



Civil Aviation Authority of Sri Lanka

AVIATION SAFETY NOTICE

ASN No 061	Ref No: AWS/2004/02	File Ref: AW/2/4
------------	---------------------	------------------

- Recipients : 1 Holders of Air Operator Certificates issued by DGCA
2 Prospective applicants for Air Operator Certificates for commercial Air Transport Operations.
3. Approved Maintenance Organisations.
01. Subject : Procedures for Certification and Continuing Airworthiness.
02. Nature : Compulsory
03. Issue No : 02
04. Status : Amendment
05. Effective Date : With immediate effect
06. Validity : Until further notice
07. Contact Person : Inquiries may be directed, preferably by letter to, Deputy Director (Airworthiness), Civil Aviation Authority, No. 64, Galle Road, Colombo 3, Sri Lanka. Telephone: +94 11 2391305.
08. Availability : A copy of this document is available for reference at the technical library of the Civil Aviation Authority. Copies can be collected at reproduction cost.
09. Applicability : The Civil Aviation (Interim) Regulations No.1 of 2002 requires Director General of Civil Aviation to implement and enforce effectively Standards and Recommended practices (SARPS) contained in the current Annexes to the Chicago Convention in Sri Lanka.

A handwritten signature in the bottom right corner of the page.

10. Comments

: Comments (if any) on the contents of this Aviation Safety Notice may be forwarded to the contact person. However the Aviation Safety Notice will come into effect on the date shown therein notwithstanding any objection or comment made by any person or party unless and until an amendment to the Aviation Safety Notice is issued afresh by the Director General.

11. Notice

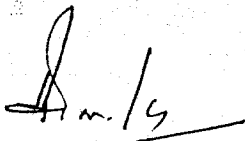
: Any aircraft registered in Sri Lanka or to be registered in Sri Lanka shall confirm to the requirements specified in the attachment hereto.

12. Action Required

- : 1. Any operator holding an AOC or Approved Maintenance Organisation Certificate or any potential applicant for any such certificate or referred to above are required to make note of this Notice and comply with the applicable requirements/procedures specified in the Attachment and applicable requirements.
2. Replace Page No: 1 of the attachment to ASN 061(issue 01) using the attachment to this amendment.

13. Checklist

: Not applicable



H M C Nimalsiri,
Director General of Civil Aviation and
Chief Executive Officer

Civil Aviation Authority of Sri Lanka, No. 64, Galle Road, Colombo 03.
Telephone: 94 11 2433213, Fax: 94 11 2440231 E-mail: caasl@sri.lanka.net





PROCEDURES FOR CERTIFICATION AND CONTINUING AIRWORTHINESS

Requirements contained in this ASN are based on the Part II "Procedures for Certification and Continuing Airworthiness" of Annex 8 to the Convention on International Civil Aviation - "Airworthiness of Aircraft". The European Aviation Safety Agency regulations contained in Part 21 and Certification standards in Part 23 and Part 25 for small and large aeroplanes, supplements this part respectively. Hence the Operators and potential applicants for Air Operators' Certificates are required to read, understand and interpret this document in conjunction with the applicable requirements in Part 21 and certification standards in Part 23 and Part 25. In the event that there exists any discrepancy between the provisions contained in this document and those of Part 21, 23 and 25, the requirement as specified in this document shall be applicable.

Unless otherwise specified herein, all words, phrases, abbreviations and codes and definitions in this document carry the same meaning as defined in the ICAO Doc 8400- "Abbreviations and Codes" and Chapter 1 (Definitions) of Annex 8. Annexes 6 & 8 shall mean "Annexes 6 & 8 to the convention on International Civil Aviation". The Director General of Civil Aviation shall mean the "Director General of Civil Aviation of Sri Lanka".

This also applies in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an Operator of Sri Lanka and that the Convention may not adequately specify the rights and obligations of the State of the Operator (Sri Lanka) in such instances until such time as Article 83 bis of the Convention enters into force.

