

Civil Aviation Authority of the Cayman Islands

CAYMAN REGISTERED AIRCRAFT STATUS AND SURVEILLANCE REVIEW FOR THE CERTIFICATE OF AIRWORTHINESS

Issue Re-issue Export Expiry date (DD/MMM/YY)

**Data shall be completed by the Registered Owner's CAACI Approved
Continued Airworthiness Maintenance Organisation / Technical Coordinator**

GENERAL

0.	Name of Technical Coordinator (part 91 and 125) Name of Post Holder (Part 121 and 135) CAMO Organisation Name and Approval number Operator Name			
1.	Registration Marks and fireproof plate complies with OTAR 47	Registration Mark VP-C	No	Yes
2.	Aircraft Type/Designation per TCDS Maximum Take Off Weight (MTOW) Maximum Landing Weight (MLW) MTOW data approval reference (see notes)	(number) (number)	Units (lb or kg) Units (lb or kg)	
3.	Aircraft Serial No. - Data plate and aircraft records match?	Serial No.	No	Yes
4.	Year of Manufacture (confirmed from aircraft records)		Confirmed	
5.	Original of the Export Certificate of Airworthiness available from the exporting State of Registration (initial issue only)	No	Yes	N/A
6.	Contracted Line and Base Maintenance Organization(s) hold valid CAA CI maintenance authorizations/OTAR Part 145 approval.	Organisation 1 Name: CAA CI Authorisation number. Check here if application(s) submitted Organisation 2 Name: CAA CI Authorisation number. Check here if application(s) submitted Organisation 3 Name: CAA CI Authorisation number. Check here if application(s) submitted		
7.	Deleted			
8.	Aircraft Total Flight Hours/ Cycles /Landings and Date information.	Total Flight Hours: Cycles / Landings: Date: Hours since last C of A: Cycles/ Landings:		

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27.	Airframe, Engine, APU and Appliance within Scheduled Maintenance and Component Life Limits/LLP Satisfactory? <i>Signed List attached</i>	No	Yes
28.	Aircraft SELCAL code	-	Confirmed
		(SELCAL Code)	
29.	Establish assigned Transponder Mode S code is installed (Issue only)	Octal	N/A No Yes

TYPE CERTIFICATION

NOTE: THE AIRCRAFT, ENGINES, PROPELLERS OR APU MAY BE CERTIFIED BY DIFFERENT STATES OF DESIGN THEREFORE DIFFERENT STATE TCDSs AND AIRWORTHINESS DIRECTIVES MAY APPLY.

30.	The Aircraft, Engine and Propeller conforms to TCDS/Revision. Aircraft TCDS: USA EASA Canada JAA Other (State of 'other') (OTAR 21.25)	Aircraft: TCDS Engine: TCDS Propeller: TCDS	Revision Revision Revision
31.	If 'other', does the aircraft conform to an ICAO recognized certification standard approved by an established National Aviation Authority (NAA) being a State of type design?	N/A	No Yes

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48.	Fire Extinguisher(s) fitted & within next inspection due date.	Expiry Date:	No	Yes
49.	Survival Pack fitted.	Expiry Date:	N/A	No Yes
50.	Door Handle operation placarded		No	Yes
51.	Passenger Briefing cards available		No	Yes
52.	All Exits and Emergency Exits Placarded		No	Yes
53.	Aircraft Software Control Process in place and Data Bases up to date as required.		No	Yes
54.	Approved MEL MMEL Basis and Revision Number	Ref. No.	No	Yes
55.	Scheduled Inspections since Certificate of Airworthiness re-issue / within last year.			
	Inspection/hours/date	Inspection/hours/date	Inspection/hours/date	
56.	Significant Repairs, Replacements, and Defects, Design change since Certificate of Airworthiness Re-issue, including Certification Basis: For re-issue; since last re-issue; For Issue; since manufacture.			
Significant Repairs				
Significant Replacements				
Significant Defects				

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Design Changes (Modifications)	
Additional Data Attached?	No Yes

Declaration (Continued Airworthiness Maintenance Organization / Technical Coordinator)

57.	Certified that such inspection and maintenance necessary to ensure the continued airworthiness of this aircraft has been carried out, recorded and certified and that the aircraft is considered satisfactory for the issue re-issue of the Certificate of Airworthiness in the Private Commercial Air Transport Category. Name: Signature: Date: Authority:
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The person making the above declaration must be the Technical Coordinator, CAMO or Person acceptable to the CAACI representing the operator / owner. If the aircraft is not yet registered in the Cayman Islands the declaration may be signed by a person acceptable to the CAACI with adequate technical knowledge of the aircraft being surveyed.

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CERTIFICATION (CAACI use only)

Aircraft Survey Report Reference

Surveyor Name:

Location:

Signature:

Date:

SURVEYOR REMARKS/COMMENTS

CAACI TEL: +1 345 949 7811

FAX: +1 345 949 0761

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NOTES TO APPLICANTS - CERTIFICATE OF AIRWORTHINESS ISSUE/RE-ISSUE/EXPORT

The aircraft shall be located within a suitable maintenance facility, shall have undergone maintenance which should be substantially complete but still have sufficient cowlings and panels removed to facilitate the survey of the aircraft.

