



## CIVIL AVIATION AUTHORITY OF SRI LANKA

### INSPECTION REQUIREMENTS FOR RENEWAL OF A CERTIFICATE OF AIRWORTHINESS

**Note:**

All maintenance functions should be carried out in conformance with Air Navigation Regulations of Sri Lanka and the associated standards

**Part 1** - To be completed by the applicant where applicable.

**1.1 TOMBSTONE DATA :**

It is the applicant's responsibility to accurately record the applicable airframe, engine, propeller, main rotor, tail rotor and auxiliary power unit descriptive data from a visual inspection of the components specific data plate. Other technical information may be obtained from the aircraft journey and technical logs.

AIRCRAFT	AS PER THE TYPE APPROVAL CERTIFICATE DATA SHEET	
Manufacturer		
Model Number		
Serial Number		
Total Time Since New (TTSN)		
Total Cycles Since new (TCSN)		
Type approval / Certificate Number		
Identify last major inspection and date completed:	Type of the Check/ Inspection:	___/___/___ Date
Indicate if the Inspection was conducted in accordance with the manufacturer's requirements or other maintenance schedule.		
Aircraft role prior to importation if known		
Intended Aircraft Role		
Additional Noteworthy Information		

<b>ENGINE</b>	<b>ENGINE NO 1</b>	<b>ENGINE NO 2</b>	<b>ENGINE NO 3</b>	<b>ENGINE NO 4</b>
Manufacturer.				
Model Number.				
Serial Number				
Type Approval Certificate Number				
Total Time and Cycles Since New (TTSN/ TCSN)				
Total Time and Cycles Since Overhaul (TTSO/ TCSO)				
Additional Noteworthy Information:				

<b>PROPELLER</b>	<b>Propeller NO 1</b>	<b>Propeller NO 2</b>	<b>Propeller NO 3</b>	<b>Propeller NO 4</b>
Manufacturer				
Model Number				
Serial Number				
Type Approval Certificate Number				
Total Time Since New (TTSN)				
Total Time Since Overhaul (TTSO)				
Additional Noteworthy Information:				
<b>AUXILIARY POWER UNIT (APU) :</b>				
Manufacturer				
Model Number.				
Serial Number				
Type Approval Certificate Number				
Total Time and Cycles Since New (TTSN/TCSN)				
Total Time and Cycles Since Overhaul (TTSO/TCSO)				

Additional Noteworthy Information:

Provide a list of dynamic components as listed on the aircraft type approval or type certificate.

<b>Dynamic Components</b>	<b>Manufacturer</b>	<b>Model Number</b>	<b>Serial Number</b>	<b>TTSN</b>	<b>TTSO</b>

Additional Noteworthy Information:

1.2 Is the aircraft to be operated privately? Yes:  No:

Contact person :

Location :

Telephone :

1.3 Please send the preceding completed documentation to the CAA Inspector for the aircraft verification.

<b>This part is to be completed by an CAA Inspector</b>	
1.4 For CAA Use only	
a) Does the airframe model number agree with the Type Approval/Certificate?	Yes:      No:
b) Does the engine(s) model number agree with the Type Approval/Certificate?	Yes:      No:
c) Does the propeller(s) model number agree with the Type Approval/Certificate?	Yes:      No:
d) Does the APU model number agree with the Type Approval/Certificate?	Yes:      No:
CAA SL Inspector name:	

<b>Part 2 – To be completed by the applicant.</b>				
2.1	The following will apply (where applicable) if conformity to an approved type design is shown by means of an airworthiness Inspection of an aircraft engines or propellers			
		Applicability		Comments
		Yes	No	
2.1.1	Has the aircraft been inspected and certified by a person authorized to do so			
2.1.2	Is the technical history of the aircraft sufficient? (A minimum of a 100 hour inspection or equivalent shall be carried out)			
	<p><b>Applicable only in case where the aircraft has undergone major modification/repair since last issue/renewal of Certificate of Airworthiness</b></p> <p><b>Note –1:</b></p> <p>“Sufficient in relation to technical history means, as a minimum, a maintenance release or equivalent certification for each maintenance task completed within the preceding year, and technical records in sufficient detail to enable a determination of the following.</p> <ul style="list-style-type: none"> <li>• The identity of the aircraft.</li> <li>• The identity of each installed engine.</li> <li>• The identity of the each installed propeller/ rotor.</li> <li>• The identity and airworthiness status of each installed serialized component.</li> <li>• The time remaining before the next scheduled task on the applicable maintenance schedule.</li> <li>• The permissible time in service remaining for each life limited part installed.</li> </ul>			

