



Barbados Civil Aviation
Department

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AIRWORTHINESS

ADVISORY

CIRCULAR

**AIRWORTHINESS DIRECTIVES,
MANDATORY MODIFICATIONS AND
INSPECTIONS**

AIRWORTHINESS DIRECTIVES, MANDATORY

MODIFICATIONS AND INSPECTIONS

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1. INTRODUCTION.

- 1.1. This Circular contains information concerning classification, notification and identification of mandatory modifications and inspections. Where the term ‘ product ‘ is used in this Circular it includes airframes, engines, propellers and equipment.
- 1.2. The provisions of Regulation 18 (2) (a) & (c) and 20 (3) of the Civil Aviation (Airworthiness) Regulations are such that a Certificate of Airworthiness in respect of an aircraft registered in Barbados, will cease to be in force until any applicable Airworthiness Directives, modifications or inspections, being a modification or inspection required by the DCA is completed.
- 1.3. Under the provisions of Regulation 11 (1) and 20 (3) of the Civil Aviation (Airworthiness), an aircraft shall not fly unless any conditions subject to which the Certificate of Airworthiness was issued or rendered valid, are complied with.
- 1.4. Regulation 18 (2) of the Civil Aviation (Airworthiness) Regulations lays down the requirements for compliance with Airworthiness Directives and modifications and inspections required by the BCAD. All Airworthiness Directives issued by the State of Design of the product are mandatory and shall be complied with. It is, therefore, incumbent on the Operator to ensure that he/she is aware of all ADs and the published information (Service Bulletins, Technical News Sheets, etc.,) concerning modifications and Inspections in respect of their aircraft including its engines, propellers and equipment and performance documents and to act accordingly.
- 1.5. The Operator and his AMO are required to institute a procedure for the assessment of Airworthiness Directives and other related published information in order to ensure that an adequate and timely response will be made as required by Civil Aviation (Approved Maintenance Organisation) Regulation 32 and Air Operator Certification & Administration Regulation 73 (e) & (g). Complete records must be kept of all Airworthiness Directives issued against each product. The records must state applicability, the date, method of compliance and any other relevant information. If not applicable, then the reason why must be indicated. Applicable repetitive Airworthiness Directives should be recorded in such a way that the date and hours of the last inspection and next repeat inspection can be easily identified. They should also be incorporated into the Maintenance Programme for the aircraft.
- 1.6. In certain instances, aircraft are constructed using products that are Type Certificated in more than one country. Operators and AMOs must be aware that all Airworthiness Directives and Mandatory Requirements issued by the Regulatory Authority of the State of Design of the product are mandatory in Barbados under the Regulations.
- 1.7. If in the course of work connected with matters dealt with in this Circular, the Operator or an AMO becomes aware of any potential airworthiness problems they should, without delay, advise the BCAD.

2. PRODUCTS OF FOREIGN MANUFACTURE

2.1. The following modifications and inspections are classified as mandatory;

- (a) Those notified as mandatory in a foreign Airworthiness Directive or equivalent notification issued by the Responsible Authority of the State Design of the product.
- (b) Those notified in a BCAD Emergency Airworthiness Directive.
- (c) Those necessary to comply with BCAD Airworthiness Advisory Circulars of a mandatory character.

3. REPETITIVE INSPECTION

Non Commercial Air Transport

3.1.1. Where an Airworthiness Directive has a repetitive periodicity of not exceeding 24 hours elapsed time and has the following or similar clauses in the text:

- (a) a repetitive inspection periodicity of not exceeding 24 hours elapsed time;
- (b) a clause / paragraph which allows the pilot to carry out the inspection.

the BCAD may invoke the authorisation detailed in paragraph 3.1.2 or 3.2.2. If invoked, the text of •the Airworthiness Directive will prescribe the authorisation.

3.1.2. The DCA in exercise of its powers under Regulation 27 (a) of the Civil Aviation (Airworthiness) Regulations, hereby authorizes a pilot, as a person competent to issue a Certificate of Release to Service in respect of a mandatory inspection required by an Airworthiness Directive where the inspection recurs at periods not exceeding 24 hours elapsed time, subject to the following conditions:

- (a). The pilot must hold a Group or Type rated licence applicable to the type quoted in the inspection.
- (b). The pilot must have sufficient technical knowledge and have received specific training to provide that person with the competence to accomplish the inspection which may also require the use of simple visual inspection aids.
- (c). The specific training must be provided by an appropriately licensed maintenance engineer or organization approved by the DCA for that purpose.

3.1.3. When certifying an inspection in accordance with paragraph 3.1.2 the certifying signature will be that of the pilot followed by his or her licence number.

3.2. Commercial Air Transport

- 3.2.1 The provisions of paragraph 3.1 above cannot be used for repetitive inspections on aircraft operated for Commercial Air Transport. All such certifications must be made by persons authorised by an organisation approved under CA(AMO)R Regulation 5 (2).
- 3.2.2. An organization approved under CA(AMO) Regulations Part II in accordance with Regulation 30 (1) may authorise suitably qualified pilots to issue a Certificate of Release to Service in respect of a mandatory inspection required by an Airworthiness Directive when the inspection recurs at periods not exceeding 24 hours elapsed time as defined in paragraph 3.1.1, subject to the following conditions:-
- (a). The pilot must hold a Group or Type rated licence applicable to the type quoted in the inspection.
 - (b). The pilot must have sufficient technical knowledge and have received specific training to provide that person with competence to accomplish the inspection which may also require the use of simple visual inspection aids.
- 3.2.3 When certifying an inspection in accordance with paragraph 3.2.2, the certifying signature will be that of the authorisation reference issued by the approved maintenance organisation.

4. Changes to Flight Manuals or Performance Schedules

4.1 Where an Airworthiness Directive introduces a change to an aircraft Flight Manual or Performance Schedule, the introduction of the change into the appropriate document shall be the responsibility of the Operator of the aircraft. A copy of the Airworthiness Directive or Flight Manual Supplement shall be attached to the Flight Manual or Performance Schedule to denote compliance in addition to any manufacturers temporary revisions complementary to the Airworthiness Directive.

NOTE: In addition to introducing a copy of the Airworthiness Directive or Flight Manual Supplement into the Flight Manual, operators must ensure where a "Permission" has been granted to utilise an Operations Manual in lieu of the Flight Manual, that the information promulgated in the Document is transmitted into the Operations Manual within the compliance time specified in the Directive.

5. Variation to Airworthiness Directive Compliance Timescale

- 5.1 Aircraft owners, operators and contracted maintenance organisations must assess all Airworthiness Directives relating to relevant aircraft types and initiate early requisition and/or provision of aircraft parts and/or maintenance resources to meet the Airworthiness Directive compliance timescale.

- 5.2 Any application to vary an Airworthiness Directive compliance timescale will be assessed by the DCA on a case by case basis. The application must be supported by the Organisation responsible for ‘the type design’ and the applicant must demonstrate, to the satisfaction of the DCA, an equivalent level of safety. Variations of this nature are intended to be used in exceptional circumstances which could not reasonably have been foreseen by the owner, operator or contracted maintenance organization

6. Airworthiness Directive ‘Alternative Means of Compliance’.

A variation to an Airworthiness Directive by means of an ‘alternate means of compliance’ will be assessed by the DCA on a case by case basis and, the applicant must have the positive written support of the organisation responsible for the type design and, must demonstrate to the satisfaction of the DCA, an equivalent level of safety.