The CAMO /Technical coordinator shall be present and all relevant documents and publications shall be available for assessment at the time of survey. Any copies of documentation should be referenced by number to the associated report item.

For the initial issue of a Certificate of Airworthiness a flight check may be required. This may be carried out to the manufacturer's test flight profile or acceptable equivalent. If the aircraft has been registered and the Certificate of Airworthiness is not yet issued, a Special Flight Authority for Test Flight Purposes must be obtained from the Cayman Islands CAA. In addition, permission must be obtained from the Airworthiness Authority of the country where the flight test is to be carried out.

When presented for survey the aircraft must meet the requirements of the Air Navigation (Overseas Territories) Order as amended, and any applicable additional airworthiness requirements.

A completed copy of this inspection report must be presented to the surveyor by the CAMO/Technical Coordinator at the start of the survey.

If the surveyor is unable to make a recommendation for the issue or re-issue of the certificate of airworthiness at the first visit, the applicant will be liable for all costs associated with any subsequent visits.

Completion Guidance Notes

General

Applicants are reminded that for the most expeditious process, this form should be completed in full prior to the Surveyor's arrival. Unnecessary delays in issue or re-issue of the Certificate of Airworthiness will result if forms are submitted partially completed.

Please note the regulatory authority seeks to confirm compliance by demonstration to the authority of compliance. The authority does not complete record searches to verify compliance with regulations. Evidence must be available to present to the surveyor.

The surveyor's visit is valid for 90 days from the date of the survey. If satisfactory closure of any CAACI raised item has not been achieved within 90 days, re-inspection may be necessary at the discretion of the authority.

Surveys conducted for the purpose of the issue of an export C of A will be valid for a period of 30 days. Aircraft not de-registered after 30 days may be subject to re-inspection at the discretion of the authority.

Certificates of airworthiness that have lapsed for greater than 180 days will be considered as a new issue and will incur additional charges (refer to fees regulations)

Numbers in () refer to the block number on the form

1. (02) Aircraft Type/Designation per TCDS

This means the type/model that is specified on the relevant TCDS, terms such as ~~Sabreliner~~ ~~Global XRS~~ are not official names and should not be used for the purpose of technical notations.

2. (02) Where there are variable take-off weight configurations the MTOW stated must be supported with approved data. The operator must be able to demonstrate data compliance to the surveyor.

(02) The units of weight should be the same units as recorded on the basis of type certification. Documents produced by the CAACI will reflect the same units across all documents.

3. (04) Year of Manufacture (confirmed from aircraft records)

Applicants should note that the date of the first C of A issue is not necessarily the year of manufacture. The year of manufacture is generally taken from the date the Type Certificate holder declares the aircraft conforms to its type certificate. This is usually when the first C of A is issued but not in every case.

4. (05) Original of the Export Certificate of Airworthiness (or equivalent) available from the exporting State of Registration (initial issue only)

The export C of A will state the relevant TCDS used. This will also determine the continued airworthiness requirements for the aircraft.

5. (06) Contracted Line and Base Maintenance Organization(s) hold valid CAA CI maintenance authorizations

The CAA CI will issue approvals that validate Maintenance Repair Organisations that are approved under EASA, Transport Canada, US FAA or other Cayman approved National Aviation Authorities. The approval number(s) should be entered here. In the case where the aircraft is not yet registered, this item will not be applicable.

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6. (09) Check Flight Arrangements have been accepted by CAACI (issue only)

The requirement for a check flight is discretionary and in most cases will be prescribed by the AMM or contractually. The CAACI may use discretion in this area for older aircraft or aircraft being re-activated after a period of dormancy. Check flights will not exceed that of the normal AFM limitations and will be primarily to ensure all systems function as required that may not necessarily be achieved on the ground

7. (11) Last Weighing Report. (Not to exceed frequency of every 5 years - OTAR 39.81)

The CAACI require the aircraft to be weighed and a report issued at a frequency not exceeding 5 years.

8. (14) Engine, Airframe and Propeller Log Books raised and up to date

The log books referred to above are intended to record all maintenance and Design change activity for the life of the aircraft. Log books may be in any hard copy format provided the information they contain is chronological and indexed referenced. This is usually in the form of sequential page numbers or bound books. Where page numbering or bound books are not used the operator must be able to demonstrate to the surveyor that the log book is complete with no missing information. Log books MUST be available for review at the time of survey unless prior alternative arrangements have been made and accepted by the CAA CI

9. (15) CAACI Approved Maintenance Programme

The approved Maintenance Inspection Programme document or computer file should be available for the surveyor to review.

10. (16) Maintenance Schedule/Programme revision number and date

These refer to the manufacturer's maintenance schedule (as amended) used as the basis for the CAACI approved programme

11. (17) Bridging Checks

Bridging checks must be substantiated. The operator must demonstrate that all program and performance rules of any maintenance review board report; service information etc has been followed. An entry should also be made in the log book stating a bridging check has been completed. Calculations must be produced to support any pro-rated components.

