

CIAB | Regulatory Technical Information Update
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GENERAL

Cayman Islands Aviation Bulletins 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 Bulletin relates to

1. **Air Navigation (Overseas Territories) Order 2013**, Articles 27 and 32, Certificates of Release to Service
2. Use of the Minimum Equipment List (MEL) or Configuration Deviation List (CDL) in respect of a Certificate of Release to Service
3. **Overseas Territories Aviation Requirements (OTAR)** Parts 125/135/121.750 and 135/121.715, Underwater Locator Beacons

CHANGE INFORMATION

First Issue

ENQUIRIES

Enquiries regarding the content of this Circular should be addressed to the Director Air Safety Regulation at civil.aviation@caacayman.com

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1.0 Certificate of Release to Service (CRS)

When Maintenance has been performed on an aircraft, a CRS must be issued by a person authorised by the CAACI.

Operators are reminded of the following Articles in the **Air Navigation (Overseas Territories) Order 2013**:

Article 27 (2)

A certificate of airworthiness that has ceased to be in force under paragraph (1) becomes valid again on the issue of a certificate of release to service under this Order relating to the overhaul, repair, replacement, modification, maintenance or inspection.

And

Article 32(2)

If an aircraft or any part of the aircraft or such of its equipment as is necessary for the airworthiness of the aircraft has been—

- (a) overhauled, repaired, replaced, modified or maintained; or
- (b) inspected as provided in article 27(1)(d); that aircraft must not fly unless a certificate of release to service issued under this Order is in force for the aircraft.

Irrespective of how well the maintenance may have been performed, without a CRS being issued by a suitably qualified person, the C of A is no longer in force and therefore any flight would be contravening the Order.

2.0 MEL/CDL Use as it applies the Certificates of Release to Service

If an item/system on an aircraft becomes inoperative, it can only be deferred in accordance with the MEL or CDL. Where an item such as a Landing Light, Rotating Beacon or Navigation Light, as specified in the MEL, does not require any maintenance action, it can be deferred by the Crew and does not require a CRS to be issued. The deferral by the Crew will normally be subject to a procedure whereby it is agreed by Maintenance Control and the Flight Operations Department.

The following is an example where there is no (M) item and therefore no CRS is required.

28-25-02	Fuel Quantity on the Refuel/Defuel Control Panel		
Ident: M-28-25-00008211.0001001 / 22 MAR 10			
Applicable to: ALL			
28-25-02A			
Repair interval	Nbr installed	Nbr required	Placard
C	-	0	Yes

One or more indications may be inoperative provided that the fuel quantity is continuously monitored on the FUEL SD page during refueling and defueling.

Where an item or system requires a maintenance task in order to defer it in accordance with the MEL, such items will be identified (M) and a CRS will be required. In this case, the CRS is actually for the maintenance task performed and not for simply deferring the item under the MEL.

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A maintenance task may be a physical task, or a verification function or both. As per the example below, this had a (M) task and required verification and hence the need for a CRS confirming both auto systems functioning normally. In this example, this is required before each flight and therefore a CRS will be required on each occasion. The CRS will sign off completion of AMM Task 21-31-00-040-002.

21-31-02	Manual Cabin Pressure Control System (MAN V/S CTL selector, Outflow Valve MAN Channel)
Ident.: MI-21-31-00007493.0001001 / 31 JAN 17	
Applicable to: ALL	

21-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (m) May be inoperative provided that:
- 1) The LDG ELEV selector MAN function is operative, and
 - 2) Both automatic cabin pressure control systems are checked operative before each flight.

Reference(s)

- (m) Refer to AMM Task 21-31-00-040-002

In the case of an item where there is an (M) task, a CRS will be required. If for such an item the MEL or CDL requires a further inspection before each flight whilst the system remains inoperative, then a further CRS would be required certifying the inspection has been performed.

A further example is the example of the Landing Light which requires no (M) task and therefore no CRS. However, if the engineer decides to start trouble shooting the item, perhaps opening a panel etc., the system has now been disturbed. A CRS will be required for the work carried out even if the light is not replaced at this time. Such a CRS would cover what has been disturbed, example continuity checks of the power supply performed, access panel removed and re-installed etc.

In the final example below this is an (M) task and requires the CRS to cover both troubleshooting (i.e. Leak Check) and the deactivation of the detection loop. The CRS would cover both tasks in accordance with AMM 36-22-00-040-001. Again the CRS is for the work performed and not for the deferral in accordance with the MEL.

36-22-01	Pylon Leak Detection System
Ident.: MI-36-22-00008804.0008001 / 22 MAR 10	
Applicable to: ALL	

36-22-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (m) One may be inoperative provided that:
- 1) The associated pylon leak detection loop is deactivated, and
 - 2) The **AIR ENG 1(2) BLEED LEAK** alert is confirmed to be false by troubleshooting, and
 - 3) The associated bleed air supply system is considered inoperative.
- Refer to Item 36-11-01 Engine Bleed Air Supply System*

Reference(s)

- (m) Refer to AMM 36-22-00-040-001

3.0 Underwater Locator Beacons

On the 01 January 2019, two changes to Underwater Locator Beacon requirements came into effect.

For all Private and Commercial Air Transport Operators

OTAR 125/135/121.750(3)

Non-deployable flight recorder containers shall have securely attached an automatically activated underwater locating device operating at a frequency of 37.5 kHz. At the earliest practicable date, but not later than 1 January 2019, this device shall operate for a minimum of 90 days.

For Commercial Air Transport operations operating over water subject to the criteria specified in the OTAR references below

OTAR 121.715 (f)(4) and (g)4

An aeroplane with MTOM exceeding 27,000 kg shall be equipped with a securely attached underwater locating beacon (ULB), no later than 1 January 2019. The ULB shall be automatically activating, operate at a frequency of 8.8 kHz for a minimum of 30 days and shall not be installed in wings or empennage.

This revised OTAR requirement is based on the ICAO Standard and Recommended Practices.

The CAACI is aware that some operators are facing part supply issues in order to meet these new ULB requirements. In those instances, Operators are advised to liaise with the CAACI Surveyor they are dealing with or the CAACI Office in Grand Cayman to determine an appropriate course of action pending the installation of the new equipment.