



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.

Application for an Export Certificate of Airworthiness

Reason for Revision

N/A

Purpose

This Flight Safety Notification (FSN) provides guidance and information for persons seeking to apply for an Export Certificate of Airworthiness.

References

ICAO doc 9760

Applicability

Complete aircraft

Effectivity

All Makes and Models

Definitions

N/A

Background

An exporter of an aircraft is normally required to obtain an airworthiness approval from the Civil Aviation Authority of the State in which the aircraft is registered. The export approval is

normally accepted or validated by the Civil Aviation Authority of the importing State. A number of States have identified certain special requirements or conditions to which the aircraft must conform before they will validate or accept an export approval issued by an exporting State. It is therefore important that the exporter obtains the necessary information on any special requirements or conditions from the Civil Aviation Authority of the importing State.

The administrative requirements which must be satisfied as a condition of shipment at the time of export are generally referred to as 'special requirements' and include for example, the requirements of an Export Airworthiness Certificate for the aircraft, copies of logbooks, flight manuals etc. When the aircraft does not meet the special requirements of the importing State the exporter should obtain a written deviation from the Civil Aviation Authority of the importing State. This statement should accompany any application for an Export Airworthiness Certificate.

Any additional design requirements considered by the importing State in addition to the requirements of the exporting State, to provide a level of safety and environmental quality, including noise, which are equivalent to what is provided by the importing State's certification basis are referred to as special conditions. These additional conditions should be included in the aircraft's type certificate data sheet. When any of these conditions cannot be satisfied, the exporter must obtain a statement from the Civil Aviation Authority of the importing State indicating that it will accept the deviation. This statement must accompany any application for an Export Airworthiness Certificate.

Application Procedures

An applicant for an Export Airworthiness Certificate shall apply in writing, in a form and manner acceptable to the Flight Safety Department (FSD) of the Jamaica Civil Aviation Authority. This application shall be made by means of a letter of request or by use of the application form FS056. The applicant should be willing to position the aircraft for inspection at a location acceptable to the assigned FSD Inspector.

The following are the documentation and information that the applicant must provide when seeking an Export Certificate of Airworthiness:

- (1) A valid certificate of airworthiness for the aircraft.
- (2) Evidence that the aircraft is compliant with all the applicable Airworthiness Directives issued by the State of Manufacture or Design and the Authority as well as Mandatory Service Bulletins issued by the Original Equipment Manufacturer.
- (3) An accurate mass and balance report based on the actual weighing of the aircraft within the preceding five (5) years or after any major repairs or alterations to the

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- aircraft has been embodied. It shall also account for the changes in equipment not classified as major changes that are made after the actual weighing. This may be accounted for on a 'computed' basis and the report revised accordingly.
- (4) Evidence that the status of all life-limited and time-life components fitted to the aircraft is within the prescribed limits.
 - (5) The status of the current times and cycles of the aircraft and all type-certified components fitted thereto (e.g. engines, propellers, APU).
 - (6) The status of repetitive maintenance tasks that are specified in mandatory intervals as a condition of approval of the type design (e.g. CMR & ALI Tasks) within the prescribed limits.
 - (7) Evidence that the special requirements of the importing State have been fulfilled or the statement of deviation from the importing State.
 - (8) Evidence that the list of all major repairs and alterations/modifications accomplished on the aircraft (e.g. STC's) is supported by aircraft records.
 - (9) Evidence that the aircraft has undergone an annual type inspection and is approved for Return to Service. The inspection should have been performed and properly documented within 30 days before the application is made for an Export Certificate of Airworthiness. For aircraft maintained under a CAMP program, the aircraft must be maintained in accordance with the Approved Maintenance Program.
 - (10) Evidence of a current Aircraft Flight Manual's availability, when such material is required by the Type Certificate of the particular aircraft, or by the Regulations in force.

Aircraft Inspection

After reviewing the documents the Inspector may require that a physical inspection of the aircraft is accomplished. The applicant shall provide all the equipment and personnel necessary to provide access and to accomplish any test or operations of any aircraft system(s) required during the inspection.

Following the inspection the applicant will be given a list of findings that should be rectified prior to the issue of the Export Certificate of Airworthiness.

The Export Certificate of Airworthiness should be issued when the reviewing Inspector is satisfied that the aircraft is airworthy and meets all the conditions for export.

Approved by: _____



Date: March 10, 2016

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for Director-General of Civil Aviation
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