

Mandatory Continued Airworthiness Requirements

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GENERAL

Cayman Islands Aviation Circulars are issued to provide advice, guidance and information on standards, practices and procedures necessary to support Overseas Territory Aviation Requirements. They are not in themselves law but may amplify a provision of the Air Navigation (Overseas Territories) Order or provide practical guidance on meeting a requirement contained in the Overseas Territories Aviation Requirements

RELATED REQUIREMENTS

This Circular relates to OTAR Parts 21, 39.

CHANGE INFORMATION

November 2015

ENQUIRIES

Enquiries regarding the content of this Circular should be addressed to Manager Airworthiness CAACI

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1 Introduction

- 1.1 This Circular provides guidance material on the requirements for the acceptance, issue and applicability of the following Mandatory Directives:
- (a) Airworthiness Directives
 - (b) Mandatory Permit Directives
 - (c) State of Type Design Directives
 - (d) State of Type Certificate Directives
- 1.2 Also included is guidance material on Alternative Methods of Compliance to existing Airworthiness Directives and Permit Directives.

2 Type Certification Basis

- 2.1 In accordance with OTAR 21 Subpart B, the CAACI acceptance for aircraft registration and issuance of a Certificate of Airworthiness will be based on an investigation by the CAACI in respect to the applicable Type Certification. This will be documented by the CAACI by issuance of a Type Acceptance Certificate (TAC). The issue of the TAC will be based on the Type Certificate granted by one of the following National Aviation Authorities:
- (a) Federal Aviation Administration (US FAA);
 - (b) Transport Canada (TCCA); or
 - (c) European Aviation Safety Agency (EASA).
- 2.2 The acceptance of the aircraft/aircraft type by the CAACI is therefore based on the State of Type Certification that may or may not be the same as State of Design.

3 Airworthiness Directives

3.1 State of Type Certification ADs

The issue of an Airworthiness Directive (AD) by the State of Type Certification listed on the TAC will be required to be complied with without any further investigation by the CAACI. Operators and owners of aircraft shall therefore comply directly with the requirements of the AD.

3.3 State of Type Design ADs

State of Type Design AD's will normally also simply be adopted by the State of Type Certification. However it is important to recognise that not in all cases, changes of compliance criteria can be specified by the State of Type Certification for ADs issued by the State of Design. For aircraft registered in the Cayman Islands, the primary reference for AD compliance, are those specified by the State of Type Certification.

3.4 Mandatory Airworthiness action in absence of a published AD

- 3.4.1 If the CAACI concludes that mandatory airworthiness action is necessary to address the findings of an investigation into an occurrence, incident or accident it will, encourage the State of Type Design and/or the State of Type Certification to work with the Type

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Certificate Holder and introduce the required AD. Assuming the satisfactory issue of an AD no further CAACI action would be necessary. The AD would be required to be complied with as per paragraphs 3.2 and 3.3 above.

- 3.4.2 CAACI Issued Directives, OTARs and the Air Navigation (Overseas Territories) Order makes provisions for the issuance of Directives. Any issued Directives will feature prominently on the CAACI website and will be promulgated to Operators effected. Operators are however encouraged to verify on a regular basis if the CAACI has issued such a Directive.

4 Permit Directives

- 4.1 If an aircraft type does not qualify for the issue of a Certificate of Airworthiness as detailed in OTAR Part 21.703(b), it may be possible to grant the aircraft a Permit to Fly for the purpose of flying within the Territory of Registry. These aircraft will have previously been certified for flight by the FAA, Transport Canada or EASA via a National Type Approval (TA) process.
- 4.2 Mandatory Permit Directives (MPDs) issued by either the State of Type Design or State of Type Approval will be automatically adopted by the OTAAs. Owners of such aircraft are therefore required to comply with the requirements of the MPDs.
- 4.3 If an MPD is considered necessary by the CAACI, the CAACI will raise a Directive in association with the conditions of the Permit to Fly.

5 Security Directives

- 5.1 Airworthiness Directives and Mandatory Permit Directives are widely published on NAA websites and other propriety information systems. Operators and aircraft owners therefore have ready access to the necessary mandatory safety data for continued airworthiness purposes.
- 5.2 In addition there are Airworthiness Directives that address deficiencies in aircraft security measures that are not widely published, for example flight deck door modifications.
- 5.3 These security ADs are circulated to Airworthiness Authorities as the need arises. The CAACI will therefore advise operators and owners directly of the existence of these security AD's and the need for compliance, as appropriate.

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6 Alternative methods of compliance

- 6.1 An Alternative Method of Compliance (AMOC) is a different approach or technique not specified in an AD/MPD that can assure a level of safety equivalent to that offered by direct compliance with the subject AD/MPD.
- 6.2 AMOC's may be issued in respect of, but not necessarily limited to alternative:
- (a) Design changes (modifications);
 - (b) Inspection procedures and/or maintenance intervals;
 - (c) Changes to specified operating procedures or limitations.
- 6.3 A request for a timescale change (i.e. extension) to an AD/MPD is not a candidate for an AMOC. A timescale change, if agreed, should be approved by the issue of an exemption to the AN(OT)O for the non-compliance with the AD/MPD. When approved, an AMOC should not have a specified period of validity since it has been accepted as an equivalent safety case to an existing AD/MPD. AMOCs are not considered a routine approach to compliance with mandatory airworthiness requirements. Compliance with the AD/MPD is often the simplest and most direct method of addressing the airworthiness concern.
- 6.4 The preferred acceptance of an AMOC, by the CAACI, is to utilise an already existing AMOC approved by the State of Design or State of Certification that issued the original AD/MPD. Applicants will be requested to comply with this existing AMOC. The suitability of any existing AMOC may require assessment using engineering assistance and/or TC/STC/TA support. An example of a possible alternative AMOC would be one where the aircraft serial number applicability on the AD/MPD is different from that of the subject aircraft which would require further investigation as to its suitability.
- 6.5 If a suitable AMOC does not already exist, the application, to the CAACI, for an AMOC must be from the TC/STC Holder or have the support of the TC/STC Holder, or Type Approval Holder for a Permit Aircraft.
- 6.6 The CAACI will review the content of any proposed AMOC application and determine whether an equivalent level of safety to the original AD/MPD has been demonstrated. The CAACI will advise the applicant in writing if the AMOC is acceptable.