

## PART 5 - AIRWORTHINESS

## 5.1 GENERAL

### 5.1.1.1 APPLICABILITY

- (a) This regulation prescribes the requirements for—
- (1) Certification of aircraft and aeronautical components;
  - (2) Issuance of Airworthiness Certificates and other certifications for aeronautical products;
  - (3) Continued airworthiness of aircraft and aeronautical components;
  - (4) Rebuilding and modifications of aircraft and aeronautical components;
  - (5) Maintenance of aircraft and aeronautical components;
  - (6) Aircraft inspection requirements; and
  - (7) Air operator aircraft maintenance and inspection requirements.

### 5.1.1.2 DEFINITIONS

- (a) For the purpose of Part 5, the following definitions shall apply—
- (1) **Control System.** Means a system by which the flight path, attitude, main landing gear position, or propulsive force of an aircraft is changed, including the flight engine and propeller controls, the related system controls and the associated operating mechanisms
  - (2) **Duplicate Inspection.** The independent inspection and certification of any part of an aircraft control system or component control system by two authorised persons.
  - (3) **Major modification.** Described in IS: 5.1.1.2(a)(3).
  - (4) **Major repair.** Described in IS: 5.1.1.2(a)(4).
  - (5) **Modification.** The alteration of an aircraft/aeronautical product in conformity with an approved standard.
  - (6) **Limited pilot maintenance.** Described in IS: 5.1.1.2(a)(5).
  - (7) **Overhaul.** The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the SSCA, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the SSCA, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorisation (PMA) or Technical Standard Order (TSO).
  - (8) **Rebuild.** The restoration of an aircraft/aeronautical product by using methods, techniques, and practices acceptable to the SSCA, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits. This work will be performed by only the manufacturer or an organisation approved by the manufacturer, and authorised by the State of Registry.
  - (9) **State of Design.** The Contracting State which approved the original type certificate and any subsequent supplemental type certificates for an aircraft, or which approved the design of an aeronautical product or appliance.
  - (10) **State of Manufacture.** The Contracting State, under whose authority an aircraft was assembled, approved for compliance with the type certificate and all existing supplemental type certificates, test flown and approved for operation. The state of manufacture may or may not also be the state of design.
  - (11) **State of Registry.** The Contracting State on whose register the aircraft is entered.

### 5.1.1.3 ACRONYMS

- (a) The following acronyms are used in Part 5:

- 
- (1) AOC – Air Operator Certificate (Civil Aviation Law)
  - (2) AOCR-Air Operator Certificate Requirement
  - (3) AMO – Approved Maintenance Organisation (Part 1)
  - (4) MEL – Minimum Equipment List (Part 1)
  - (5) PIC – Pilot in command (Part 1)
  - (6) TSO – Technical Standard Order

## 5.2 AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION

### 5.2.1.1 APPLICABILITY

- (a) This Subpart describes the procedures and designation of applicable rules for certification of aircraft and related aeronautical products.

### 5.2.1.2 ISSUANCE OF A TYPE ACCEPTANCE CERTIFICATE

- (a) To be eligible to operate in Cambodia an aircraft must have been issued with a Type Certificate, Type Acceptance certificate and an Airworthiness Certificate (C of A). *Refer to Part 21 which prescribes the requirements for the issue of Type Acceptance Certificates.*
- (b) Type Certificates and Type Acceptance Certificates may be issued in three categories; Standard, Restricted, and Special
- (c) Only aircraft in the standard or restricted category are eligible for hire or reward operations and only aircraft in the standard category are eligible for air transport operations under **Part 9**. Aircraft are only eligible for the standard or restricted category if they have been type certificated in Cambodia or type certificated in a foreign country and subsequently type accepted in Cambodia
- (d) The SSCA will only discuss type **acceptance** of aircraft type certificated in another contracting states at such time when the SSCA receives a request from an organization based in Cambodia who wishes to register an aircraft which is a new type that has not been previously registered in Cambodia .
- (e) At such time as the application for production is presented the SSCA will make available suitable regulations or provisions for the issuance of a Type certificate, or airworthiness document as appropriate for the product concerned.

## 5.3 SUPPLEMENTAL TYPE CERTIFICATES

### 5.3.1.1 APPLICABILITY

This Subpart prescribes procedural requirements for the issue of supplemental type certificates (STC).

### 5.3.1.2 ISSUANCE OF A SUPPLEMENTAL TYPE CERTIFICATE

Any person who alters a product by introducing a major change in type design, not great enough to require a new application for a type certificate, shall apply for a Supplemental Type Certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Registry of the aircraft. The applicant shall apply in accordance with the procedures prescribed by that State.

## 5.4 CERTIFICATE OF AIRWORTHINESS

### 5.4.1.1 APPLICABILITY

This Subpart prescribes procedures required for the issue of certificates of airworthiness.

**5.4.1.2 ELIGIBILITY**

- (a) Any registered owner of a Cambodian registered aircraft, or agent of the owner, may apply for a certificates of airworthiness for that aircraft.
- (b) Each applicant for an airworthiness certificate shall apply in a form and manner acceptable to the SSCA.

**5.4.1.3 CLASSIFICATIONS OF CERTIFICATES OF AIRWORTHINESS**

- (a) Standard certificates of airworthiness will be issued for aircraft in the specific category and model designated by the State of Design in the type certificate.
- (b) The SSCA may issue a Special Certificate of Airworthiness in the form of a restricted certificate or special flight permit.

**5.4.1.4 AMENDMENT OF A CERTIFICATE OF AIRWORTHINESS**

- (a) The SSCA may amend or modify an Certificate of Airworthiness:
  - (1) Upon application from an operator.
  - (2) On its own initiative.

