

Democratic Socialist Republic of Sri Lanka



Civil Aviation Authority of Sri Lanka

Directive

(Issued under Sec. 121, Civil Aviation Act No. 14 of 2010)

Title: Guidelines for Aircraft Acceptance for Importation

Reference No.: CA-Directive-2018-AW-002 S.N. : SLCAD-009 Date: 15th February 2018

Pursuant to Section 121 of the Civil Aviation Act No.14 of 2010, Director General of Civil Aviation shall have the power to issue, such directive for the purpose of giving effect to stated provisions of the Civil Aviation Act, any regulations or rules made thereunder including the Articles of the Convention on International Civil Aviation which are specified in the Schedule to the CA Act.

Accordingly, I, undersigned being the Director General of Civil Aviation do hereby issue the Directives as mentioned in the Attachment hereto (Ref: CA-Directive-2018-AW-002-Att-01) , for the purpose of giving effect to the section 38 of the aforementioned Act and Standards & Procedures described under Article 37 of the Convention, which are specified in the Attachment.

This Directive is to advise the Aviation Industry requirements to be fulfilled prior to importation of an Aircraft.

This Directive shall come into force with immediate effect and remain in force unless revoked and it will supersede the requirement in Aviation Safety Notice (ASN) 37.

Attention is also drawn to sec. 103 of the Act, which states inter alia that failure to comply with General Direction, issued by DGCA is an offence.

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

Civil Aviation Authority of Sri Lanka
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Enclosure: Attachment No. : CA-Directive-2018-AW-002-Att-01

Directive

Title: Guidelines for Aircraft Acceptance for Importation

1.0 General

Information herein consists of guidelines and requirements to be followed by prospective importers prior to acquiring any aircraft so that necessary conditions for Registering of such aircraft in Sri Lanka can be fulfilled.

Note:-

1. All documents and reports shall be presented in the English language
2. All status reports, summaries shall be certified by the Quality Assurance Manager of the transferring operator as being completed and updated at the time of transfer
3. All instruments shall be calibrated to read in feet, feet per minute, nautical miles and knots
4. The appearance of the aircraft shall be acceptable to CAASL
5. CAASL technical and airworthiness published standards shall be complied with. Where CAASL standards are not available, comply with the applicable EASA or FAA standards as appropriate with the concurrence of DGCA

2.0 Review Current Certificates:

1. Aircraft, Engine and Propeller Type Certificate, data sheets and/or production certificate
2. Certificate of Airworthiness
3. Certificate of Registration
4. Export Certificate of Airworthiness
5. Radio Station Licence
6. Aircraft registration and Airworthiness Certificate history
7. Hull Insurance Certificate

3.0 Aircraft Records and Status Summaries review:

Note: Quality Assurance Manager of the current Operator should certify each status summary as being a complete, accurate and updated representation of status at transfer

1. Record of Aircraft flight time and cycles and number of years in service.
2. Review and Report applicability and compliance of Airworthiness Directives.

3. Manufacturers Service Bulletin Compliance Report. Cross reference to Engineering order number as appropriate.
4. Supplemental Structural Inspection (SSID) Status Report (showing last accomplishment and next due date for each task).
5. Corrosion Prevention and Control Program Task Status (showing last accomplishment and next due date for each task).
6. Review of Operator Modifications incorporated, including installations in the cabin. Review Service Bulletins and Modification compliance documents including engineering orders, drawings shop cards, etc. as necessary to establish method of compliance, quality control acceptance, and approval authority.
7. Obtain documents to demonstrate compliance with Passenger/crew seats fire blocking requirements.
8. Obtain list of Airframe Major/Minor Repairs. Review Airframe external Major/Minor Repairs. Confirm appropriateness of approval data and source of approval (Diagram mapping of airframe showing general size and location of each external repair).
9. Obtain list of Airframe Major Modifications. Review of Major Modifications. Required Approval data must be available.
10. Review records relating to Supplemental Type Certificates (STC) if incorporated.
11. Review Status and overhaul records of Life Limited Components.
12. Review list of avionics equipment installed, including make and model, and ensure TCAS, Wind-shear, Flight Recorder, Cock-pit Voice Recorder, Ground Proximity Warning System GPS, Weather Radar installed meet CAASL requirements.
13. Review deferred maintenance items, (a signed statement confirming status of Deferrals at transfer is required).
14. Review status of any Out-of-Phase Checks, Special Inspection Requirement, Time Limited repairs, etc. (If none exist or if requirements are incorporated into aircraft status reports, then a signed statement to that effect is required).
15. Review Aircraft Flight and Maintenance Log Sheets (minimum of last 03 months).
16. Review last “A”, “B”, “C” and “D” Checks (or equivalents) (In the event that a check is performed in phases, all phases necessary to constitute a complete block check are required. In the event that check content varies by multiples of the check, all multiples necessary to constitute a complete cycle are required).
17. Review current Aircraft Equipment List.

