



ADVISORY CIRCULAR

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**AIRWORTHINESS
No. 09**

**Subject: AIRWORTHINESS DIRECTIVES,
MODIFICATIONS & REPAIRS**

**Date Initiated: 05/07/2005
Initiated by: DGCA**

1. PURPOSE

- a. This Advisory Circular (AC) provides information and guidance concerning an acceptable means of compliance with Regulation 10 of the Guyana Civil Aviation (Air Navigation) Regulations (GCARs) with regards to Airworthiness Directives (ADs), Modifications and Repairs.

2. CANCELLATION

This Advisory Circular (Airworthiness No. 09) cancels all previously issued Circulars/Publications relating to the subject.

3. Effectivity

This Advisory Circular affects all aircraft registered in Guyana and is effective September 01, 2005.

4. RELATED READING MATERIALS

- a. GCARs - Regulation 10.
- b. GARs - Part 5.7, IS 5.12 and 5.7.1.

5. FORM TO BE USED

GCAA Modification Application Form No. AW 030 (Form can be obtained from the GCAA).

6. AIRWORTHINESS DIRECTIVES, MODIFICATIONS AND REPAIRS

- a. In the interest of safety, the Guyana Civil Aviation Authority (GCAA) may order that an aircraft registered in Guyana, engine(s), propeller(s) or component/equipment be modified, repaired or undergo special inspections. To reflect particular local circumstances the Director General of Civil Aviation may find it necessary on occasion to declare a particular Service Bulletin, etc., mandatory. If this situation arises, the Director General will notify the aircraft Owner and/or Operator.
- b. If the requirement is of other than a temporary nature, the Director General of Civil Aviation will ensure that the State of Design is notified of the mandatory action and the reasons for it.

- c. Those modifications and inspections which are considered as essential for the continued airworthiness of the type of aircraft, its engines, propellers or equipment are considered as mandatory.
- d. ADs or their equivalent, issued by other Contracting States and mandatory Service Bulletins (SBs) issued by the aircraft manufacturer must be complied with. Failure to comply with an AD causes the Certificate of Airworthiness to become invalid, and makes it an offence to fly the aircraft.
- e. In accordance with Regulation 9 (9) of the GCARs, Certificates of Airworthiness of aircraft registered in Guyana will be invalidated if modifications and inspections declared mandatory by the Director General of Civil Aviation have not been complied with. The purpose of this AC is to define the modifications and inspections which are mandatory, either by adoption from the requirements of other Contracting States or as a result of particular inspections or modifications being declared mandatory by the Director General of Civil Aviation.
- f. Pursuant to Regulation 9 (9), owners of aircraft are responsible for ensuring that their aircraft are not flown with any such modifications and inspections hereinafter referred to as *Airworthiness Directive* (AD) outstanding against that aircraft or its components. Owners are to ensure that the requirements of all AD's issued relating to their aircraft or aeronautical product are complied with, and applicable entries made in the aircraft technical records in accordance with the requirements for such records.

7. PROCEDURE

The Approved Maintenance Organization (AMO) performing a major modification or repair shall;

- a. Record details of the work done in the appropriate logbooks (aircraft, engine, modification, logbooks, etc) and issue Certificates of Release to Service.
- b. Completely and correctly fill out the appropriate form(s) prescribed by the GCAA at least in duplicate.
- c. A signed copy of the form shall be given to the Owner/Operator which must be retained for at least one year.
- d. Submit a signed copy of the form to the GCAA via the DGCA within 48 hours after the aeronautical product is approved for return to service.

8. DEFINITIONS

Mandatory modifications and inspections (referred in the rest of this Requirement as Airworthiness Directives) are defined as those modifications and inspections which are considered as essential for the continued airworthiness of the type of aircraft, its engines, propellers or equipment.

9. MANDATORY REQUIREMENTS FOR AIRCRAFT REGISTERED IN GUYANA

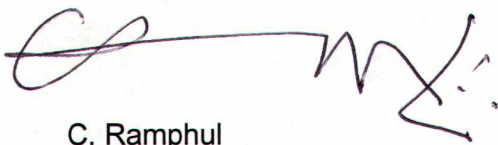
Guyana does not publish a summary of Airworthiness Directives applicable to aircraft on the Guyanese Register. The policy of the Director General of Civil Aviation is to adopt the Airworthiness Directives issued by the State of Design for the aircraft, engines, propellers or equipment of the type of aircraft concerned. As an example, for the Britten-Norman Islander, the Airworthiness Directives applicable to the airframe and engines will be those issued by the UK CAA, for the equipment installed e.g. seats, safety equipment and galleys, the Airworthiness Directives issued by the regulatory authority which was responsible for type approval of the items concerned will be those applicable.

10. RESPONSIBILITIES OF AIRCRAFT OWNERS AND OPERATORS

- a. As Guyana does not issue a summary of Airworthiness Directives for aircraft on the Guyanese Register, the responsibility for acquiring this continued airworthiness information and ensuring compliance is the responsibility of aircraft Owners/Operators. In addition, the Director General of Civil Aviation requires them to obtain all relevant service information e.g. service bulletins, Airworthiness Directives, etc., for the types of aircraft with which they are concerned, evaluate the contents and take appropriate action.
- b. It is the responsibility of Owners/Operators of aircraft to ensure that logbooks and any associated aircraft records provide a complete record of the Airworthiness Directive compliance status for the aircraft or aeronautical product concerned. The Director General of Civil Aviation reserves the right to demand the production of these records at any time.
- c. Compliance with many Airworthiness Directives necessitates amendment of the approved Maintenance Schedule, etc., to reflect the repetitive compliance requirements. It is the responsibility of aircraft Owners/Operators to ensure that this action is taken or an alternate procedure for ensuring compliance with repetitive Airworthiness Directives is maintained. In some cases, an amendment to the approved Flight Manual may be required

11. FLIGHT PERMIT – FERRY FLIGHT

- a. When a C of A becomes invalid due to an outstanding AD, no flight is to be made unless a Flight Permit has been issued by the Director General of Civil Aviation, and a Certificate of Fitness for Flight has been issued by an appropriately Licenced Aircraft Maintenance Engineer authorized by the AMO involved with the maintenance of the aircraft.
- b. Ferry Flight instructions included in applicable foreign AD's may not be adequate to fly the aircraft across international boundaries.
- c. Application for the flight permit has to confirm that the aircraft is airworthy, except for the outstanding AD, and define the proposed ferry flight conditions, including any appropriate precautions. Preliminary communication with the Guyana Civil Aviation Authority can be useful in identifying specific procedures or additional information that will facilitate the application. If any part of a ferry flight will take place in foreign airspace, the Flight Permit has to be validated by the foreign civil aviation authority for that part of the flight.



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Director General of Civil Aviation