**5.4.1.5 TRANSFER OR SURRENDER OF CERTIFICATE OF AIRWORTHINESS**

- (a) An owner shall transfer an Certificate of Airworthiness—
  - (1) To the lessee upon lease of an aircraft within or outside Cambodia
  - (2) To the buyer upon sale of the aircraft within Cambodia.
- (b) A Cambodian owner of an aircraft shall surrender the Certificate of Airworthiness for the aircraft to the issuing Authority upon sale of that aircraft outside of Cambodia.

**5.4.1.6 EFFECTIVE DATES OF CERTIFICATE OF AIRWORTHINESS**

- (a) Cambodian Certificates of Airworthiness are effective for one year unless sooner surrendered, suspended or revoked, or a special termination date is otherwise established by the SSCA—
  - (1) A special flight permit is valid for the period of time specified in the permit.
  - (2) A Certificate of Airworthiness shall be renewed or shall remain valid, subject to the laws of the State of Registry, provided that the State of Registry shall require that the continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service.
- (b) When an aircraft imported for registration in Cambodia has a Certificate of Airworthiness issued by another Contracting State, Cambodia may, as an alternative to issuance of its own Certificate of Airworthiness, establish validity by suitable authorisation to be carried with the former Certificate of Airworthiness accepting it as the equivalent of a Certificate of Airworthiness issued by Cambodia. The validity of the authorisation shall not extend beyond the period of validity of the Certificate of Airworthiness or one year, whichever is less.
- (c) A Certificate of Airworthiness issued by the SSCA specified the period of validity one year. It should, however, cease to be valid if the aircraft, or such of its equipment as is necessary for the airworthiness of the aircraft as is maintained in accordance with aircraft maintenance schedule, repaired, modified or if any part of the aircraft or such equipment is removed or is replaced in a manner, and with material of a type which has not been complied with approved by SSCA either generally, or in relation to a class of aircraft or to the particular aircraft and has not been complied with part 6 paragraph IS:6.3.1.3(l).
- (d) The Certificate of Airworthiness should also cease to be valid until completion of required inspection of the aircraft, or any components which are considered by SSCA to be necessary for the purpose of ascertaining whether the aircraft remains airworthy, or until completion to the satisfaction of the SSCA of any modifications of the aircraft or its components considered necessary (by SSCA) for the purpose of ensuring airworthiness of the aircraft.

#### 5.4.1.7 AIRCRAFT IDENTIFICATION

Each applicant for an airworthiness certificate shall show that the aircraft is properly registered and marked, including identification plates.

#### 5.4.1.8 ISSUE OF STANDARD AIRWORTHINESS CERTIFICATES

- (a) The SSCA will issue a Standard Airworthiness certificate if—
- (1) The applicant presents evidence to the SSCA that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to the applicable Airworthiness Directives of the State of Design;
  - (2) For initial issue of the Airworthiness Certificate, the aircraft has successfully completed a test flight to ensure all controls and systems operate normally;
  - (3) The aircraft has been inspected in accordance with the performance rules of this regulation for inspections and found airworthy by persons authorised by the SSCA to make such determinations within the last 30 calendar days; and
  - (4) The SSCA finds after an inspection that the aircraft conforms to type design and is in a condition for safe operation.
- (b) The SSCA may validate an airworthiness certificate issued by another Contracting State upon registration of the aircraft in Cambodia for the period specified in that certificate.
- (c) Application for the initial issue of C of A should be submitted to SSCA at least 60 days prior to the intended entry into service of the aircraft.

#### 5.4.1.9 Renewal of a Certificate of Airworthiness:

**Note:** An example application form for the renewal of a Certificate of Airworthiness is given in Attachment AWR 05-2.

- (a) An application for renewal of a Certificate of Airworthiness must be completed and submitted to the AID SSCA at least 30 days prior to the expiry of the Certificate.
- (b) The procedures and directives developed by the AID SSCA, for the renewal of a Certificate of Airworthiness should cover the following requirements:
- (1) the applicant must be required to make the aircraft available, at a time and place acceptable to the AID SSCA, for such checks and inspections required by the AID SSCA;
  - (2) the applicant must be required to provided the necessary personnel and equipment so that required checks and inspections may be satisfactorily carried out;
  - (3) all relevant records of previously completed inspection, maintenance, flight test and calibration must be made available for inspection by the AID SSCA;
  - (4) all work for the maintenance of Airworthiness of the aircraft must be carried out under the supervision of appropriately licensed aircraft maintenance personnel or of an organization approved by, or acceptable to, the AID SSCA must be carried out in a proper manner and conform to the requirements, specifications, drawings and instructions relating to the approved design of the subject aircraft;
  - (5) full particulars of the work accomplished must be entered in the appropriate log book and a maintenance release must be issued;
  - (6) in those cases where it is not practical to record all details of work accomplished in the space provided in the log book, the details must be entered in a separate maintenance record which must be numbered for identification purposes, and certified in the same manner as that required for the relevant entry in the log book.  
The reference number of such a record must be entered in the log book, together with a brief description of the work to which the record relates;
  - (7) the mass of the aircraft must be determined as required by the AID SSCA;
  - (8) the applicant should carried out a flight test to prove satisfactory functioning of the avionics; and
  - (9) the performance and handling qualities of the aircraft must be tested in flight to schedules approved by the AID SSCA.