Accordingly if, in the abovementioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Regulation, it delegate to the Director General of Civil Aviation of Sri Lanka, subject to acceptance by Sri Lanka, those functions of the State of Registry that can more adequately be discharged by the Director General of Civil Aviation. It is understood that pending entry into force of Article 83 bis of the Convention, the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83 bis entered into force on 20 June 1997, such transfer agreements will have effect in respect of those Contracting States which have ratified the related Protocol (Doc 9318) upon fulfillment of the conditions established in Article 83 bis.

1. TYPE CERTIFICATION

1.1 Applicability

The Standards of this chapter shall be applicable to all aircraft of types for which the application for certification was submitted to the DGCA on or after 13 June 1960, except that the provisions of 1.4 of this part shall only be applicable to an aircraft type for which an application for a Type Certificate is submitted to the State of Design on or after 2 March 2004.

Note.— Normally, a request for a type certificate is submitted by the aircraft manufacturer when the aircraft is intended for serial production.

1.2 Design aspects of the appropriate airworthiness requirements

1.2.1 The design aspects of the appropriate airworthiness requirements,

used by the Director General of Civil Aviation for type certification in respect of a class of aircraft or for any change to such type certification, shall be such that compliance with them will ensure compliance with the Standards of this document and, where applicable, with the Standards of Annex 8 - Parts IIIA, IIIB and IV.

1.2.2 The design shall not have any features or characteristics that render it unsafe under the anticipated operating conditions.

1.2.3 Where the design features of a particular aircraft render any of the design aspects of the appropriate airworthiness requirements or the Standards in Annex 8 - Parts IIIA, IIIB or IV inappropriate, the Director General of Civil Aviation shall apply appropriate requirements that will give at least an equivalent level of safety.

1.2.4 Where the design features of a particular aircraft render any of the design aspects of the appropriate airworthiness requirements or the Standards in Annex 8 - Parts IIIA, IIIB or IV inadequate, additional technical requirements that are considered by the Director General of Civil Aviation to give at least an equivalent level of safety shall be applied.

Note.— An Airworthiness Manual (Doc 9760) containing guidance material has been published by ICAO.

1.3 Proof of compliance with the design aspects of the appropriate airworthiness requirements

1.3.1 There shall be an approved design consisting of such drawings, specifications, reports and documentary evidence as are necessary to define the design of the aircraft and to show compliance with the design

aspects of the appropriate airworthiness requirements.

Note. — The approval of the design is facilitated, by appropriately approving the design organization.

1.3.2 The aircraft shall be subjected to such inspections and ground and flight tests as are deemed necessary by the Director General of Civil Aviation to show compliance with the design aspects of the appropriate airworthiness requirements.

1.3.3 In addition to determining compliance with the design aspects of the appropriate airworthiness requirements for an aircraft, the Director General of Civil Aviation shall take whatever other steps deemed necessary to ensure that the design approval is withheld if the aircraft is known or suspected to have dangerous features not specifically guarded against by those requirements.

1.3.4 The Director General of Civil Aviation issuing an approval for the design of a modification, of a repair or of a replacement part shall do so on the basis of satisfactory evidence that the aircraft continues to comply with the design aspects of the appropriate airworthiness requirements used for the type certification of that aircraft type or amended Type Certificate.

Note.— The approval of the design of a modification to an aircraft is signified, by the issuance of a supplemental Type Certificate or amended Type Certificate.

1.4 Type Certificate

1.4.1 The State of Design, upon receipt of satisfactory evidence that the aircraft type is in compliance with the design aspects of the appropriate airworthiness requirements, shall issue a Type Certificate to define the design

ma

and to signify approval of the design of the aircraft type.

1.4.2 When a Contracting State, other than the State of Design, issues a Type Certificate for an aircraft type, it shall do so on the basis of satisfactory evidence that the aircraft type is in compliance with the design aspects of the appropriate airworthiness requirements.

2. PRODUCTION

2.1 Applicability

The Standards of this chapter are applicable to all aircraft manufactured in Sri Lanka.

2.2 Production

2.2.1 Aircraft production

The Director General of Civil Aviation Sri Lanka shall ensure that each aircraft, including parts manufactured by sub-contractors in Sri Lanka conforms to the approved design.

