items

44.02.3 (1) If during any maintenance or at any other time any part, product, component, equipment or item is -

(a) found to be unserviceable; or

(b) unlikely to remain serviceable under normal operating conditions during the period preceding the next inspection,

the person who is carrying out the maintenance on an aircraft or an aircraft component, equipment or item must take such rectification action as considered necessary to ensure the continued serviceability of the part, component or item or its replacement with a serviceable part, component or item prior to releasing the aircraft to service.

(2) The person who is carrying out the maintenance on an aircraft or an aircraft component, equipment or item must –

(a) transfer any deferred defects from the flight folio onto a work sheet; and

(b) ensure that any maintenance carried out to restore the serviceability of any part, component, equipment or item is -

(i) clearly recorded in the relevant logbook or other approved recording system; and

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- (ii) certified by an appropriately rated licence holder or an AMO approval holder prior to releasing the aircraft to service.

(3) The person who certifies an entry as required by subregulation (2)(b)(ii) must further certify in the relevant flight folio that the deferred defect has been rectified, and he or she must date and sign the entry accordingly.

(4) In the case where an unsatisfactory item cannot be rectified -

- (a) an approved aircraft maintenance organisation, appropriately rated in accordance with Part 145;
- (b) an appropriately rated aircraft maintenance engineer; or
- (c) a person approved by the Executive Director for that purpose,

must make an entry into the relevant logbook, stating any limits to the serviceability of the aircraft.

Annual inspections

44.02.4 (1) The owner or operator of a non-type certificated aircraft specified in regulation 24.01.1(1) and classified in regulation 24.01.1(2) (a) to (g) must ensure that the aircraft undergoes an annual inspection no later than 12 months since the previous annual inspection or an inspection equivalent to an annual inspection, was carried out.

(2) The items to be inspected as part of an annual inspection are those listed in Document NAM-CATS-MR-NTCA for the particular type of aircraft, and must be incorporated in the approved maintenance schedule for the aircraft.

(3) The person by whom, or under whose required supervision, the annual inspection was carried out must record the annual inspection in the aircraft logbook and certify that he or she or it has carried out the annual inspection.

(4) The owner or operator of the aircraft in respect of which an annual inspection is carried in terms of this regulation must, within 30 days from the day that the annual inspection is completed -

- (a) complete the annual inspection form or ensure that the annual inspection form is completed as set out in Document NAM-CATS-MR-NTCA; and
- (b) forward the completed form referred to in paragraph (a), together with the fee prescribed in Part 187, to the Executive Director or the designated organisation, as the case may be.

(5) An appropriately rated approved person who may not be the owner or operator of the aircraft, even if the owner or operator is also an appropriately rated approved person, must carry out the inspection referred to in regulation 24.03.2(5)(d)

- (a) prior to the issue of a proving flight authority; and
- (b) prior to the issue or re-issuing of an authority to fly, of an amateur-built or production-built aircraft.

Periodic and other inspections

44.02.5 (1) In addition to the annual inspection referred to in regulation 44.02.4, the Executive Director may, by way of an airworthiness directive issued under section 38(3) of the Act, on his or her own accord or on request by a designated organisation, direct that additional periodic inspections be carried out in respect of a non-type certificated aircraft depending on the type of aircraft and its intended use.

(2) A schedule, reflecting the periodic inspections required in terms of subregulation (1), must be incorporated into the accepted maintenance schedule referred to in regulation 44.04.1 or regulation 44.04.2, as applicable.

(3) In addition to the periodic inspections referred to in subregulation (1), the Executive Director may, by way of an airworthiness directive issued under section 38(3) of the Act on his or her own accord or on request by a designated organisation, direct that any additional inspection be carried out in respect of a non-type certificated aircraft if considered necessary in the interest of safety.

Mandatory maintenance and inspections

44.02.6 Every special inspection and modification directed by the Executive Director on his or her own accord or on request by the designated organisation, to detect and correct an unsafe condition of a non-type certificated aircraft must be considered as mandatory.

Inspection requirements

44.02.7 (1) Any person who carries out an inspection must -

- (a) carry out the inspection so as to determine that the aircraft or aircraft component under inspection complies with all appropriate airworthiness requirements prescribed in Part 24; and
- (b) if carrying out an annual inspection or mandatory or periodic inspection, use a checklist, which includes the scope and detail of the tests and inspections, set out in Document NAM-CATS-MR-NTCA.

(2) Any person performing an inspection required on a rotorcraft must inspect the following systems in accordance with the maintenance manual or instructions for continued airworthiness of the manufacturer concerned:

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

Mass and balance

44.02.8 (1) Except with the written permission of the Executive Director or designated organisation, as the case may be, a person may not operate any Namibian registered aircraft unless the aircraft's -

- (a) current empty mass has been established by means of a mass meter;
- (b) centre of gravity has been computed, within the preceding five years as

specified in Document NAM-CATS-MR-NTCA.