- (c) The applicant for renewal of a Certificate of Airworthiness must be required to provide the following documents for AID SSCA examinations:
  - (1) a copy of an inspection report giving brief details of the work done since the last renewal of the Certificate of Airworthiness. This report must be in the form of a schedule and should include the following documents:
    - (i) a record of the work accomplished since the last renewal of the Certificate;
    - (ii) a record showing details of major checks carried out since the last renewal of the Certificate;
    - (iii) a record of airframe, engine and propeller flying hours as follows:
      - The total flying hours for the airframe since new and the flying hours since the last overhaul;
      - The total flying hours for the engine(s) since new and the flying hours since the last overhaul;
      - The total flying hours for the propeller (s) since new and the flying hours since the last overhaul;
    - (iv) a record showing compliance with service bulletins, modifications and Airworthiness Directives or their equivalent; and
    - (v) a record of major component changes.
  - (2) a mass and balance report. The report should include a copy of the mass determination record, the mass and center of gravity schedule and a list of the basis equipment.
  - (3) a flight test report for the avionics system; and
  - (4) a flight test report for the aircraft.

#### 5.4.1.10 Airworthiness Flight Test

- (a) General Airworthiness flight tests, as distinguished from type certification flights, are generally required for:
  - (1) aircraft under investigation for the issue of a Certificate of Airworthiness which have previously been issued with a Certificate of Airworthiness by a Contracting State and;
  - (2) Aircraft under investigation for the approval of modifications incorporated after the issue of a Certificate of Airworthiness.
- (b) Flight Test - Initial Issue of a Certificate of Airworthiness  
When an application is made for the issue of a Certificate of Airworthiness, flight tests should have been completed in the Kingdom of Cambodia to a Flight Test Schedule acceptable to the AID SSCA to establish compliance with:
  - (1) the Airworthiness requirements of the SSCA;
  - (2) such other conditions prescribed by the AID SSCA as special conditions for the issue of a Certificate of Airworthiness;
  - (3) in certain circumstances the AID SSCA may require special flight tests to be carried out to determine conformity with the Airworthiness requirements of SSCA. If this procedure is necessary, the applicant must be notified and must arrange for the tests to be conducted by personnel acceptable to the AID SSCA;
  - (4) the flight test schedules for the special test must be prepared by the applicant and should require the approval of the AID SSCA; and
  - (5) the applicant should submit to the AID SSCA the results of the special tests in a flight test report acceptable to the AID SSCA.
- (c) Airworthiness Flight Test Report must be submitted to the AID SSCA. If any phase of the tests needs to be repeated, the AID SSCA should give notification of requirements.
- (d) Flight test - modification

- (1) If, in the opinion of the AID SSCA, a modification is likely to affect the flight characteristics, performance or functioning in flight of the Aircraft, the AID SSCA may decide that special flight tests are required. If so decided, Flight Tests Schedule should include:
    - (i) test necessary to establish compliance with the appropriate Airworthiness requirements. In particular cases other tests; not confined to flight tests; may be necessary to prove that the modification has not adversely affected Airworthiness requirements; and
    - (ii) flight tests necessary to provide information for inclusion in the Flight Manual, and other documents associated with the Certificate of Airworthiness.
  - (2) At the conclusion of a flight test, a flight test report must be prepared in an approved form which should include the results of the tests specified in the Flight Schedule for the aircraft concerned.  
Test
  - (3) Flight Test Reports must be submitted to the AID SSCA for approval. If examination of a Flight Test Report reveals that certain tests need to be repeated, the AID SSCA should give notification of the requirements.
- (e) Flight test-personnel
- (1) The Airworthiness flight tests specified above must be carried out by pilots and crew approved for the purpose by the AID SSCA. They must be appropriately licensed for the particular type of aircraft concerned and competent to conduct the tests laid down in the Airworthiness Flight Test Schedule.
  - (2) Except where the AID SSCA requires additional crew to be carried for a particular Airworthiness flight test, the number of persons conducting the test should be confined to the crew specified in the Flight Manual.

#### 5.4.1.11 AIRWORTHINESS DIRECTIVES

- (d) Upon registration of an aircraft in Cambodia, the SSCA will notify the State of Design of the aircraft of the registration in Cambodia, and request that the SSCA receives any and all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance, or component part.
- (e) Whenever the State of Design considers that a condition in an aircraft, airframe, aircraft engine, propeller, appliance, or component part is unsafe as shown by the issuance of an airworthiness directive or any other mandatory airworthiness information by that State, the SSCA will make the requirements of such mandatory airworthiness information apply to Cambodian registered civil aircraft of the type identified in that airworthiness directive.
- (f) The SSCA may identify manufacturer's service bulletins and other sources of data, or develop and prescribe inspections, procedures and limitations, for mandatory compliance pertaining to affected aircraft in Cambodia.
- (g) No person may operate any Cambodian registered civil aircraft to which this subsection applies, except in accordance with the applicable mandatory airworthiness information.

#### 5.4.1.12 COMMERCIAL AIR TRANSPORT

The SSCA will consider an airworthiness certificate valid for commercial air transport only when accompanied by an evaluation form issued by the State of Design which identifies the specific types of commercial air transport authorised.

- (a) The SSCA may issue a Special Airworthiness Certificate to the aircraft that does not qualify for a Standard Certificate.
- (b) Aircraft holding Special Airworthiness Certificates shall be subject to operating limitations within Cambodia and may not make international flights. The SSCA shall issue specific operating limitations for each Special Airworthiness Certificate.
- (c) The SSCA may issue Special Flight Permits to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements, for the purpose of—

- 
- (1) Flying to a base where repairs, modifications, maintenance, or inspections are to be performed, or to a point of storage;
  - (2) Testing after repairs, modifications, or maintenance have been performed;
  - (3) Delivering or exporting the aircraft;
  - (4) Evacuating aircraft from areas of impending danger; and
  - (5) Operating at weight in excess of the aircraft's maximum Certified Takeoff Weight for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel is not available. The excess weight is limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.
- (d) The SSCA may issue a special flight permit, with continuing authorisation that may be issued by the AOC holder 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 alterations are to be performed. The permit issued under this paragraph is an authorisation, including conditions and limitations for flight, which is set forth in the AOC Holder's manuals and specific operating provisions. This permit under this paragraph may be issued to an AOC Holder certificated under **Part 9**.
- (e) In the case of Special Flight Permits, the SSCA shall require a properly executed maintenance endorsement in the aircraft permanent record by a person or organisation, authorised in accordance with Part 5, stating that the subject aircraft has been inspected and found to be safe for the intended flight.
- (f) The operator shall obtain all required overflight authorisations from countries to be overflown on flights outside Cambodia.

