



## **CAACI BULLETIN 02-10**

### **OTAR PART 39 AND PART 125 IMPLEMENTATION**

The Cayman Islands is an Overseas Territory of the United Kingdom which means that civil aviation is regulated by the Air Navigation (Overseas Territories) Order (AN(OT)O). Recently, the Overseas Territories Aviation Requirements (OTARs) were produced by the UK to serve as a means for operators to use in demonstrating compliance with the AN(OT)Os. The OTARs describe the way in which aircraft operators, aviation personnel and providers of services can gain approvals and licences, and the process through which these are maintained to ensure adequate levels of safety in accordance with internationally recognized standards.

Over the coming months the Civil Aviation Authority of the Cayman Islands (CAACI) will be providing information to aircraft operators and maintenance organizations through a series of bulletins and seminars. The bulletins will be distributed to all Technical Coordinators and will be placed on "The Aircraft Registry" section of the CAACI website under "Ops and Airworthiness Bulletins". Following is the link to the CAACI website:

[http://www.caacayman.com/portal/page?\\_pageid=1901,1&\\_dad=portal&\\_schema=PORTAL](http://www.caacayman.com/portal/page?_pageid=1901,1&_dad=portal&_schema=PORTAL)

You are encouraged to become familiar with all Parts of the OTARs that concern your operation. More information on the OTARs can be found at the Air Safety Support International website at <http://www.airsafety.aero/>

#### **OTAR PART 125 - REQUIRED IMPLEMENTATION DATE 1 JANUARY 2011**

OTAR Part 125 requires operators to have approved Company Operations Manuals and Safety Management Systems. These can be developed by the operator and submitted to the CAACI for approval or the operator can choose to meet Part 125 requirements by gaining registration under a program developed by the International Business Aviation Council (IBAC) called International Standards for Business Aircraft Operations (IS-BAO). There are many advantages to operators that choose the IS-BAO option. More information on IS-BAO, including dates for introductory workshops, can be found on the IBAC website at <http://www.ibac.org/>

Attached to this email you will find a bulletin that provides information on how to comply with Part 125 requirements. More information on OTAR Part 125 can be found on the ASSI website at:

[http://www.airsafety.aero/legislation\\_and\\_otar\\_s/otars\\_for\\_gazetting/otar\\_125\\_complex\\_general\\_aviation\\_including\\_corporate\\_operations/](http://www.airsafety.aero/legislation_and_otar_s/otars_for_gazetting/otar_125_complex_general_aviation_including_corporate_operations/)

The CAACI will be attending the European Business Aviation Convention and Exhibition (EBACE) in Geneva from 4 - 6 May 2010 with senior officials on hand to discuss all aspects of registering an aircraft in the Cayman Islands including the OTARs and other issues of interest to you. Our booth number at EBACE is 491.

An IS-BAO Auditors Workshop on 2 May and an IS-BAO Introductory Workshop on 3 May will be held in Geneva in advance of EBACE. The CAACI will be making a short presentation about OTAR Part 125 implementation as part of both of these workshops.

### **OTAR PART 39 - CONTINUOUS AIRWORTHINESS MANAGEMENT ORGANIZATIONS (CAMO)**

#### **REQUIRED IMPLEMENTATION 1 JANUARY 2011**

OTAR Part 39 details the continuous airworthiness requirements for operators. It specifies that operators must have an approved Continuous Airworthiness Management Organisation that ensures all continuing airworthiness requirements are met. Amongst other things, the CAMO is responsible for planning and scheduling of maintenance activities and for technical liaison with AMO's and regulatory authorities. In addition the CAMO must have procedures in place for dealing with Airworthiness Directives and service information (i.e. Service Bulletins). Operators may contract the continuing airworthiness responsibilities to a third party CAMO or they may choose to obtain a CAMO approval themselves. If they choose to obtain their own CAMO approval they will be required to develop a Maintenance Control Manual that formalizes the continuous airworthiness requirements for their aircraft. Additional information on OTAR Part 39 can be found at:

[http://www.airsafety.aero/legislation\\_and\\_otar\\_s/otars\\_for\\_gazetting/mandatory\\_continued\\_airworthiness\\_requirements/](http://www.airsafety.aero/legislation_and_otar_s/otars_for_gazetting/mandatory_continued_airworthiness_requirements/)

Operators will still be required to nominate Technical Coordinators irrespective of whether or not they contract out the CAMO function or develop it in-house. If the operator contracts out the CAMO responsibility, the Technical Coordinator would be required to provide liaison between the operator, the AMO and the regulatory authority. If the CAMO is developed in-house, the Technical Coordinator would be responsible for all continuing airworthiness requirements, much as they are under the current regulatory regime.

### **CONTACT INFORMATION**

For further information on Flight Operations matters or OTAR Part 125, please contact the Director Air Safety Regulation, David Biehn, at [david.biehn@caacayman.com](mailto:david.biehn@caacayman.com).

For assistance with airworthiness issues or for information on OTAR Part 39, please contact the Manager of Airworthiness, Richard Arbour, at [richard.arbour@caacayman.com](mailto:richard.arbour@caacayman.com).