(2) The empty mass and centre of gravity of an aircraft, which must be determined in accordance with subregulation (4), must be determined before any authority to fly or proving flight authority is issued by the Executive Director or the designated organisation, as the case may be.

(3) Whenever alterations are made which could influence an aircraft's empty mass or its centre of gravity, the mass and balance data must be altered accordingly.

(4) An aircraft's empty mass must be established by means of -

- (a) computation; or
- (b) a mass meter by an appropriately approved aircraft maintenance organisation or a person authorised to do so by the Executive Director, after which the aircraft's new centre of gravity must be computed.

(5) Only an appropriately rated AMO, AME or approved person may sign for the mass and centre of gravity data which must be in the appropriate form set out Document NAM-CATS-MR-NTCA.

(6) The person who was responsible for establishing the mass and the computing of the centre of gravity of the aircraft must make an appropriate entry in the airframe logbook of the aircraft concerned.

Modifications and repairs

44.02.9 (1) A person may not carry out any modifications or repairs, including changes to equipment or the installation of the equipment which affect, or are likely to affect, the -

- (a) serviceability of the aircraft; or
- (b) safety of its occupants or any other persons or property, other than in compliance with the provisions of this Part.

(2) In the case of -

- (a) a minor modification or repair to -

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- (i) an amateur built aircraft, a notification of the modification or repair must be submitted to the Executive Director or the designated organisation, as the case may be, once the modification or repair has been performed;
 - (ii) a production built aircraft, a notification of the modification or repair must be submitted to the Executive Director or the designated organisation, as the case may be, within 30 days of the modification or repair being performed, and all subsequent modifications or repairs must be treated as an amendment to the build standard;
- (b) a major modification or a major repair to amateur built or production built aircraft, an application for the approval of the modification or repair and authority to fly, as set out in Document NAM-CATS- MR-NTCA, must be submitted to the Executive Director or the designated organisation , as the case may be, before the modification or repair is performed.
- (3) The application referred to in subregulation (2)(b) must be accompanied by the appropriate fee as prescribed in Part 187.
- (4) The person who carries out modifications or repairs to an aircraft must enter or cause to be entered all approved modifications or repairs into the appropriate logbook.
- (5) An appropriately rated AMO, AME or approved person must sign in the appropriate logbook that all procedures, as stated in the application for modification or repair, were adhered to and that he or she is satisfied with the quality of the work which was carried out.

Test flights

44.02.10 (1) After any major modification or major repair to an aircraft which may affect the flight characteristics, serviceability or safety, test flights, if required by the Executive Director or the designated organisation, as the case may be, must be carried out in the aircraft under such conditions and in the manner as set out in Document NAM-CATS-MR-NTCA.

(2) No person, other than essential crew members, including those persons assigned to carry out in-flight inspections, may be carried on board an aircraft undergoing a test flight.

Overhaul, repair and substitution of major components

44.02.11 (1) The owner or operator of an aircraft or a contracted AMO must ensure that the overhaul of a Class I or Class II product and repairs to the primary structure of an aircraft, its engine or propeller is undertaken and signed out for by an appropriately rated AMO, AME or approved person.

(2) The procedure for the reissuing of a proving flight authority or authority to fly that is deemed to be suspended when an aircraft is involved in an accident that renders one or more Class I products defective is set out in Document NAM-CATS -MR-NTCA.

(3) Where the manufacturer's instruction or recommendation for the frequency of overhaul of an aircraft's components or equipment has not been complied with, such components or equipment must be overhauled as and when their condition show that it is necessary to keep the aircraft serviceable.

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(4) In the case of an aircraft operated in terms of Part 94, a component or part may be fitted to an aircraft for which traceable records are not available, except that it is the responsibility of the appropriately rated AMO, AME or approved person to ensure that the component or part is acceptable in fit, form and function.

(5) Despite the provisions of subregulation (3), the following provisions apply in respect of a non-type certificated aircraft operated under Part 96 or Part 141:

- (a) where -
 - (i) the Executive Director or the designated organisation, as the case may be, has approved a time between overhauls that differs from that recommended or specified by the manufacturer, such time between overhauls must be specified in the aircraft's accepted maintenance schedule referred to in regulation 44.04.2; and -
 - (ii) a manufacturer has not recommended or specified the overhaul of an aircraft or a component of that aircraft at certain times but where the Executive Director or the designated organisation, as the case may be, considers its overhaul at certain intervals necessary in the interest of safety, the Executive Director or the designated organisation, as the case may be, may determine a time between overhauls for such aircraft or component in the aircraft's accepted maintenance schedule referred to in regulation 44.04.2;
- (b) the requirements for the substitution of products, components and parts with new or overhauled items are those set out in Document NAM-CATS-ARNTCA; and
- (c) a part for which traceable records are not available may not be fitted to an aircraft, and it is the responsibility of the appropriately rated AMO, AME or approved person to -
 - (i) ensure that any part received comes from a reliable source and is serviceable;
 - (ii) ensure that the storage limitations have not been exceeded; and
 - (iii) sign for and certify the substitution of parts.