## 5.5 CONTINUED AIRWORTHINESS OF AIRCRAFT AND COMPONENTS

### 5.5.1.1 APPLICABILITY

This Subpart prescribes rules governing the continued airworthiness of civil aircraft registered in Cambodia whether operating inside or outside the borders of Cambodia.

### 5.5.1.2 RESPONSIBILITY

- (a) The owner of an aircraft or, in the case of a leased aircraft, the lessee, shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that—
- (1) All maintenance, overhaul, modifications and repairs which affect airworthiness are performed as prescribed by the State of Registry;
  - (2) Maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;
  - (3) The approval for the CRS is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the prescribed methods; and
  - (4) In the event there are open discrepancies, the maintenance release includes a list of the uncorrected maintenance items and these items are made a part of the aircraft permanent record.

### 5.5.1.3 GENERAL

- (a) No person may perform maintenance, or modifications on an aircraft other than as prescribed in this regulation.
- (b) No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has been issued that contains an airworthiness limitation section unless the mandatory replacement times, inspection intervals, and related procedures specified in that section or alternative inspection intervals and related procedures set forth in the specific operating provisions

---

approved under **part 9**, or in accordance with the inspection program approved under Part 8 have been complied with.

- (c) No person may operate an aeronautical product to which an Airworthiness Directive applies, issued either by the State of Design, or State of Manufacture and adopted for Cambodian-registered aircraft by the SSCA, or by the State of Registry for aircraft operated within Cambodia, except in accordance with the requirements of that Airworthiness Directive.
- (d) When the SSCA determines that an airframe or aeronautical product has exhibited an unsafe condition and that condition is likely to exist or to develop in other products of the same type design, the SSCA may issue an Airworthiness Directive prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated. When such Airworthiness Directive is issued by SSCA, details of the Airworthiness Directive shall be transmitted to the State of Design.

#### 5.5.1.4 REPORTING OF FAILURES, MALFUNCTIONS, AND DEFECTS

- (a) Owners or operators of aircraft shall report to the SSCA any failures, malfunctions, or defects that result in at least the following—
  - (1) Fires during flight and whether the related fire-warning system properly operated;
  - (2) Fires during flight not protected by a related fire-warning system;
  - (3) False fire warning during flight;
  - (4) An engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;
  - (5) An aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
  - (6) Engine shutdown during flight because of flameout;
  - (7) Engine shutdown during flight when external damage to the engine or aircraft structure occurs;
  - (8) Engine shutdown during flight due to foreign object ingestion or icing;
  - (9) Shutdown during flight of more than one engine;
  - (10) A propeller feathering system or ability of the system to control overspeed during flight;
  - (11) A fuel or fuel-dumping system that affects fuel flow or causes hazardous leakage during flight;
  - (12) An unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight;
  - (13) Brake system components that result in loss of brake actuating force when the aircraft is in motion on the ground;
  - (14) Aircraft structure that requires major repair;
  - (15) Cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the SSCA;
  - (16) Aircraft components or systems malfunctions that result in taking emergency actions during flight (except action to shut down an engine);
  - (17) Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;
  - (18) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;
  - (19) A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.
  - (20) The number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or
  - (21) The number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.
- (b) Each report required by this Subsection shall—
  - (1) Be made within 3 days after determining that the failure, malfunction, or defect required to be reported has occurred; and

- 
- (2) Include as much of the following information as is available and applicable—
    - (i) Aircraft serial number;
    - (ii) When the failure, malfunction, or defect is associated with an article approved under a TSO authorisation, the article serial number and model designation, as appropriate;
    - (iii) When the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
    - (iv) Product model;
    - (v) Identification of the part, component, or system involved, including the part number; and
    - (vi) Nature of the failure, malfunction, or defect.
  - (c) Cambodia if the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Design.
  - (d) Cambodia, if not the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Registry.

## 5.6 AIRCRAFT MAINTENANCE AND INSPECTION

### 5.6.1.1 APPLICABILITY

This Subpart prescribes rules governing the maintenance and inspection of any aircraft having a Cambodian Airworthiness Certificate or associated aeronautical products.

### 5.6.1.2 PERSONS AUTHORISED TO PERFORM MAINTENANCE, AND MODIFICATIONS

- (a) The persons authorised to perform maintenance subject to this Subpart include—
  - (1) A licensed pilot approved by the *SSCA* to do specified maintenance;
  - (2) A person performing maintenance under the supervision of an aircraft maintenance engineer;
  - (3) A licensed aircraft maintenance engineer;
  - (4) An AOC holder, approved to perform maintenance under an equivalent system; and
  - (5) An AMO.
- (b) This Subpart outlines the privileges and limitations of these entities with respect to the extent and type of work they may perform regarding—
  - (1) Maintenance,
  - (2) Modification,
  - (3) Inspection, and
  - (4) Approvals for return to service.

### 5.6.1.3 PERSONS AUTHORISED TO PERFORM MAINTENANCE

- (a) No person may perform any task defined as maintenance on an aircraft or aeronautical products, except as provided in the following—
  - (1) A pilot licensed by the *SSCA* may perform that maintenance as may be specifically approved by the *SSCA* on any aircraft owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder.  
*Implementing Standard: See IS: 5.1.1.2(a)(5) for scope of pilot maintenance*
  - (2) A person working under the supervision of a aircraft maintenance engineer, may perform the maintenance, and modifications that the supervisory aircraft maintenance engineer is authorised to perform—
    - (i) If the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly, and
    - (ii) If the supervisor is readily available, in person, for consultation.
  - (3) A person working under supervision of an aircraft maintenance engineer may not perform any inspection required in Part 8 or any inspection performed after a major repair or modification.