	<p><b>Note – 2:</b></p> <p>The aircraft owner shall submit a <u>report (survey)</u> to the Airworthiness inspector clearly detailing the inspection conducted and all additional details of the work required bringing the aircraft to a condition of conformity to the certified type design and of safe operation.</p> <p>The Airworthiness Inspector will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of <u>conformity and to a condition of safe operation.</u></p>			
2.1.3	<p>Is the technical history of the aircraft continuous since the last issue of Certificate of Airworthiness?</p> <p><b>Note 1:-</b></p> <p>If the technical history of the aircraft <u>lacks continuity</u>, or does not, in the opinion of the “authorized person”. Contain sufficient data regarding the maintenance of the aircraft, engines, or other aeronautical products, disassembly and inspection are required</p> <p><b>Note 2:-</b></p> <p>The aircraft owner shall submit a report (survey) to the AW Inspector detailing what portions of the aircraft, engines, and aeronautical products lack continuity and will require disassembly and inspection.</p> <p>The AW Inspector will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of <u>conformity and to a condition of safe operation.</u></p>			
2.1.4	<p>Is the technical history since the last issue of C of A sufficient to determine the conformity and condition of the aircraft?</p> <p><b>Note 1:</b></p> <p>If the technical history of the aircraft is <u>not sufficient to determine the conformity and condition of the aircraft</u>, a complete overhaul is required, except those aeronautical products for which there is documentary evidence that the product has been overhauled within one year prior to the aircraft being imported.</p> <p><b>Note 2:</b></p> <p>The aircraft owner shall submit a <u>report (survey)</u> to the AW Inspector detailing what portions of the technical history are not sufficient to determine the aeronautical products <u>conformity and condition</u> and will be overhauled.</p> <p>The AW Inspector will evaluate the report and inspect the aircraft to determine if the work proposed will bring the aircraft to a condition of <u>conformity and to a condition of safe operation.</u></p>			

2.1.5	Is the aircraft, engine(s) propeller(s) appliances in compliance with the applicable type certificate data sheets or aircraft specifications?			
2.1.6	Is the aircraft cabin in an approved configuration?  <b>Note:</b> Review against the type certificate and approved drawings.			
2.1.7	Have all applicable airworthiness directive been complied with?  <b>Note 1</b>  The applicant must verify that <u>all</u> applicable airworthiness directives (or foreign equivalents) have been complied with. A list identifying <b><u>all ADs researched and compiled with must accompany the renewal application.</u></b>			
2.1.8	Have all major repairs and major modifications been carried out in accordance with data acceptable to the DGCA and certified indicating that they are of an approved type and were made in accordance with accepted standards of workmanship?  <b>Note I:</b>  Confirm and list all major modifications or major repairs embodied in the product. <b><u>The list of such data must accompany the renewal application</u></b>			
2.1.9	Are the airframe, engine(s), and propeller(s), free from corrosion or within the limits prescribed by the applicable maintenance standards?  <b>Note I :</b>  If corrosion is within limits provide complete details of location and indicate the maintenance manual standards			
2.1.10	Are all aircraft systems, engines, propellers, and controls functioning properly and to manufacturer's specifications?			
2.1.11	Is the approved flight manual or approved operating limitations are being updated as applicable for the aircraft?			
2.1.12	Is a Weight and Balance report together with an equipment list which includes the weight and moment arm of each item of equipment not forming part of the Type Design?  <b>Note I :</b>  The aircraft must have a current weight and balance including an equipment list			