2.2.2 Parts production

The Director General of Civil Aviation taking responsibility for the production of parts manufactured under the design approval referred to in 1.3.4 of this Part shall ensure that the parts conform to the approved design.

2.2.3 Production control

When approving production of aircraft or aircraft parts, the Director General of Civil Aviation shall ensure that it is performed in a controlled manner including the use of a quality system so that construction and assembly are satisfactory.

Each production organization shall be appropriately approved to facilitate oversight of production facilities.

2.2.4 Traceability

Records shall be maintained such that the identification of the aircraft and of the parts with their approved design and production can be established.

3. CERTIFICATE OF AIRWORTHINESS

Note.— The Certificate of Airworthiness as used in these Standards is the Certificate of Airworthiness referred to in Article 31 of the Convention.

3.1 Applicability

The Standards of this chapter are applicable in respect of all aircraft, except 3.3 and 3.4 which are not applicable in respect of all aircraft that are of a type of which the prototype was submitted to appropriate national authorities for certification before 13 June 1960.

3.2 Issuance and renewal of a Certificate of Airworthiness

3.2.1 A Certificate of Airworthiness shall be issued by the Director General of Civil Aviation on the basis of satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements. For this purpose, an aircraft certified under FAR 23 or 25 of the FAA, or under JAR 23 or 25 of the JAA, or under any other design code acceptable to the DGCA shall be considered as appropriate airworthiness requirement.

3.2.2 The Director General of Civil Aviation shall not issue or render valid a Certificate of Airworthiness for which it intends to claim

recognition pursuant to Article 33 of the Convention on International Civil Aviation unless it has satisfactory evidence that the aircraft complies with the applicable Standards of this Part through compliance with appropriate airworthiness requirements of FAA, JAA or any other State acceptable to the Director General of Civil Aviation.

3.2.3 A Certificate of Airworthiness shall be renewed or shall remain valid, subject to the Civil Aviation Regulations, provided that the Director General of Civil Aviation shall require that the continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service or, alternatively, by means of a system of inspection, approved by the Director General of Civil Aviation, that will produce at least an equivalent result.

3.2.4 When an aircraft possessing a valid Certificate of Airworthiness issued by a Contracting State is entered on the register of the State of Sri Lanka, the Director General of Civil Aviation, when issuing another Certificate of Airworthiness or rendering the original certificate valid, may consider prior issuance of the Certificate of Airworthiness by a Contracting State as satisfactory evidence, in whole or in part that the aircraft is airworthy and in compliance with the appropriate airworthiness requirements. The validity of the authorization shall not extend beyond the period of validity of the Certificate of Airworthiness. However, the Director General of Civil Aviation may inspect the aircraft and its documents as a part of the process of issuance of the Certificate of Airworthiness to an aircraft registered in Sri Lanka.

Note.— This applies both when the aircraft is registered for the first time and when the aircraft changes its nationality.

3.3 Standard form of Certificate of Airworthiness

3.3.1 The Certificate of Airworthiness shall contain the information shown in Figure 1 which is the format approved by the Director General of Civil Aviation.

3.3.2 When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.

3.3.3 The Certificate of Airworthiness shall be carried on board all aircraft registered in Sri Lanka, in compliance with Article 29 of the Convention

3.4 Aircraft limitations and information

Each aircraft shall be provided with a flight manual, placards, or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements, and additional instructions and information necessary for the safe operation of the aircraft.

3.5 Temporary loss of airworthiness

Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

3.6 Damage to aircraft

3.6.1 When an aircraft has sustained damage, the Director General of Civil Aviation shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as

defined by the appropriate airworthiness requirements.

3.6.2 If the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the Director General of Civil Aviation immediately, communicating to it all details necessary to formulate the judgment referred to in 3.6.1.

3.6.3 When the Director General of Civil Aviation considers that the damage sustained is of a nature such that the aircraft is no longer airworthy; he shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition; the Director General of Civil Aviation may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly without fare-paying passengers to an aerodrome at which it will be restored to an airworthy condition, and the Contracting State that had originally, in accordance with 3.6.2, prevented the aircraft from resuming flights shall permit such flight.

