

CIAC **AW-306 Maintenance Authorisation for Pilots**
Issue **01**
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1. 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

2. Related Requirements

This Circular relates to the Air Navigation (Overseas Territories) Order 2013 article 32 and OTAR Parts 43 and 66

3. Change Information

First Issue

4. Enquiries

Enquiries regarding the content of this Circular should be addressed to Director Air Safety Regulation

5. Introduction

The CAACI has received multiple requests for maintenance authorisations to be issued for pilots to perform specific tasks on complex aircraft. OTAR's do not accommodate authorisations to be issued for persons not holding maintenance license credentials.

6. Recommended Actions

This circular is to provide guidance on determining if an authorisation can be issued under article 32 of the Air Navigation (Overseas Territories) Order (2013).

- (a) OTAR Part 43 provides requirements to be met in order to issue a Certificate of Release to Service (CRS) and establishes license, training and competency.
- (b) Approved Maintenance Organisations are responsible to ensure quality systems encompass pre-requisites, training and competency in order to hold certification privileges and this route is the preferred method for pilot authorisations to be issued.
- (c) Continued Airworthiness Management Organisations are expected to be fully involved with the process to ensure the obligations under OTAR Part 39 Subpart B are fully met.
- (d) When determining if a task is suitable for pilots to perform, and prior to making application to the authority, the following must be considered and technically justified.
 - (1) Justifying the need for the authorisation
 - (2) Task complexity
 - (3) Access to approved data
 - (4) Tools and equipment
 - (5) Training by a suitably qualified person (e.g. the training department of an approved AMO or similar)
 - (6) Training format/Environment (practical, classroom etc.)
 - (7) Training syllabus clearly stating the objective
 - (8) Competency has been firmly established and documented
 - (9) Pilot experience and mechanical skills
 - (10) Where applicable, the failure effect category of the components/system involved
 - (11) Human factors and consideration of the environment of where the tasks are to be completed
 - (12) Initial and continuation training requirements
 - (13) Relevant regulatory training and an understanding of Aircraft Maintenance Manual format (ATA 100)
- (e) In most cases, the demonstration of how to complete a task, is not considered sufficient training or suitable for establishing competence. Consideration should be given to core competencies specific for the task that are considered implicit for a qualified Maintenance Engineer that a Pilot may not be so versed.
- (f) It should be noted that the authors of approved maintenance data have written instructions targeted for persons with an understanding of engineering, mechanical/electrical principles and terminology.
- (g) The individual selected for the application must also be the person performing the maintenance and will not be permitted to certify or supervise others.