2.1.13	Have all life-limited parts been researched to determine that the time in service of each life limited part has not exceeded its maximum permitted life?  <b>Note 1 :</b>  Each life-limited component, or any product containing a life-limited component, which has seen prior service shall be accompanied by its technical record containing details of all repairs and modifications carried out during its service life, and a record of accumulated time in flying hours or cycles, as may be applicable			
2.1.14	If the aircraft is eligible for a certificate of airworthiness has it been brought to the required standards through the use of applicable maintenance standards?			
2.1.15	Has an application for the renewal of certificate of airworthiness been submitted detailing the work completed?			
2.1.16	Have the appropriate fees been submitted with the C of A renewal application?			
2.1.17	Has the aircraft journey log and other technical records been established for the aircraft  <b>Note 1:</b> Has a maintenance release been provided by an authorized person			
The information contained in the checklists is true and accurate.				
Print Name of applicant / representative:				
Signature of applicant / representative:				
Name of Airworthiness Inspector who verified (sampled) the above requirements.				
<b>This part is to be completed by an Airworthiness Inspector of CAA-SL</b>				
2.1.18	(a) After evaluation of the report (survey) as required by this part, sections 2.1.2, 1.1.3, 2.1.4 and inspection of the aircraft, has the AW Inspector determined if the aircraft is in a condition of conformity to the certified type design and of safe operation?	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>	Comments
	(b) If no, has the applicant been informed in writing identifying why the aircraft did not conform to an approved type design and was not in a condition for safe operation and renewal of a Certificate of Airworthiness.	Yes : <input type="checkbox"/>	No : <input type="checkbox"/>	
2.1.19	Will the Sri Lankan Certificate of Airworthiness be issued?	Yes : <input type="checkbox"/>	No : <input type="checkbox"/>	Date of issue

2.1.20	Has the CAA Sri Lanka rescheduled the inspection if necessary?	Yes : <input type="checkbox"/> No : <input type="checkbox"/>	Date Rescheduled:	
<p><b>Part 3 : As applicable this part is to be completed by the applicant prior to the aircraft being operated.</b></p>				
<p>This part identifies additional airworthiness inspection requirement for private, private passenger carrying, flight training and commercial operators of aeroplane, helicopters, and balloons that must be complied with prior to the aircraft being operated.</p>				
		Applicability		Comments
		Yes	No	
3.1	a) Is there available an <u>Aircraft Flight</u> manual as required by applicable standards of airworthiness. b) If the operator is a Private Operator- Passenger Transportation has the operator established and maintained an operating manual that provides guidance to crew members and in the operation of the aircraft?			
3.2	Have all placards required by the applicable standards of airworthiness been affixed to the aircraft or attached to the component in accordance with those standards?			
3.3	Is there a <u>Master Minimum Equipment</u> developed for the aircraft? If Yes, has the operator of the aircraft submitted a Minimum Equipment List for approval?			
3.4	If the <u>power driven aircraft is</u> to be operated for <u>Day VFR</u> flight has the aircraft <u>been equipped</u> with all <u>the required equipment</u> ? Refer ASN 053 for requirements			
3.5	If the <u>power driven aircraft is</u> to be operated for <u>VFR flight Over the Top (OTT)</u> has the aircraft been equipped with all the required equipment? In addition to the VFR instruments; Refer ASN053 for requirements			
3.6	If the <u>power driven aircraft is</u> to be operated for <u>Night VFR</u> flight has the aircraft been equipped with all the required equipment?			
Remarks :				
3.7	If the <u>power driven aircraft is</u> to be operated for IFR flight has the aircraft <u>been equipped</u> with all the <u>required equipment</u> ?			



3.8	<p>a) Is the aircraft equipped with a Seat <u>and Safety Belt</u> for each person on board the aircraft?</p> <p>b) Is the aircraft pilot seat and any seat beside the pilot seat equipped with a safety belt and any that includes a Shoulder Harness and inertia reel?</p> <p><b>Note 1:</b> This is not applicable for small aero planes manufactured before July 18, 1978.</p>			
3.9	<p>If the aircraft is <u>Unpressurized</u> does it carry sufficient <u>Oxygen</u> for the period of flight and cabin pressure altitude?</p>			
3.10	<p>If the aircraft is Pressurized is it equipped with sufficient <u>Oxygen Dispensing Units</u> and oxygen supply to provide in the event of cabin pressurization failure sufficient oxygen to continue the flight to an aerodrome suitable for landing?</p>			
3.11	<p>a) Aircraft Weight and Balance Control Except where otherwise provided under the terms of a fleet empty weight and balance programme has the large aircraft been re-weighed and an updated report repaired every 5 years?</p>			
3.12	<p>Is the weight and balance report together with an equipment list, which includes the weight and weight and moment arm of each item of equipment not forming part of the type design available?</p> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>1. <i>The aircraft must have a current weight and balance including an equipment list that includes all additional installed equipment.</i></li> <li>2. <i>Has the weight and balance report been certified by signing a maintenance release?</i></li> <li>3. <i>Is the aircraft is likely to be operated in two or more different configurations? If yes is there a separate weight and balance report addendum for each configuration?</i></li> <li>4. <i>Does each addendum contain a supplementary list, which clearly shows the differences from the basic aircraft?</i></li> <li>5. <i>Does the each addendum include the empty weight and center of gravity for the applicable configuration?</i></li> <li>6. <i>Is each addendum clearly identified with respect to the aircraft <u>configuration</u> to which it <u>applies</u>?</i></li> </ol>			