3.6.4 When the Director General of Civil Aviation considers that the damage sustained is of a nature such that the aircraft is still airworthy; the aircraft shall be allowed to resume its flight.

4. CONTINUING AIRWORTHINESS OF AIRCRAFT

4.1 Applicability

The Standards of this chapter are applicable to all aircraft registered in Sri Lanka.

4.2 Determination of continuing airworthiness

4.2.1 The Director General of Civil Aviation has developed requirements to ensure the continued airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:

a) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and

b) is maintained in an airworthy condition and in compliance with the maintenance requirements of Annex 6 and, where applicable, Parts IIIA, IIIB and IV of Annex 8.

4.2.2 The continuing airworthiness of an aircraft shall be determined by the Director General of Civil Aviation in relation to the appropriate airworthiness requirements in force for that aircraft. For this purpose, an aircraft certificated under FAR 23 or 25 of the FAA, or under JAR 23 or 25 of the JAA, or under any other design code acceptable to the Director General of Civil Aviation shall be considered as appropriate airworthiness requirement.

4.3 Information related to continuing airworthiness of aircraft

4.3.1 When the Director General of Civil Aviation first enters on its register an aircraft of a particular type for which it is not the State of Design and issues or validates a Certificate of Airworthiness in accordance with 3.2.2 of this ASN, it shall advise the State of Design that it has entered such an aircraft in Sri Lanka Civil Aircraft Register.

4.3.2 The State of Design of an aircraft shall transmit any generally applicable information, which it has found necessary for the

continuing airworthiness of the aircraft and for the safe operation of the aircraft (hereinafter called mandatory continuing airworthiness information) as follows:

- a) To the Director General of Civil Aviation, who has in accordance with 4.3.1 advised the State of Design that it has entered the aircraft in Sri Lanka Civil Aircraft Register; and
- b) to any other Contracting State upon request.

Note 1.— In 4.3, the term “mandatory continuing airworthiness information” is intended to include mandatory requirements for modification, replacement of parts or inspection of aircraft and amendment of operating limitations and procedures. Among such information is that issued by the Contracting States in the form of airworthiness directives.

4.3.3 The Director General of Civil Aviation shall, upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action.

4.3.4 The Director General of Civil Aviation Sri Lanka, having entered on its civil aircraft register an aircraft in respect of which Sri Lanka is not the State of Design and for which it has issued or validated a Certificate of Airworthiness in accordance with 3.2 of this ASN shall ensure the transmission to the State of Design of all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft.

4.3.5 The Director General of Civil Aviation requires that in respect of aeroplanes of over 5 700 kg and helicopters over 3 180 kg maximum-certificated take-off mass,

information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft must be transmitted to the organization responsible for the type design of that aircraft and the State of Design. The requirements for the operations of such aircraft to the organization responsible for type design of aircraft are specified in ASN 014.

4.3.6 The State of Design shall ensure that in respect of aeroplanes over 5700kg and helicopters over 3 180 kg maximum-certificated take-off mass, there exists a system for:

- a) receiving information submitted in accordance with 4.3.5;
- b) deciding if and when airworthiness action is needed;
- c) developing the necessary airworthiness actions; and
- d) promulgating the information on those actions including that required in 4.3.2.

4.3.7 The State of Design shall ensure that in respect of aeroplanes over 5700kg maximum certificated take-off mass, there exists a continuing structural integrity programme to ensure the airworthiness of the aeroplane. The programme shall include specific information concerning corrosion prevention and control.

4.3.8 The Director General of Civil Aviation shall establish, in respect of aeroplanes over 5700 kg and helicopters over 3 180 kg maximum certificated take-off mass, the type of service information that is to be reported to the airworthiness authority under his control by operators, organizations responsible for type design and maintenance organizations. Procedures for reporting this information shall also be established.

4.3.9 Where the State of Manufacture of an aircraft is other than the State of Design; there shall be an agreement acceptable to both States to ensure that the manufacturing organization cooperates with the organization responsible for the type design in assessing information received on experience with operating the aircraft.

08

09. A

