



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.

Continuing Airworthiness of Foreign Registered Aircraft in a Flight Training Unit

Reason for Revision

Not Applicable

Purpose

This Flight Safety Notification (FSN) provides the local aviation industry with an opportunity to provide comments on a pending Airworthiness Directive regarding continuing airworthiness of foreign registered aircraft operating in the Flight Training Unit of an Approved Training Organization.

References

- 1) Civil Aviation Act
- 2) Civil Aviation Regulation 2012, Regulation 27
- 3) Civil Aviation Regulation 2012, Schedules 5 and 9

Applicability

This FSN is applicable to all persons who wishes to provide comments on a pending Airworthiness Directive regarding continuing airworthiness of foreign registered aircraft operating in the Flight Training Unit of an Approved Training Organization.

Effectivity

This FSN will remain applicable for a maximum of two weeks following which, the Airworthiness Directives will be formally published.

Definitions

Not Applicable

Background

Many current and potential Approved Training Organizations have sought to utilize foreign registered aircraft in their Flight Training Units. Aircraft utilized for Flight Training may have maintenance requirements that differ from the State of Registry and Jamaica.

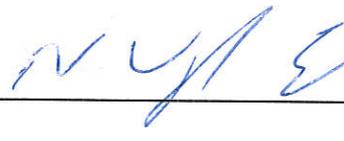
The Jamaica Civil Aviation Authority has sought to codify the continuing airworthiness requirements that must be adhered to for foreign registered aircraft operating in a Flight Training organization in Jamaica. This will be documented by way of an Airworthiness Directive.

Action

Persons are invited to provide comments on the proposed Airworthiness Directive no later than October 16, 2020.

Comments can be made via email to the address fsd@jcaa.gov.jm.

Approved by: _____



Date: (30/Sep/2020)

Noel Ellis

Director, Flight Safety

for Director-General of Civil Aviation

Jamaica Civil Aviation Authority

Purpose

To clarify the continuous airworthiness requirements to be implemented by an Approved Training Organization (ATO) that utilizes a foreign registered aircraft in its flight training unit (FTU).

NOTE

The basis of this Airworthiness Directive is on United States registered aircraft. Any continuous airworthiness requirement will be assessed on a case by case basis depending on the State of Registry of the aircraft.

Background

Schedule 9.120 a, (1) and (2) of the Civil Aviation Regulation 2012, as amended (CARs), states the following:

An applicant for, or holder of, an ATO certificate shall ensure, for each aircraft used for flight instruction and solo flights:

- (1) except for flight instruction and solo flights in a curriculum for agricultural aircraft operations, external load operations and similar aerial work operations, that the aircraft has a Jamaica standard airworthiness certificate or **a foreign equivalent of a Jamaican standard airworthiness certificate**, acceptable to the Authority
- (2) that each aircraft is maintained and inspected in accordance with the requirements of the Fifth Schedule;

Regulation 27, on the other hand states the following:

- (1) No person shall operate an aircraft, or cause an aircraft to be operated in Jamaican airspace, unless there is in force in respect thereof a Certificate of Airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with; provided that the foregoing prohibition shall not apply to flights, beginning and ending in Jamaica without passing over any other country, of-
 - (a) an aircraft flying in accordance with a Restricted Airworthiness Certificate issued pursuant to the Fifth Schedule; or
 - (b) an aircraft flying in accordance with the conditions of a Flight Permit issued pursuant to the Fifth Schedule.
- (2) In the case of an aircraft registered in Jamaica the Certificate of Airworthiness referred to in paragraph (1) shall be a certificate issued in accordance with the Fifth Schedule.

The continued airworthiness requirements for the foreign registered aircraft used for flight instructions and solo flights must be consistent with requirements of the State of Registry for compliance with Regulation 27.

Applicability

ATO certificate holders using foreign registered aircraft for flight instructions and solo flights.

Effectivity

This Airworthiness Directive shall remain in effect until superseded or withdrawn by the Civil Aviation Authority (the Authority).

Method of Compliance

ATO certificate holders that use foreign registered aircraft acceptable to the Authority shall maintain the aircraft in the private (non-commercial) category in accordance with the instruction for continued airworthiness of the State of Registry.

In addition to compliance with the States of Registry's instruction for continued airworthiness, an ATO that utilizes foreign registered aircraft are to comply as directed below:

Pursuant to Regulation 83 and while such aircraft remains within the FTU of the ATO certificate holder, the Authority directs the operator to comply with the following Regulations and Schedules:

- Regulation 19 and Schedule 5.085, reporting of failures.
- Regulations 28 and 29: compliance with mandatory service bulletins and any other approved document that affects the time between overhauls (TBO) or finite life of a part or component.
- Regulations 30, 33 and Schedules 12.234, 12.240: the operator shall comply by implementing procedure for the use of both a journey and technical logbook.
- Schedule 5.112, changes to an aircraft maintenance program: the operator shall comply with revisions to the program deemed necessary by the JCAA.
- Schedule 5.120; Duplicate Inspections: the operator shall comply by developing and implementing procedures.
- Parts and materials: procedures to be developed and implemented to prevent the use of unapproved parts as well as other controls for the quarantine, receiving and storage of parts.
- Schedule 8.545: An Aircraft Maintenance Engineer (AME) will not be allowed to accomplish and return to service engine overhauls, as well as major modifications and major repairs to airframe, engines and propellers. Operators shall notify the JCAA prior to and post implementation of major modifications and overhauls of airframe, engines, propellers and other major parts. This notification shall include:
 1. Name of the part, part number and serial number and reason(s) for the major modification, major repair or overhaul.
 2. The repair station information to include contact person and copies of Repair Station/Approved Maintenance Organization (AMO) certificates.
 3. The Work Order upon completion of the work.
 4. The release to service issued upon completion of the work.
- The Authority, as normal, reserves the right to verify any information provided by the operator with the State of Registry and repair stations involved in maintenance of aircraft, parts and material.

Operators Responsibility

The ATO certificate holder is required to be knowledgeable of the relevant regulatory requirements and guidance material published by the State of Registry and shall maintain the aircraft accordingly, ensuring the continued validity of the Certificate of Airworthiness. The Authority requires that the ATO develops and provides a maintenance program that meets the requirements of the State of Registry. The Authority will review this program for acceptance which will also be subject to amendments as guided by the Authority.

In addition to the maintenance program the operator shall develop a manual of maintenance processes and procedures that provides added instructions governing the maintenance of the aircraft. At the completion of a calendar year, the operator will be required to demonstrate that the aircraft continues to meet the conditions for continued airworthiness.

The Authority encourages operators to report any conflicting requirements identified in its efforts to comply with this directive.

Draft Airworthiness Directive