3.13	<p>If the aircraft is so equipped, has the Non-Stabilized Direction Indicator been calibrated and a dated correction card installed for each indicator at intervals not exceeding 12 months?</p> <p><b>Note :</b> The annual calibration may not be required if the aircraft is equipped with two independent stabilized magnetic direction indicators in addition to the non stabilized direct reading magnetic direction indicator.</p>			
3.14	<p>Has the aircraft been fitted with the Survival and Emergency Equipment?</p> <p><b>Note:</b> <i>Has the equipment been overhauled at the interval recommended by the manufacturer?</i></p>			
3.15	<p>Except where powered by water activated batteries has the Emergency Locator Transmitter (ELT) been checked at intervals not exceeding 12 months?</p> <p><b>Note 1 :</b> Have ELTs powered by water activation been performance tested at intervals not exceeding 5 years</p> <p><b>Note 2 :</b> Have ELT batteries been replaced at intervals recommended by the manufacturer?</p> <p><b>Note 3 :</b> Has a corrosion inspection been performed on the circuit board and battery compartment ? The inspection must be done by an appropriately rated shop only</p> <p><b>Note 4 :</b> Has the performance of the Emergency Locator Transmitters been verified in accordance with the standards</p>			
3.16	<p>Has the Altimeter, Pitot and Static Pressure Systems and other altimetry devices where installed (for compliance with the basis of certification listed on the type certificate or required by operating rule) been calibrated at intervals not exceeding 24 months?</p>			
3.17	<p>Has the altimeter been tested by an approved maintenance organization for scale error, hysteresis, after effect, friction, case leak, barometric scale error?</p> <p><b>Note 1 :</b> Has the person who performed the altimeter tests recorded on the altimeter the date and maximum altitude to which the altimeter been tested?</p> <p><b>Note 2 :</b> Has the person signing the maintenance release entered the data in the aircraft record?</p> <p><b>Note 3 :</b> Has the altimeter been tested by an appropriately rated approved <u>maintenance organization</u></p>			
3.18	<p>Has the Static Pressure System been inspected?</p> <p><b>Note 1 :</b> Is the static system free from moisture or source of restriction?</p> <p><b>Note 2 :</b> If a static port heater is installed is it operative?</p>			

	<p><b>Note 3 :</b> Is there any alteration or deformity to the airframe surface that would affect the relationship between air pressure in the static pressure system and the true ambient air pressure? Refer to modifications if airframe is altered.</p> <p><b>Note 4 :</b> Has the static system been leak tested? Does it fall with in the tolerances?</p>			
3.19	<p>Have air traffic control (ATC) Transponders including any associated altitude sensing reporting mechanisms installed been tested as per the manufacturer recommendations? (For E.g.; In FAA once in 24 months)</p> <p><b>Note 1 :</b> Has the performance of (ATC) transponders been verified in accordance with the standards</p> <p><b>Note 2 :</b> If Traffic Advisory and Collision Avoidance System (TCAS) is a requirement for flight calibration of the integrated system may be required.</p>			
3.20	<p>If the aircraft is a turbo-jet-powered aircraft has a <u>Altitude Alerting system</u> or device been installed that conforms to the Aircraft Equipment and Maintenance Standards</p>			
3.21	<p>Has the turbo-jet-powered aeroplane that has a MCTOW of more than <b>33069 pounds</b> been equipped with a Ground Proximity Warning System?</p>			
3.22	<p>a) This section is applicable if the aircraft is a multi-engined turbine powered pressurized aeroplane &gt; 5700Kg MCTOW, with passenger seating of 10 or more, manufactured after October 11,1991.</p> <p>b) Does the aircraft have a Flight Data Recorder (FDR)</p> <p>c) Has the FDR been maintained in accordance with an approved maintenance schedule?</p> <p>d) Has a correction check been conducted to ensure all required parameters are being recorded and usable at 3000 flight hours, or 12 months, whichever occurs first?</p>			
3.23	<p>a) This section is applicable if the aircraft is a multi-engined turbine powered pressurized aeroplane &gt; 12500 lb MCTOW, with passenger seating of 6 or more,</p> <p>b) Does the aircraft have a Cockpit Voice Recorder (CVR)</p> <p>c) Has the CVR been maintained in accordance with the maintenance schedule?</p>			