- (4) A licensed aircraft maintenance engineer may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which he or she is rated subject to the limitation of Part 2, Section 2.4.8.3 of these regulations.
- (5) An AMO may perform aircraft maintenance within the limits specified by the SSCA.
- (6) The AOC holder may perform aircraft maintenance as specified by the SSCA.
- (7) A manufacturer holding an AMO certificate may—
  - (i) Rebuild or alter any aeronautical product manufactured by that manufacturer under a type or production certificate;
  - (ii) Rebuild or alter any aeronautical product manufactured by that manufacturer under a TSO Authorisation, a Parts Manufacturer Approval by the State of Design, or Product and Process Specification issued by the State of Design; and
  - (iii) Perform any inspection required by Part 8 on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

#### 5.6.1.4 AUTHORISED PERSONNEL TO APPROVE FOR RETURN TO SERVICE

- (a) No person or entity, other than the SSCA, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, rebuilding, or modification, except as provided in the following:
  - (1) A pilot licensed by the SSCA may return his or her aircraft to service after performing limited maintenance when specifically authorised by the SSCA to do so.  
*Implementing Standard: See IS: 5.1.1.2(a)(5) for scope of pilot maintenance*
  - (2) A licensed aircraft maintenance engineer may approve aircraft and aeronautical products for return to service after he or she has performed, supervised, or inspected its maintenance subject to the limitation of Part 2, Section 2.4.5.3 of these regulations.
  - (3) An AMO may approve aircraft and aeronautical products for return to service as provided in the specifications approved by the SSCA.
  - (4) An AOC holder may approve aircraft and aeronautical products for return to service as specified by the SSCA.

#### 5.6.1.5 PERSONS AUTHORISED TO PERFORM INSPECTIONS

- (a) No person, other than authorized by the SSCA, may perform the inspections required by 8.2.1.7 for aircraft and aeronautical products prior to or after it has undergone maintenance, rebuilding, or modification, except as provided in the following:
  - (1) An aircraft maintenance engineer may conduct the required inspections of aircraft and aeronautical products for which he or she is rated and current.
  - (2) An AMO may perform the required inspections of aircraft and aeronautical products as provided in the specifications approved by the SSCA.
  - (3) An AOC holder may perform the required inspections of aircraft and aeronautical products in accordance with specifications issued by the SSCA.

#### 5.6.1.6 PERSONS AUTHORISED TO PERFORM DUPLICATE INSPECTION OF CONTROLS

- (a) A person shall not certify an aircraft or component for release to service after the initial assembly, subsequent disturbance, or adjustment of any part of an aircraft control system or component control system unless a duplicate inspection of the control system has been performed that includes—
  - (1) an inspection after maintenance by a person authorized to certify the release to service of the control system; and
  - (2) a second inspection by another person who—
    - (i) has adequate training, knowledge and experience to carry out the second inspection; and
    - (ii) is nominated by the person specified in subparagraph (1).

**5.6.1.7 PERFORMANCE RULES: MAINTENANCE**

- (a) Each person performing maintenance, or modification on an aeronautical product shall use the methods, techniques, and practices prescribed in—
  - (1) The current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer; and
  - (2) Additional methods, techniques and practices required by the SSCA; or methods, techniques and practices designated by the SSCA where the manufacturer's documents were not available.
- (b) Each person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If the manufacturer involved recommends special equipment or test apparatus, the person performing maintenance shall use that equipment or apparatus or its equivalent acceptable to the SSCA.
- (c) Each person performing maintenance, or modification on an aeronautical product shall do that work in such a manner, and use materials of such a quality, that the condition of the aeronautical product worked on will be at least equal to its original or properly altered condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.
- (d) The methods, techniques, and practices contained in an AOC holder's maintenance control manual and continuous maintenance program, as approved by the SSCA, will constitute an acceptable means of compliance with the requirements of this subsection.

**5.6.1.8 PERFORMANCE RULES: INSPECTIONS**

- (a) General. Each person performing an inspection required by the SSCA shall—
  - (1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and
  - (2) If there is an inspection program required or accepted for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures set forth in the inspection program.
- (b) Rotorcraft. Each person performing an inspection required on a rotorcraft shall inspect the following systems in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned—
  - (1) The drive shafts or similar systems,
  - (2) The main rotor transmission gear box for obvious defects,
  - (3) The main rotor and centre section (or the equivalent area), and
  - (4) The auxiliary rotor on helicopters.
- (c) Annual and 100-hour inspections.
  - (1) Each person performing an annual or 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source. This checklist shall include the scope and detail of the items prescribed by the SSCA.

*Implementing Standard: See IS: 5.6.1.7 for components to be included in an annual or 100-hour inspection.*

- (2) Each person approving a reciprocating-engine-powered aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of—
  - (i) Power output (static and idle rpm);
  - (ii) Magnetos;
  - (iii) Fuel and oil pressure; and

- (iv) Cylinder and oil temperature.
- (3) Each person approving a turbine-engine-powered aircraft for return to service after an annual or 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.

#### 5.6.1.9 PERFORMANCE RULES: AIRWORTHINESS LIMITATIONS

Each person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or Instructions for Continued Airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specifications approved by the SSCA.