18. Aircraft weighing records (including weight change ledger).
19. Review Acceptance and Test Flight Reports.
20. Review NDT and X-ray Inspections findings.
21. Interior configuration drawings (Cabin Layout Plan, Emergency Equipment Locations and Galley Drawings). Identify the approval authority for the Layout Plan
22. Review Loose Equipment inventory and location chart.
23. Review Galley certification (TSO or other) inspect galleys and record data plate information.
24. Review history of Service Difficulty Reports.
25. Review Aircraft Accident, Incident scratch and dents reports (if none, need a signed statement from operator's Q.A.M
26. Review Aircraft and Engine Log Book(s).
27. Date of the last records review and inspection as required
28. Current inspection status of the airplane, including the time since the last inspection required by the inspection program under which the airplane is maintained/
29. Inspections and procedures required by damage tolerance-based inspection and procedures part of the maintenance program
30. A report of major structural repairs and the inspection status for those repairs.

4.0 Engine Records (For each engine)

Require Certified Statements of following:

1. Time and Cycles since new and. since overhaul on each engine /module Flying hours and cycles in airline's operation. Status of in-house special inspections/instructions issued in respect of Continuous Airworthiness.
2. Engine Master Record (record of installation, removal and accumulated flight time and cycles).
3. Airworthiness Directive Applicability and Compliance report.
4. Current Manufacturer Modification and Service Bulletin Status.
5. List of Operator Modifications Incorporated, if any. and approval documents
6. List of Major Repairs and Alterations, if any.
7. List and Current Status of Life Limited Components Check/Inspection Status

8. Accessory Status sheet with certified TSO for each rotatable item installed.
9. Last overhaul tags for each of the accessory rotables.
10. Engine Build Specifications.
11. Repair, overhaul and inspection documents including Release Form for each shop visit (minimum acceptable is shop visit history through last heavy shop visit and if different, last overhaul of each engine/ module.)
12. Documents demonstrating installation and full traceability to new for each life limited part.
13. List of current Line Replaceable Units (LRU).
14. Engine Condition Monitoring Report of transferring operator.
15. Last three (3) months of aircraft flight/technical logs to which engine was fitted.
16. Reason for last engine removal, engine change paperwork and date of engine removal.
17. Most recent certified engine Borescope Inspection Report
18. Most recent fuel, oil sampling Report.
19. Most recent on-wing ground performance run Report.
20. Last certified Test Cell Run Report.
21. Manufacturers delivery documents.
22. Type of Engine Oil used.
23. Any reports of incidents during operation since last shop visit with details of action taken
24. Review the on/off wing engine maintenance program
25. Propeller Records
 - a. All propeller overhaul records must be available.
 - b. Certified Airworthiness Directives compliance records must be available.
 - c. Total time since new and total time since overhaul must be available.

5.0 APU Records

Quality Assurance Manager shall certify each status summary as being complete and accurate representation of APU status at transfer.

1. Require Certified statements of the following:
Hours and Cycles since new and since overhaul
Hours and cycles since hot section inspection.
Note: Operator's Method for APU Time recording. (e.g. 1:1 with Aircraft Hours and Cycles or any other) must be indicated.
2. APU Master Record (record of installation and removal and accumulated time and cycles).
3. Airworthiness Directive applicability and compliance report.
4. Current status of Manufacturers Service Bulletin

5. List of Operator Modifications Incorporated
6. List and Current status of Life Limited Components
7. Accessory Status sheet with certified TSO for each rotatable item installed
8. Last overhaul tags (or copies) for each of the accessory rotables.
9. Certified and Updated APU Log Book since new (with manufacturers delivery documents).
10. Repair, overhaul and inspection documents including release Form. (Minimum acceptable is shop visit history through last HSI and last overhaul).
11. Documents demonstrating installation and full traceability to new for each life limited part.
12. List of Line Replaceable Units (LRU).
13. Last three (3) months of aircraft flight/technical logs to which APU was fitted
14. Reason for last APU removal, paperwork and date of APU removal.
15. Most recent certified APU Borescope Report.
16. Most recent APU on-wing health checks data-sheets.
17. Last certified Test Cell run

6.0. Component Records

1. Time Controlled Component Installation records and certified records of last overhaul. Time since the last overhaul of all structural and landing gear components that are required to be overhauled on a specific time basis. Obtain overhaul documentation by an Authority approved source. Obtain installation records to establish Time Since Installation.
2. Documents demonstrating installation and full traceability to new for each life limited part.
3. Installation records and serviceable tags for Serialized On-Condition/Condition Monitored Components.
4. Review Nose and main landing gear overhaul and life limited gear parts.

7.0 miscellaneous Technical Documents

1. Maintenance Program specifications
2. Reference material necessary for interpretation of status summaries, i.e. Operator Part Number Cross-reference.
3. Detail Specification of aircraft
4. Aircraft readiness log (or equivalent manufacturer delivery document)
5. Cabin Material Burn Test documents. Fire Blocking passenger and flight attendants seats.

6. Flight Data Recorder- Record make and model, print of last read –out
7. Airplane Flight Manual - check for authority approval and required supplements relating to STC's MMELs and MELs or other changes.
8. Weight and Balance Control and Loading manual.
9. Maintenance manual (microfilm, print or in CD form)
10. Wiring Diagram Manual (microfilm or print) 11. Power Plant Buildup Manual 12. Illustrated Parts Catalog.
13. Structural Repair Manual
14. Engine Maintenance Manual
15. Engine Illustrated Parts Manual
16. Operator Weight and Balance Manual
17. Flight Crew Operating Manual
18. Aircraft equipment list as delivered with revisions as required

Note: All Technical Documents listed above shall be approved by the Authority of the Country of Manufacture