	d) Has a functional and intelligibility check been completed in accordance with manufacturers maintenance instructions or at 3000 hours, or 12 months, whichever occurs first?			
3.24	<p>a) Have the Underwater Locating Devices (ULDs) had an operational check performed once a year after initial installation?</p> <p>b) Has the ULD been rectified at 12 month intervals?</p> <p>c) Has the maintenance of ULDs been performed in accordance with the recommendation of the ULD manufacturer?</p>			
3.25	<p>a) Has the aircraft been maintained in accordance with a Maintenance schedule that conforms to the Aircraft Equipment Standards and Maintenance Schedule?</p> <p><b>Note 1 :</b> Identify the maintenance schedule used. Was the previous maintenance schedule approved? Identify approval Number and Authority</p>			
3.26	Have the propellers been inspected for condition at the times specified in the appropriate maintenance schedule?			
3.27	<p>a) Have <u>Technical Records</u> been established?</p> <p><b>Note 1 :</b> Journey log, separate technical records for airframe, each installed engine, and each variable pitch propeller and an empty weight and balance report</p> <p>b) Have entries into the technical records been accurate, legible and permanent?</p> <p>c) Where a person has altered an entry on the technical record for the purpose of correcting the entry has it been done in a manner that the underlining information remains legible</p> <p>d) If the owner of the aircraft keeps the technical records as electronic data has the owner ensured that the electronic data has the owner ensured that the electronic data system used complies with the Aircraft Equipment and Maintenance Standards</p> <p>e) Have Technical records for the airframe, engine, propeller or component been initiated in accordance with standard practice?</p> <p>f) At the time of transfer did the previous owner deliver to the new owner all of the technical records that related to the <u>aeronautical product</u>?</p>			

Remarks :	
Print name of applicant / importer who verified all the above requirements	
Signature of applicant / importer who verified all the above requirements	
Name of Airworthiness Inspector who verified (sampled) the above requirements.	

### ISSUANCE OF CERTIFICATE OF AIRWORTHINESS

A person or organization applying for the issuance of C of A should furnish the following to the CAASL.				
	ITEMS	APPLICABILITY		COMMENTS
		YES	NO	
a.	A copy of Type Certificate and the Type Certificate Technical Data Sheet or an acceptable equivalent document.			
b.	Modification Status of the aircraft.			
c.	A copy of the Flight Manual. / An acceptable equivalent document.			
d.	A copy of each of the manufacturers' Maintenance, Overhaul and Repair Manuals and Illustrated Parts Catalogue.			
e.	A complete set of all manufacturers Service Bulletins or equivalent documents issued in respect of the aircraft and the confirmation that they are in the manufacture's mailing list.			
f.	A copy of the Crew operations Manual (as applicable)			
g.	A copy of the weight and balance report and Manual.			
h.	List of Avionics Systems and equipment installed.			
i.	A flight Test report for the aircraft and Avionics Systems.			
j.	A copy of the MPD and / Maintenance Schedule.			
k.	An Electrical Load analysis covering all services.			

l.	A complete set of aircraft Wiring Diagrams.			
m.	Where applicable a copy of the MMEL.			
n.	In case of used aircraft, Service history along with relevant Logbooks.			
o.	In case of used aircraft, Record of Accidents (if any) and all major repairs including nature of damage.			
p.	Export Certificate of Airworthiness and valid existing Certificate of Airworthiness.			
q.	Radio License issued for the aircraft.			