## 5.7 MAINTENANCE RECORDS AND ENTRIES

### 5.7.1.1 CONTENT, FORM, AND DISPOSITION OF MAINTENANCE, REBUILDING, AND MODIFICATION RECORDS

- (a) Each person who maintains, performs rebuilds, or modifies an aircraft or aeronautical product shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows—
  - (1) A description (or reference to data acceptable to the SSCA) of work performed;
  - (2) Completion date of the work performed;
  - (3) Name, signature, certificate number, and kind of license held by the person approving the work.

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

- (b) The person performing the work shall enter records of major repairs and major modifications, and dispose of that form in the manner prescribed by the SSCA.

*Implementing Standard: See IS: 5.7.1.1 for the maintenance form requirements and a sample major repair and modification form.*

### 5.7.1.2 RECORDS OF OVERHAUL AND REBUILDING

- (a) No person may describe in any required maintenance entry or form, an aeronautical product as being overhauled unless—
  - (1) It has been disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the SSCA; and
  - (2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the SSCA, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance manufacturing approval.
- (b) No person may describe in any required maintenance entry or form an aircraft or other aeronautical product as being rebuilt unless it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

*Note: Part 5.7.1.2(a) reflects the required maintenance entry for rebuilt. As identified in Part 5.6.1.3(a)(6) only a manufacturer holding an AMO can rebuild an aeronautical product.*

### 5.7.1.3 APPROVAL FOR RETURN TO SERVICE AFTER MAINTENANCE, REBUILDING, OR MODIFICATION

- (a) No person may approve for return to service any aeronautical product that has undergone maintenance, rebuilding, or modification unless—
  - (1) The appropriate maintenance record entry has been made;

- (2) The repair or modification form authorised by or furnished by the SSCA has been executed in a manner prescribed by the SSCA;
- (3) If a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed and Supplemental Type Certificate is issued as required.

*Implementing Standard: See IS: 5.7.1.1 for the repair or modification form requirements.*

#### 5.7.1.4 CONTENT, FORM, AND DISPOSITION OF RECORDS FOR INSPECTIONS

- (a) Maintenance record entries. The person approving or disapproving the return to service of an aeronautical product after any inspection performed in accordance with Part 8, shall make an entry in the maintenance record of that equipment containing the following information—
  - (1) Type of inspection and a brief description of the extent of the inspection;
  - (2) Date of the inspection and aircraft total time in service;
  - (3) Signature, the license number, and kind of license held by the person approving or disapproving for return to service the aeronautical product;
  - (4) If the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement— *"I certify that this aircraft has been inspected in accordance with current SSCA regulations and (insert type) inspection schedule and was determined to be in an airworthy condition"*;
  - (5) If the aircraft is not approved for return to service because of needed maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement—*I certify that this aircraft has been inspected in accordance with current SSCA regulations and (insert type) inspection schedule and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator*; and
  - (6) If an inspection is conducted under an inspection program provided for in Part 8, the person performing the inspection shall make an entry identifying the inspection program accomplished, and containing a statement that the inspection was performed in accordance with the inspections and procedures for that particular program.
- (b) Listing of discrepancies. The person performing any inspection required in Part 8 who finds that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives or other approved data upon which its airworthiness depends, shall give the owner/operator a signed and dated list of those discrepancies.

#### 5.7.1.5 MAINTENANCE RECORD

- (a) The person performing the maintenance shall—
  - (1) record the details required by subpart 5.7 in the appropriate SSCA approved logbook, or in any other type of permanent maintenance record acceptable to the SSCA; and
  - (2) record the details legibly and in ink or other permanent material; and
  - (3) where worksheets or other associated maintenance records are used to document the detail of the maintenance task reference those records in—
    - (i) the logbook; or
    - (ii) the maintenance record acceptable to the SSCA.

## PART 5 - IMPLEMENTING STANDARDS

**IS: 5.1.1.2(a)(3) MAJOR MODIFICATIONS (DEFINITION)**

- (a) **Airframe Major Modifications.** Major modifications include modifications to the listed aircraft parts, or the listed types of modifications (when not included in the applicable aircraft specifications)—
- (1) Wings.
  - (2) Tail surfaces.
  - (3) Fuselage.
  - (4) Engine mounts.
  - (5) Control system.
  - (6) Landing gear.
  - (7) Hull or floats
  - (8) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowlings, fairings, and balance weights.
  - (9) Hydraulic and electrical actuating system of components.
  - (10) Rotor blades.
  - (11) Changes to the empty weight or empty balance which result in an increase in the maximum Certified weight or centre of gravity limits of the aircraft.
  - (12) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurisation, electrical, hydraulic, de-icing, or exhaust systems.
  - (13) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.
- (b) **Powerplant Major Modifications.** Major powerplant modifications, even when not listed in the applicable engine specifications, include—
- (1) Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.
  - (2) Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the SSCA.
  - (3) Installation of an accessory which is not approved for the engine.
  - (4) Removal of accessories that are listed as required equipment on the aircraft or engine specification.
  - (5) Installation of structural parts other than the type of parts approved for the installation.
  - (6) Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.
- (c) **Propeller Major Modifications.** Major propeller modifications, when not authorised in the applicable propeller specifications, include—
- (1) Changes in blade design.
  - (2) Changes in hub design.
  - (3) Changes in the governor or control design.
  - (4) Installation of a propeller governor or feathering system.
  - (5) Installation of propeller de-icing system.
  - (6) Installation of parts not approved for the propeller.
- (d) **Appliance Major Modifications.** Modifications of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with applicable Airworthiness Directive are appliance major modifications. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or other authorisation that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major modifications.

