

# NEPALESE CIVIL AIRWORTHINESS REQUIREMENTS

## SECTION C

### MAINTENANCE REQUIREMENTS

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CHAPTER C.5

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#### AIRWORTHINESS DIRECTIVES, SERVICE BULLETINS MODIFICATIONS AND REPAIRS

### 1. GENERAL

- 1.1 This chapter prescribes the procedures to be followed in respect of Airworthiness Directives and requirements for approval of modifications and repairs to aircraft.
- 1.2 The Director General may identify service bulletins or other technical information published by a Type Certificate / Supplementary Type Certificate (TC/STC) holder or other sources of data; or develop and prescribe inspections, procedures and limitations for mandatory compliance pertaining to an affected aircraft or an aeronautical product installed on an aircraft registered in Nepal.
- 1.3 No person shall operate any Nepalese registered aircraft to which the measures of this Chapter apply, except in accordance with the applicable airworthiness directives, service bulletins or repair data.
- 1.4 No person shall operate any Nepalese registered aircraft that has suffered a defect or damage or undergone an alteration; or install any defective or damaged part or component on the aircraft without repairing such damage or defect in accordance with approved modification/repair data.

### 2. AIRWORTHINESS DIRECTIVES

- 2.1 Whenever the State of Design considers that a condition in an aircraft, aircraft engine, propeller, appliance, or component part is unsafe, as shown by the issuance of an airworthiness directive by that State, the Director General considers the requirements of such directives applicable to all Nepalese registered aircraft of the type identified in that airworthiness directive or aircraft engine, propeller, appliance, or component part identified in that airworthiness directive, that may be installed on a Nepalese registered aircraft.
- 2.2 The Director General may issue an Airworthiness Directive:
  - a) where it has been determined 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;
  - b) where the CAA Nepal has identified in a manufacturer's service bulletin or any other sources of data inspections, procedures and limitations that require mandatory compliance; or
  - c) on the basis of service information reported to the CAA Nepal by operators, organisations responsible for type design or maintenance organisations.

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prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.

- 2.3 Additionally, Director General may also make the requirements of an AD issued by any State other than State of design applicable to Nepalese registered aircraft of the type identified in that Airworthiness Directive, if it is determined that a condition in an aircraft or aeronautical product is unsafe as shown by the issuance such airworthiness directive.

*Note: It is advisable to study Airworthiness Directives relevant to the aircraft issued by other States in which the aircraft type is operated.*

- 2.4 The Director General shall report any airworthiness directives or additional continuing airworthiness requirements that it issues or any fault, malfunction or defect report to the State of Design.
- 2.5 Each owner or operator of a Nepalese aircraft shall ensure that he is receiving all Airworthiness Directives issued by the state of design affecting his aircraft.
- 2.6 Each owner or operator shall comply with the requirements of an Airworthiness Directive affecting his aircraft in accordance with an approved procedure defined in the continuing airworthiness management exposition of the owner/operator.
- 2.7 Requirements of an Airworthiness Directives shall be complied within the time frame or at the intervals stipulated in the directive.
- 2.8 Airworthiness Directives and associated continuing airworthiness data as applicable to particular aircraft or aeronautical product should be considered as documents approved by the Director General. Subject to compliance with the applicability, limitations and conditions prescribed in the data, no further approval is required when using them for compliance with the requirements of the Airworthiness Directive.

### 3. SERVICE BULLETINS

- 3.1 A Service Bulletin is the document used by Design Approval Holders (holding a type certificate, supplemental type certificate or TSO/ETSO Approval) of aircraft, their engines or their components to communicate details of actions required to improve the safety level of their product, part or appliance.
- 3.2 Service bulletins are generally issued as mandatory, recommended or optional.
- 3.3 In case of a Mandatory SB (or MSB) a corresponding Airworthiness Directive\_ could be issued by the National Aviation Authority of the Design Approval Holder (DAH).
- 3.4 Where a design approval holder identifies a service bulletin as mandatory, such bulletin shall apply to all Nepalese registered aircraft of the type identified in that bulletin unless the owner/operator has demonstrated to the CAA Nepal an appropriate safety case that there is no ground for complying with the concerned service bulletin.

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#### 4. MODIFICATIONS AND REPAIRS

- 4.1 An aircraft or an aeronautical product may be modified to improve characteristics such as performance or handling or to suit particular operational need or improve technical reliability and safety. Such modifications may be recommended by the manufacturer or be designed by or for, a particular operator.
- 4.2 An aircraft or aeronautical product which suffers a defect or damage may be altered by repairs necessary to restore its airworthy condition.
- 4.3 An aircraft or an aeronautical product may be modified or repaired only in accordance with NCAR M.A.304 data.
- 4.4 Each owner or operator shall only perform modification or repair on aircraft, aircraft engine, propeller, appliance or component part while complying with the continuing airworthiness requirements of NCAR Part M.

#### 5. APPROVAL OF DATA FOR MODIFICATIONS AND REPAIRS

- 5.1 The following data for modification and repair is approved by the Director General, subject to compliance with the applicability, limitations and conditions prescribed in the data:
  - a) Data originating from the DAH of the aeronautical product and component in their respective service bulletin, maintenance or overhaul manual or equivalent documents.
  - b) Structural repair data given in the respective aircraft Structural Repair Manual as applicable for repairs other than complex repairs, or repair by replacement of damaged part, within the limits specified in the Manual.

*Note: Refer NCAR Part M Appendix VII to Section 1 Requirements for complex repairs.*

- 5.2 Modification or repair data other than that given in paragraph 5.1 shall conform to NCAR M.A.304.
- 5.3 An application for approval of modification or repair data must be made to the Director General in a form and manner as prescribed by the Director General.
- 5.4 The application must be accompanied by detailed drawings and other technical data adequate to define completely the proposed modification or repair.
- 5.5 The modification or repair plan, detailed drawings and other technical drawings must have the technical approval of the DAH or an approved design organisation accepted by the Director General.
- 5.6 Where the embodiment of the modification or repair affects the data in the Flight Manual or the approved Maintenance Program or CAME, proposed amendments to these documents shall be submitted with the application for approval.

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- 5.7 The owner or operator shall make arrangements for any required investigation, tests including check flights, inspections etc. to show compliance with the required Airworthiness standards, at its cost.

**6. GRANT OF APPROVAL**

- 6.1 Approval of the design of a modification or repair is signified by issue of a letter of approval signed by or on behalf of the Director General.

**Civil Aviation Authority of Nepal**