



Flight Safety Notification

Airworthiness

Flight Safety Notifications (FSNs) are not mandatory in nature, but provide means such as guidance, methods, procedures and practices acceptable to the Authority for complying with regulations and other requirements in a systematic manner. These are not necessarily the only means of compliance. FSNs may also contain explanations of regulations, other guidance material, best practices or information useful to the aviation community. Unless incorporated into a regulation by reference, FSNs are not regulatory and do not create or change a regulatory requirement. A change of a regulatory requirement may come in the form of a Directive. A Flight Safety Notification is not a Directive.

Work Carried Out by Independent, Licensed AMEs and AMOs

Reason for Revision

Standardization of format to all Flight Safety Notifications

Purpose

The purpose of this Flight Safety Notification (FSN) is to provide guidance on the responsibilities of individuals and organizations involved in the engagement of the services of independent licensed AMEs and AMOs.

References

- (1) The Jamaica Civil Aviation Regulations 2012, Schedule 5, Subpart 5.145
- (2) The Jamaica Civil Aviation Regulations 2012, Schedule 6, Subpart 6.110
- (3) The Jamaica Civil Aviation Regulations 2012, Schedule 12, Subpart 12.530

Applicability

To all Owner/Operator of an aircraft and Approved Maintenance Organizations

Responsibility of Owner/Operator

All maintenance performed on an aircraft is the responsibility of the owner/operator of that aircraft. The owner/operator may contract out the performance of some or all of the required maintenance tasks, within the limits allowed by his approved Maintenance Control Manual, but retains ultimate responsibility. The contracted AMO performs the functions for which he has

been contracted, according to the Approved Maintenance Program provided by the owner/operator and as directed by the owner/operator's Maintenance Control Manual.

Responsibility of AMO

If the AMO cannot provide a particular service (such as NDT, Welding or Avionics) then another AMO, or an independent AME, appropriately qualified, may be requested by the operator directly, or by the AMO (with the approval of the operator), to provide the service. In such event, the contracted AME (or Approval holder) is required to document, and to certify for, the provision of the service, on a worksheet, or in the appropriate Logbook, whichever is applicable.

The representative of the contracted AMO, who is in charge of the aircraft, must be satisfied that the work has been properly accomplished, documented and certified, before signing the final Certificate of Release to Service (CRS) for the aircraft. If the representative is not satisfied, either with the accomplishment of the work, the documentation, or the certification, then the aircraft must not be released to service. The operator must be notified immediately, both verbally and in writing, of the concerns of the AMO. The operator will then be solely responsible to ensure that the aircraft is made serviceable, as per Civil Aviation Regulations currently in force, prior to flight. The AMO is required in any such situation, to notify the Authority in writing immediately.

Approved by: _____



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