**IS: 5.1.1.2(a)(4) MAJOR REPAIRS (DEFINITION)**

- (a) **Airframe Major Repairs.** Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.
- (1) Box beams.
  - (2) Monocoque or semimonocoque wings or control surfaces
  - (3) Wing stringers or chord members
  - (4) Spars.
  - (5) Spar flanges.
  - (6) Members of truss-type beams.
  - (7) Thin sheet webs of beams.
  - (8) Keel and chine members of boat hulls or floats.
  - (9) Corrugated sheet compression members which act as flange material of wings or tail surfaces.
  - (10) Wing main ribs and compression members.
  - (11) Wing or tail surface brace struts.
  - (12) Engine mounts.
  - (13) Fuselage longerons.
  - (14) Members of the side truss, horizontal truss, or bulkheads.
  - (15) Main seat support braces and brackets.
  - (16) Landing gear brace struts.
  - (17) Axles.
  - (18) Wheels.
  - (19) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.
  - (20) Repairs involving the substitution of material.
  - (21) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.
  - (22) The repair of portions of skin sheets by making additional seams.
  - (23) The splicing of skin sheets
  - (24) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.
  - (25) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.
  - (26) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilisers, and control surfaces.
  - (27) Repairing, including rebotoming, of removable or integral fuel tanks and oil tanks.
- (b) **Powerplant Major Repairs.** Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs—
- (1) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.
  - (2) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing.
  - (3) Special repairs to structural engine parts by welding, plating, metalising, or other methods.
- (c) **Propeller Major Repairs.** Repairs of the following types to a propeller are propeller major repairs—
- (1) Any repairs to or straightening of steel blades.
  - (2) Repairing or machining of steel hubs.
  - (3) Shortening of blades.

- 
- (4) Retipping of wood propellers.
  - (5) Replacement of outer laminations on fixed pitch wood propellers.
  - (6) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.
  - (7) Inlay work on wood blades.
  - (8) Repairs to composition blades.
  - (9) Replacement of tip fabric.
  - (10) Replacement of plastic covering.
  - (11) Repair of propeller governors.
  - (12) Overhaul of controllable pitch propellers.
  - (13) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminium blades.
  - (14) The repair or replacement of internal elements of blades.
- (d) **Appliance Major Repairs.** Repairs of the following types to appliances are appliance major repairs—
- (1) Calibration and repair of instruments.
  - (2) Calibration of avionics or computer equipment.
  - (3) Rewinding the field coil of an electrical accessory.
  - (4) Complete disassembly of complex hydraulic power valves.
  - (5) Overhaul of pressure type carburetors, and pressure type fuel, oil, and hydraulic pumps.

**IS: 5.1.1.2(a)(5) LIMITED MAINTENANCE THAT A PILOT MAY BE AUTHORIZED TO PERFORM (DEFINITION)**

- (a) **Limited Maintenance.** Pilots may be specifically approved by the SSCA to carry out and certify for the following work, provided it does not involve complex assembly operations.
- (1) Removal, installation and repair of landing gear tires.
  - (2) Replacing elastic shock absorber cords on landing gear.
  - (3) Servicing landing gear shock struts by adding oil, air, or both.
  - (4) Servicing landing gear wheel bearings, such as cleaning and greasing.
  - (5) Replacing defective safety wiring or cotter keys.
  - (6) Lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings.
  - (7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.
  - (8) Replenishing hydraulic fluid in the hydraulic reservoir.
  - (9) Refinishing decorative coating of fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.
  - (10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.
  - (11) Repairing upholstery and decorative furnishings of the cabin or cockpit when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft.
  - (12) Making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper airflow.
  - (13) Replacing side windows where that work does not interfere with the structure of any operating system such as controls, electrical equipment, etc.
  - (14) Replacing safety belts.
  - (15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.
  - (16) Troubleshooting and repairing broken circuits in landing light wiring circuits.
  - (17) Replacing bulbs, reflectors, and lenses of position and landing lights.

- (18) Replacing wheels and skis where no weight and balance computation is involved.
- (19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.
- (20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.
- (21) Replacing any hose connection except hydraulic connections.
- (22) Replacing prefabricated fuel lines.
- (23) Cleaning fuel and oil strainers.
- (24) Replacing and servicing batteries.
- (25) Replacement or adjustment of non-structural fasteners incidental to operations.

**IS: 5.6.1.7 PERFORMANCE RULES: 100-HOUR INSPECTIONS**

- (a) Each person performing an annual or 100-hour inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all necessary inspection plates, access doors, fairings, and cowlings.
- (b) Each person performing an annual or 100-hour inspection shall inspect, where applicable, the following components—
  - (1) Fuselage and hull group—
    - (i) Fabric and skin - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.
    - (ii) Systems and components - for improper installation, apparent defects, and unsatisfactory operation.
    - (iii) The cabin and cockpit group.
    - (iv) Generally - for uncleanness and loose equipment that might foul the controls.
    - (v) Seats and safety belts - for poor condition and apparent defects.
    - (vi) Windows and windshields - for deterioration and breakage.
    - (vii) Instruments - for poor condition, mounting, marking, and (where practicable) for improper operation.
    - (viii) Flight and engine controls - for improper installation and improper operation.
    - (ix) Batteries - for improper installation and improper charge.
    - (x) All systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.
  - (2) Engine and nacelle group—
    - (i) Engine section - for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks.
    - (ii) Studs and nuts - for improper torquing and obvious defects.
    - (iii) Internal engine - for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs. If there is weak cylinder compression, for improper internal condition and improper internal tolerances.
    - (iv) Engine mount - for cracks, looseness of mounting, and looseness of engine to mount.
    - (v) Flexible vibration dampeners - for poor condition and deterioration.
    - (vi) Engine controls - for defects, improper travel, and improper safetying.
    - (vii) Lines, hoses, and clamps - for leaks, improper condition, and looseness.
    - (viii) Exhaust stacks - for cracks, defects, and improper attachment.
    - (ix) Accessories - for apparent defects in security of mounting.
    - (x) All systems - for improper installation, poor general condition, defects, and insecure attachment.
    - (xi) Cowling - for cracks and defects.
  - (3) Landing gear group—
    - (i) All units - for poor condition and insecurity of attachment.
    - (ii) Shock absorbing devices - for improper oleo fluid level.

