

# Democratic Socialist Republic of Sri Lanka



## Civil Aviation Authority of Sri Lanka

### Implementing Standards

(Issued under Sec. 120, Civil Aviation Act No. 14 of 2010)

### **Title: Airworthiness Directives (AD), Mandatory Modifications / Mandatory Inspections**

**Reference No. :** IS-8-(II)-4.2

**SLCAIS :** 094

**Date:** 07 March 2018

Pursuant to Sec.120 of the Civil Aviation Act No.14 of 2010 which is hereinafter referred to as the CA Act, Director General of Civil Aviation shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act.

Accordingly, I, being the Director General of Civil Aviation do hereby issue the Implementing Standards on **Airworthiness Directives (AD), Mandatory Modifications / Mandatory Inspections** as mentioned in the Attachment hereto (Ref: Attachment No. IS-8-(II)-4.2-Att.), elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices on Annex 8, Part II, 4.2 to the Convention and the Air Navigation Regulations of 1955.

This Implementing Standard shall be applicable to all Aircraft Operators Approved by the Director General of Civil Aviation of Sri Lanka and shall come in to force with immediate effect and remain in force unless revoked.

The IS-094 shall be effective on 07<sup>th</sup> March 2018 and will be applicable on 07<sup>th</sup> March 2018 and it will supersede the requirement in Aviation Safety Notice (ASN) 15 and 65.

Attention is also drawn to Sec. 103 of the Act, which states inter alia that failure to comply with Implementing Standard is an offence.

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Enclosure: Attachment No. IS-8-(II)-4.2-Att.



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## **AIRWORTHINESS DIRECTIVES (AD), MANDATORY MODIFICATIONS / MANDATORY INSPECTIONS**

Requirements contained in this IS are based on ICAO Annex 8, Part II, 4.2- Information related to continuing airworthiness of aircraft.

It is the responsibility of the Operator to comply with Airworthiness Directives issued by the State of Design and Directives issued by the DGCA to ensure the continuing airworthiness of the aircraft. The Certificate of Airworthiness of an aircraft registered in Sri Lanka will remain valid only if the Operator maintains the aircraft in compliance with the above requirements.

The purpose of a mandatory modifications/mandatory inspections is to subject the Owner or the Operator as the case may be to carry out certain modifications or inspections to rectify unsafe situation/condition/status or any similar matter that affect adversely on the airworthiness of the aircraft and/or accessories and components. The AD as Mandatory Modification/Mandatory Inspection will prescribe the mandatory actions required for the continued safe operation of the aircraft.

Unless otherwise specified herein, all words, phrases, codes and abbreviations in this document carry the same meaning as defined in the ICAO Doc 8400 – “Codes and Abbreviations”

### **1. DOCUMENTS RELATING TO CONTINUING AIRWORTHINESS OF AIRCRAFT:**

- 1.1 As per IS-021-A-11 (SLCAIS 084), type certificate acceptance takes place in Sri Lanka. IS-21.A.15 (b) 9 and Appendix D of IS -21, identifies that when a Type Acceptance Certificate (TAC) is issued by CAASL, the design organization responsible for the design of the Aircraft shall note the fact CAASL has accepted such type certificate and ensure Mandatory Continuing Airworthiness Information is provided to CAASL.
- 1.2 SLCAIS 084, IS.21.A.1A further elaborates Airworthiness Directives which will remain applicable to aircraft in Sri Lanka register.
- 1.3 Per SLCAIS 080, MA 401, it is the responsibility of the Owner / Operator to have a system in place to receive Mandatory Airworthiness Directives and Service Bulletins in a timely manner.
- 1.4 At the time of issue of initial Certificate of Airworthiness (C of A) and type of aircraft imported into the country, the Operator shall ensure that all Airworthiness Directives issued by the Regulatory Authority of the State of Design are complied with. A statement in this regard shall be submitted to the DGCA. All repeat inspections mentioned in the Airworthiness Directives may form part of the maintenance inspection schedule.
- 1.5 All Operators are required to evolve and implement a fool proof and timely system to ensure that all applicable Airworthiness Directives are carried out in a timely manner and any modification carried out on their aircraft is duly intimated to the Design Organization. The Maintenance Control Manual / Continuous Airworthiness Management Exposition (CAME) should include the procedure for intimating the compliance of modifications to the Design Organization.
- 1.6 It shall be the responsibility of Owner/Operator to include such modifications, which require repeat inspections at specified intervals in the appropriate inspection schedule.

- 1.7 Owner/Operator are required to submit to the Airworthiness Section a consolidated list of AD's at the time of renewal of Certificate of Airworthiness and Mandatory Modifications/ Inspections, item-wise indicating their compliance status.
- 1.8 The Certificate of Airworthiness will not be renewed if it is observed that any ADs as Mandatory Modification/Inspection due on the aircraft, aircraft component or item of equipment installed on the aircraft has not been complied with.

## **2. GUIDELINES**

ADs issued by the State of Design on aircraft designed in the respective regulatory regime are "Mandatory" for applicable aircraft, system and its components without any variation or further notification. It is essential on the part of all Operators of aircraft to ensure compliance of all applicable AD's within the target date as specified therein.

## **3. WAIVER /CONCESSION**

- 3.1 The policy prescribes all the AD's must be complied with in target time frame, However in order to avoid any possible grounding of aircraft out of station and to enable ferry to a facility, an Operator may request for waiver or concession in compliance of AD, to the Airworthiness Section. The Airworthiness Section will process such requests, keeping in view following considerations: -
  - i. Safety considerations
  - ii. Design Organization's comments and No Technical Objection (NTO) provided.
- 3.2 The DGCA may grant waiver/concession or extension in target date etc, for any AD, depending upon the above considerations. Written instructions for grant of waiver or otherwise will be sent to the Operator by the DGCA.