



Flight Safety Notification

Airworthiness

Flight Safety Notifications (FSNs) are not mandatory in nature, but provide means such as guidance, methods, procedures and practices acceptable to the Authority for complying with regulations and other requirements in a systematic manner. These are not necessarily the only means of compliance. FSNs may also contain explanations of regulations, other guidance material, best practices or information useful to the aviation community. Unless incorporated into a regulation by reference, FSNs are not regulatory and do not create or change a regulatory requirement. A change of a regulatory requirement may come in the form of a Directive. A Flight Safety Notification is not a Directive.

Time Between Overhaul Compliance for Lycoming Engines and Teledyne Continental Motors Piston Engines

Reason for Revision

This Flight Safety Notification is being revised to clarify the process applied in seeking the relief from the Time Between Overhaul Compliance for Lycoming Engines and Teledyne Continental Motors Piston Engines. This revision updates the references to the relevant sections of the governing regulations and provides reference to the appeals process.

Purpose

The purpose of this notification is to advise operators of Jamaican registered aircraft that are seeking relief from complying with manufacturers' engine time between overhaul (TBO) to apply to the Jamaica Civil Aviation Authority for this consideration.

References

The Civil Aviation Act 1966 as amended, PART VII section 25
The Civil Aviation Regulations (CARs) 2012 as amended, Regulations 9 and 29
CARs First Schedule, Subpart D
CARs Schedule 5.160

Applicability

This notification applies to Jamaican registered aircraft operating in the Private category, type certificated for a passenger seating configuration, excluding any pilot seat, of nine seats or less which are fitted with four- and six-cylinder reciprocating engines manufactured by Lycoming Engines and Teledyne Continental Motors.

Effectivity

This notification is effective immediately and remains in effect until superseded, cancelled or withdrawn by the Authority.

Definitions

None.

Background

From time-to-time operators have questioned the Authority's insistence on owners and operators of privately operated aircraft complying with the manufacturer's published TBOs. The Authority being guided by Regulation 29 and Schedule 5.160 is justified in its insistence. Regulation 29 and Schedule 5.160 mandate that every person performing maintenance, preventive maintenance, or modification on an aeronautical product shall use the methods, techniques, and practices prescribed in:

- (1) the current manufacturer's maintenance manual or instructions for Continued Airworthiness prepared by its manufacturer, and*
- (2) additional methods, techniques and practices required by the Authority; or methods, techniques and practices designated by the Authority where the manufacturer's documents were not available.*

There are however circumstances that justify consideration for a relief from these requirements and the Authority is willing to evaluate such requests.

Action

Owners and operators of Jamaican registered aircraft, fitted with the affected engines, who seek this relief are required, pursuant to the First Schedule, Subpart D of the Civil Aviation Regulations, 2012 to submit an application to the Authority, in accordance with paragraphs 1.145; 1.150 and 1.155 for such relief.

Each request will be evaluated on an individual basis.

Notwithstanding the discretionary power of the Authority under paragraph 1.135 (a) to approve applications for relief, all applications made pursuant to this Notification that comply with the procedures outlined in paragraphs 1.145; 1.150 and 1.155 of Subpart D, will be favourably considered, provided that no adverse findings are identified during the safety assessment process to determine that an equivalent level of safety can be maintained.

The safety assessment process will include a review of the engine in question to verify at minimum that the flight hours and flight cycles are within limits. Other pertinent parameters may be requested for review by the Authority prior to the approval of this relief.

Applicants are reminded of the appeal provisions as per the Civil Aviation Act PART VII Section 25 and Civil Aviation Regulations, 2012, Regulation 9.

Approved by: _____



Date: 10 September 2021

Noel Ellis
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for Director-General of Civil Aviation
Jamaica Civil Aviation Authority