- (iii) Linkage, trusses, and members - for undue or excessive wear, fatigue, and distortion.
- (iv) Retracting and locking mechanism - for improper operation.
- (v) Hydraulic lines - for leakage.
- (vi) Electrical system - for chafing and improper operation of switches.
- (vii) Wheels - for cracks, defects, and condition of bearings.
- (viii) Tires - for wear and cuts.
- (ix) Brakes - for improper adjustment.
- (x) Floats and skis - for insecure attachment and obvious or apparent defects.
- (4) Wing and centre section assembly for—
  - (i) Poor general condition,
  - (ii) Fabric or skin deterioration,
  - (iii) Distortion,
  - (iv) Evidence of failure, and
  - (v) Insecurity of attachment.
- (5) Complete empennage assembly for—
  - (i) Poor general condition,
  - (ii) Fabric or skin deterioration,
  - (iii) Distortion,
  - (iv) Evidence of failure,
  - (v) Insecure attachment,
  - (vi) Improper component installation, and
  - (vii) Improper component operation.
- (6) Propeller group—
  - (i) Propeller assembly - for cracks, nicks, binds, and oil leakage,
  - (ii) Bolts - for improper torque and lack of safety,
  - (iii) Anti-icing devices - for improper operations and obvious defects, and
  - (iv) Control mechanisms - for improper operation, insecure mounting, and restricted travel.
- (7) Avionics/instrument group—
  - (i) Avionics/instruments equipment - for improper installation and insecure mounting.
  - (ii) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.
  - (iii) Bonding and shielding - for improper installation and poor condition.
  - (iv) Antenna including trailing antenna - for poor condition, insecure mounting, and improper operation.
- (8) Electronic/electrical group—
  - (i) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.
  - (ii) Bonding and shielding - for improper installation and poor condition.
- (9) Each installed miscellaneous item that is not otherwise covered by this listing and/or has instructions for continued airworthiness - for improper installation and improper operation.

#### IS: 5.7.1.1 RECORDING OF MAJOR REPAIRS AND MAJOR MODIFICATIONS

- (a) Each person performing a major repair or major modification shall—
  - (1) Execute the appropriate form prescribed by the SSCA at least in duplicate;
  - (2) Give a signed copy of that form to the aircraft owner/operator; and
  - (3) Forward a copy of that form to the SSCA, in accordance with the SSCA's instructions, within 48 hours after the aeronautical product is approved for return to service.
- (b) In place of the requirements of paragraph (a), major repairs made in accordance with a manual or specifications acceptable to the SSCA, an AMO may—
  - (1) Use the customer's work order upon which the repair is recorded;

CAMBODIAN  
CIVIL AVIATION REGULATIONS

Implementing Standards: Part 5

- (2) Give the aircraft owner a signed copy of the work order and retain a duplicate copy for at least one year from the date of approval for return to service of the aeronautical product;
- (3) Give the aircraft owner a CRS signed by an authorised representative of the AMO and incorporating the following information—
  - (i) Identity of the aeronautical product;
  - (ii) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area;
  - (iii) If an aeronautical product, give the manufacturer's name, name of the part, model, and serial numbers (if any); and
- (4) Include the following or a similarly worded statement—

*The aeronautical product identified above was repaired, overhauled and inspected in accordance with currently effective, applicable instructions of the State of Design and regulatory requirements of the SSCA, 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)*

CAMBODIAN  
CIVIL AVIATION REGULATIONS

Implementing Standards: Part 5

(c) The following sample form may be used to record major alterations and repairs.

<b>MAJOR REPAIR AND MODIFICATION</b> (Airframe, Powerplant, Propeller, or Appliance)					Cambodia	
					For SSCA Use Only	
					Office Identification	
INSTRUCTIONS: Print or type all entries. See Regulation Part 5, 5.7.1.1 and IS:5.7.1.1 for instructions and disposition of this form.						
1. Aircraft	Make				Model	
	Serial Number				Nationality and Registration Mark	
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)		
<b>3. For SSCA Use Only</b>						
<b>4. Unit Identification</b>					<b>5. Type</b>	
Unit	Make	Model	Serial Number	Repair	Modification	
Airframe	------(As described in item 1 above)-----					
Powerplant						
Propeller						
Appliance	Type					
	Manufacture					
<b>6. Conformity Statement</b>						
A. Organisation Name and Address		B. Kind of License/Organisation			C. Certificate/License Number	
		<input type="checkbox"/> Licensed (AME) <input type="checkbox"/> A <input type="checkbox"/> P or <input type="checkbox"/> A/P <input type="checkbox"/> Approved Maintenance Organisation <input type="checkbox"/> Manufacturer			(For an AMO include the appropriate ratings issued for the major repair or modification)	
D. I certify that the repair and/or modification made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 5 of the SSCA Regulations and that the information furnished herein is true and correct to the best of my knowledge.						
Date				Signature of Authorised Individual		
<b>7. Approval for Release To Service</b>						
Pursuant to the authority given persons specified below, the unit(s) identified in item 4 was inspected in the manner prescribed by the SSCA and is <input type="checkbox"/> APPROVED <input type="checkbox"/> REJECTED						
BY	<input type="checkbox"/> SSCA Inspector	<input type="checkbox"/> Inspection Authorisation		Other (Specify)		
	<input type="checkbox"/> Maintenance Organisation	<input type="checkbox"/> Other				
Date of Approval or Rejection			Certificate Number		Signature or Authorised Individual	

## NOTICE

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

### 8. Description of Work Accomplished

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