Temporary and permanent repairs after accidents

44.02.12 (1) Any repair to an aircraft or aircraft component which has been damaged after an accident, must be carried out in accordance with the requirements set out in Document NAM-CATS-MR-NTCA.

(2) Where an aircraft that has been involved in an accident that causes the damage contemplated in paragraph (b) of the of the definition of "accident" contained in section 1 of the Act has undergone permanent repairs, that aircraft must meet the requirements for the initial authority to fly after the repairs.

Aircraft compass requirements

44.02.13 (1) Any compass fitted to a non-type certificated aircraft must be swung and maintained in accordance with the requirements set out in Document NAM-CATS- MR-NTCA.

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(2) Despite subregulation (1), alternate means of direction indication may be installed in non-type certificated aircraft in accordance with regulation 44.02.9.

(3) Maintenance for all direction indication equipment must be carried out initially and thereafter every five years and in the event of an equipment modification which could affect it as set out in Document NAM-CATS- MR-NTCA.

Record keeping and audits

44.02.14 (1) Unless specifically exempted in terms of Part 94, the owner of a non-type certificated aircraft classified in regulation 24.01.01(2)(a) to (g) must maintain accurate maintenance records in accordance with subregulation (3) and the standards set out in Document NAM-CATS-MR-NTCA.

(2) The Executive Director or the designated organisation, as the case may be, or an authorised officer, inspector or authorised person may from time to time carry out audits of the equipment, records and procedures to ascertain whether the aircraft continues to be maintained in a safe and satisfactory manner, and the owner must allow unrestricted access for purposes of such audits.

(3) A person who carries out maintenance on a non-type certificated aircraft or aircraft component must, on completion of the maintenance record, record all details as specified in Document NAM-CATS-MR-NTCA.

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**SUBPART 3
RELEASE TO SERVICE**

Release to service

44.03.1 (1) The release to service for an aircraft must be issued subject to the compliance with the accepted maintenance schedule as prescribed in Subpart 4.

(2) In the case of a non-type certificated aircraft operated in terms of -

(a) Part 94, the release to service must be confirmed by the aircraft owner following simple line maintenance or the annual inspection; and

(b) Part 96 or Part 141, the release to service must be issued by an appropriately rated AMO, AME or approved person.

(3) The format for the issuing of the release to service must be that set out in Document NAM-CATS- MR-NTCA or determined by the Executive Director.

SUBPART 4
ACCEPTED MAINTENANCE SCHEDULES

Accepted maintenance schedule: private non-type certificated aircraft

44.04.1 (1) The owner or operator of a non-type certificated aircraft for which a authority to fly is required in terms of these regulations must submit to the Executive Director or the designated organisation, as the case may be, for acceptance a maintenance schedule or document similar to the one set out in Document NAM-CATS-MR-NTCA, for the aircraft.

(2) The owner or operator of a non-type certificated aircraft specified in regulation 24.01.1(1) and classified in regulation 24.01.1(2)(a) to (j) must ensure that the aircraft is maintained in accordance with its accepted maintenance schedule in such a manner that it is airworthy at the commencement of any flight.

(3) Any non-type certificated aircraft, other than those referred to in subregulation (2), must be maintained by or on behalf of its owner in such a manner that it is airworthy at the commencement of any flight.

(4) Where the aircraft manufacturer or any approved organisation has issued maintenance instructions or guidelines in relation to a non-type certificated aircraft, those instructions or guidelines must be adhered to.

Accepted maintenance schedule: commercial non-type certificated aircraft use

44.04.2 (1) The owner or operator of a non-type certificated aircraft for which an authority to fly is required in terms of these regulations must submit to the Executive Director or the designated organisation, as the case may be, for acceptance a maintenance schedule or document similar to the one set out in Document NAM-CATS- MR-NTCA, for the aircraft.

(2) The owner or operator of a non-type certificated aircraft, specified in regulation 24.01.1(1) and classified in regulation 24.01.1(2)(a) to (j), must ensure that the aircraft is maintained in accordance with its accepted maintenance schedule in such a manner that it is airworthy at the commencement of any flight.

(3) If the aircraft is operated under Part 96, the accepted maintenance schedule, referred to in subregulation (1) must -

- (a) specify the ratings of an appropriately rated AMO, AME or approved person who may carry out maintenance of the aircraft;
- (b) specify any special conditions under which maintenance must be carried out; and
- (c) be in the format set out in Document NAM-CATS- MR-NTCA or determined by the Executive Director.

(4) Any non-type certificated aircraft, other than those referred to in subregulation (2), must be maintained by or on behalf of its owner in such a manner that it is airworthy at the commencement of any flight.

(4) Where the aircraft manufacturer or any approved organisation has issued maintenance instructions or guidelines in relation to a non-type certificated aircraft, those instructions or guidelines must be adhered to.

Maintenance control manual

44.04.3 Where an owner or operator is required in terms of Part 96 to maintain an operations manual, both the owner and the operator must include a maintenance control manual in the format as set out in Document NAM-CATS-MR-NTCA.