	Airworthiness Directive No. 2020-11-01R2	Revision date: January 21, 2021	Page: 1/4
	<i>No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with by the Jamaica Civil Aviation Authority and the State of Registry.</i>		
	Subject Continuing Airworthiness of Foreign Registered Aircraft In A Flight Training Unit		

Reasons for Revision

This revision to the Airworthiness Directive, 2020-11-01R1, further allows the ATO to operate and manage the aircraft as if it were privately owned and operated. Therefore, the requirement for a manual of maintenance procedures has been deleted.

Requirements for adequate tooling, publications and compliance with the manufacturer's airworthiness limitation inspection items have been added to the *Method of Compliance* as a means by which the owner/operator ensures continued airworthiness. Pursuant to Regulation 83 of the Civil Aviation Regulations 2012, as amended (CAR), the Authority will mandate any changes that it deems necessary by way of a directive. Therefore, the statement on the amendments to the maintenance program has been deleted.

Additional responsibilities have been included for the operator. As there is no longer a requirement to produce a manual of maintenance procedures, the operator shall now include in the training procedures manual or the operations manual, the airworthiness requirements listed.

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 Regulations 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 instructions 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 of the Civil Aviation Regulations 2012:

1. Regulation 19 and Schedule 5.085; reporting of failures.
2. 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.
3. Regulations 30, 33 and Schedules 12.235, 12.240: the operator shall comply by implementing procedures for the use of both a journey and technical logbook.
4. Schedule 5.120; Duplicate Inspections: the operator shall comply by accomplishing duplicate inspections as prescribed. The persons tasked to accomplish the duplicate inspection must be of similar qualifications as the persons qualified to sign the CRS.
5. Schedule 5.170; Airworthiness Limitations: the operator shall comply by accomplishing the inspections or maintenance specified in the current manufacturer's airworthiness limitation section of the maintenance manual or instructions for continued airworthiness.
6. Parts and materials; steps shall be taken to prevent the use of unapproved parts as well inclusive of the separation of unapproved and suspected unapproved parts from certified and serviceable parts.
7. Tooling and publications; adequate tooling and airworthiness publications shall be available to support the required maintenance activities.
8. Schedule 8.545: An Aircraft Maintenance Engineer (AME) or equivalent 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:
 - i. Name of the part, part number and serial number and reason(s) for the major modification, major repair or overhaul.
 - ii. The repair station information to include contact person and copies of Repair Station/Approved Maintenance Organization (AMO) certificates.
 - iii. The Work Order upon completion of the work.
 - iv. The release to service issued upon completion of the work.
9. 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.

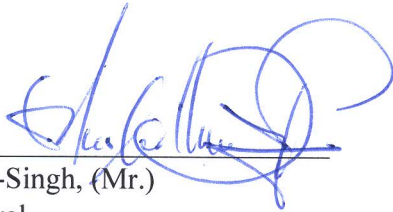
Operator's Responsibility

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. A manual of airworthiness procedures is not required at this time however the above listed requirements, shall be contained within a section of the training procedures manual or operations manual. In addition to the above the following items shall also be included:

1. The ATO shall state the maintenance program that will be used.
2. The operator shall state who is responsible for maintenance. The details of the duties and responsibilities shall be listed. The position shall be included on the organization chart.
3. Maintenance shall be accomplished by the appropriately certified/licenced personnel from the State of Registry. The required qualification(s) should be specified.
4. The maintenance shall meet the requisite performance rules and standards of the State of Registry.

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.

Approved by: 
Nari Williams-Singh, (Mr.)
Director General
Jamaica Civil Aviation Authority

Date: January 21, 2021