12. (21) The parameters used in this block should be the primary limiter used in the approved maintenance programme. CSO = Cycles Since Overhaul TSO = Time since overhaul, TCHSI = Time since Hot section inspection, TSSV = Time since shop visit, TSN=Time since New and CSN = Cycles since New

13. (27) Scheduled Maintenance and Component Life Limits Satisfactory: List attached

Operators should present a substantiated listing to demonstrate all life limited components are within the permitted time period. *Certified listings are required.* Some discretion is permitted with the surveyor where he is familiar with the operators systems. Operators are reminded that presenting voluminous documents with life limits contained somewhere within them is not acceptable. Abridged concise listing should be presented together with the substantiating source document.

14. (28) This block is intended to record the SELCAL and prompt that the placard and code match. SELCAL codes are issued by ASRI (Aviation Spectrum Resources Incorporated) for which we do not have access to verify the code to the registrant, however the website www.airframes.org offers a database for public use

15. (32) State of Type Certification Airworthiness Directives

Applicable Airworthiness Directives are those airworthiness directives applicable to the aircraft or product issued by the state of type certification of the aircraft or aeronautical product. The applicable Type Certification is identified and referred to on the Certificate of Airworthiness. The identical standard is used for changes i.e. Design changes or repairs and instructions for continued airworthiness.

Operators are encouraged to record the status with other NAA TCDS Holders airworthiness directives e.g. EASA, FAA etc. since this will ease the process of registry change.

ADs presented in a database print format should be *suitably endorsed*. The surveyor in limited cases may accept other formats (at his discretion) for complex aircraft or AOC holders. The list should also include repetitive ADs at C of A re-issue.

16. (33) Additional ADs or requirements as required by OTAR 39

This is referring to OTAR 39.67(b) which states that the Governor may mandate alternative Airworthiness Directives.

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17. (36) The AFM and supplements must be appropriate for the TCDS declared on the Certificate of Airworthiness or export Certificate of Airworthiness. The surveyor will also verify that any Instructions for Continued airworthiness that generate supplements are incorporated.
18. (38) Documents to be carried
The documents to be carried are prescribed in OTAR¶ 91.45, 135.45 and 121.45 it is advisable however to include this document in the event that a ramp check is completed and requested.
19. (40) The CAACI currently issue a Radio installation approval to illustrate the equipment and frequencies. This document should be produced on demand to supplement the ICTA issued license until such time as the ICTA license meets ICAO standards.
The documents to be carried are prescribed in OTAR¶ 91.45, 135.45 and 121.45 it is advisable however to include this document in the event that a ramp check is completed and requested
20. (41) It is accepted that some modern aircraft will have avionic systems in lieu of direct reading magnetic compasses and alternatives for flux detection systems where the need for a compass card or corrections is not applicable and in this case the N/A box is appropriate. However, one must keep in mind that even flux detection type systems should be swung and/or calibrated and this compass swing was never intended to apply only to direct reading compasses
21. (42) Current Weight and Centre of Gravity Schedule
This item is often confused with the weight report. The current weight and C of G is the figure used on the aircraft load sheet (either by actual weighing or calculation) to determine the basic operating weight and is communicated to the load controller to determine the load procedure. There are many names given to this figure i.e. Dry Empty Weight, Basic Operating Empty Weight etc. The correct term should be consistent with the manufacturer¶ terms for the purpose of loading the aircraft correctly.
The reference for the weighing records means the traceable record¶ this can be a document number, work order number etc. In some cases (such as manufacture) the date of type conformity can be used in the absence of the above.
22. (44) Article 83 bis agreements may encompass approval of documents that include the Minimum Equipment List and Designated Airspace approval and therefore the objective of seeking compliance by establishing approval is relevant whether it is covered under the 83 bis and approved by a foreign authority or approved by the CCAA. In addition aircraft operating under 83 bis with GACA are required to carry a copy of the any aircraft leasing arrangements
23. (45 and 46) In the case of equipment with mixed dates the first limiter should be used.
24. (53) Aircraft Software and Data Bases,
completion of software revision service bulletins, as required, and updating of Navigation Data as mandated. (Including EFB)
25. (56) Significant Repairs/Replacements/Defects/ Design changes should be interpreted as follows;
Significant repairs are those repairs completed to the airframe or engine(s) to maintain structural integrity. Significant replacements are typically components of class 2 (see extract below taken from FAA AC 21-2k, now cancelled) or higher classified as unscheduled changes, but excepting routine items e.g. wheel units etc. A class 2 item is described as follows;
“A Class I product is defined as a complete aircraft, aircraft engine, or propeller. A Class II product is a major component of an aircraft, aircraft engine, or propeller, the failure of which would jeopardize the safety of a Class I product; or any part, material, or appliance, approved and manufactured under the TSO system in the “C” series. A Class III product is any part or component that is not a Class I or Class II product and includes standard parts”
Significant defects are discretionary since this will require specific knowledge of aircraft and engine systems to determine if the item is significant, but should not exclude repetitive items.
Significant Design changes are those that have an appreciable effect on weight and balance and/or operational procedures.