



CIVIL AVIATION AUTHORITY OF SRI LANKA
INSPECTION REQUIREMENTS FOR ISSUE OF A CERTIFICATION OF
AIRWORTHINESS FOR AN IMPORTED AIRCRAFT

Part 1:	The information is intended to provide a general overview of the importation process to a prospective applicant.
Part 2:	This Part is to be completed by the applicant and submitted to the Airworthiness Section of Civil Aviation Authority. This should be done <u>prior to purchase/lease</u> the aircraft to ensure it is eligible for importation.
Part 3:	This Part is to be completed by the applicant. This checklist will be used when conformity to an approved type design is shown by means of an export airworthiness certificate issued by a civil aviation authority of a Contracting State acceptable to the DGCA.
Part 4:	This Part identifies additional airworthiness inspection requirements for aeroplane, helicopter and balloons that must be complied with prior to the aircraft being operated under the Air Operator Certificate (AOC), or Privately operated. It also imperative that the applicant review each area of inspection for applicability against the reference regulations and standards.
Part 5:	Each checklist identifies specific airworthiness / operational requirements for aircraft operated under ANR, flight training, Aerial Work, Air Taxi, Commuter and Airline operations. The applicant should review and complete the applicable checklist in conjunction with applicable portions of Part 4 of this document.

Part –1

GENERAL OVERVIEW

Airworthiness Requirements :

An eligible aircraft may be imported into Sri Lanka from a foreign Country with a Certificate of Airworthiness for Export provided it can be shown and the DGCA is satisfied that the aircraft conforms to an approved type design and is in a condition for safe operation.

1. The following requirements must be met for the aircraft to be eligible for importation:

- a. The aircraft owner must be qualified to be a registered owner by law of the country and as per the Sri Lanka Air Navigation Regulations.
- b. The aircraft must conform to an approved type design acceptable to the DGCA and be in a condition for safe operation.

2. For the aircraft to be operated commercially & added into an Air Operator Certificate:

For aircraft that will be imported and operated either commercially or privately additional Airworthiness and Operational requirements must be met prior to operation of the aircraft. These requirements are contained as Part 4 and Part 5 to this checklist.

3. For all aircraft to be imported:

Note 1: The applicant is responsible to ensure that all major repairs and major modifications carried out prior to importation are in accordance with approved data.

The importer must provide a complete list of modifications, Supplementary Type Certificates (STCs) as early as possible during the importation process. The applicant may be required to produce substantiating documents in any or all modifications, STCs as required by the CAA. The applicant must ensure he has access to all information required to substantiate the above.

Note 2: The applicant is required to provide to CAA Sri Lanka documentation “report (survey) delineating proposed maintenance activities required to bring the aircraft to a condition of conformity to the certified type design and for safe operation.

Part 2: To be completed by the applicant where applicable.

2.1 TOMBSTONE DATA:

It is the applicant’s responsibility to accurately record the applicable airframe, engine, propeller, main rotor, tail rotor and auxiliary power unit descriptive data from a visual inspection of the components specific data plate. Other technical information may be obtained from the aircraft journey and technical logs

AIRCRAFT	AS PER THE TYPE APPROVAL CERTIFICATE DATA SHEET	
Manufacturer		
Model Number		
Serial Number		
Total Time Since New (TTSN)		
Total Cycles Since new (TCSN)		
Type approval / Certificate Number		
Identify last major inspection and date completed:	Type of the Check/ Inspection:	Date:
Indicate if the Inspection was conducted in accordance with the manufacturer’s requirements or other maintenance schedule.		
Aircraft role prior to importation if known		
Intended Aircraft Role		
Additional Noteworthy Information		

ENGINE	ENGINE NO 1	ENGINE NO 2	ENGINE NO 3	ENGINE NO 4
Manufacturer.				
Model Number.				
Serial Number				
Type Approval Certificate Number				
Total Time and Cycles Since New (TTSN/ TCSN)				
Total Time and Cycles Since Overhaul (TTSO/ TCSO)				
Additional Noteworthy Information:				

PROPELLER	Propeller NO 1	Propeller NO 2	Propeller NO 3	Propeller NO 4
Manufacturer.				
Model Number.				
Serial Number				
Type Approval Certificate Number				
Total Time Since New (TTSN)				
Total Time Since Overhaul (TTSO)				
Additional Noteworthy Information:				

AUXILIARY POWER UNIT: (APU)	
Manufacturer	
Model Number.	
Serial Number	
Type Approval Certificate Number	
Total Time and Cycles Since New (TTSN/TCSN)	
Total Time and Cycles Since Overhaul (TTSO/TSCO)	
Additional Noteworthy Information:	

Provide a list of dynamic components as listed on the aircraft type approval or type certificate.					
Dynamic Components	Manufacturer	Model Number	Serial Number	TTSN	TTSO
Additional Noteworthy Information:					

2.2	Is the aircraft to be operated privately?	Yes : <input type="checkbox"/>	No : <input type="checkbox"/>
	Who will conduct the Import?	Contact person :	
	Location :	Telephone :	
2.3	(a) This section is to be completed if the aircraft is to be added on to a new or existing Air Operator Certificate:		
1.	Identify Air Operator Certificate:		
	<ul style="list-style-type: none"> • Flying Training Unit. • Private Operator. • Commercial Operator (including Aerial work) 		
2.	Name of Operator Certificate Holder :		
3.	Operator Certificate Number :		
4.	Address :	Telephone :	
5.	Is the aircraft to be added on to the Air Operator Certificate (AOC)?	Yes : <input type="checkbox"/>	No : <input type="checkbox"/>
2.4	Please send the preceding completed documentation to the Airworthiness Inspector for aircraft eligibility verification.		

This part is to be completed by an CAA Inspector

2.5 For CAA Use only	
a) Does the airframe model number agree with the Type Certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
b) Does the engine(s) model number agree with the Type certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
c) Does the propeller(s) model number agree with the Type certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
d) Does the APU model number agree with the Type certificate?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
e) Is the aircraft eligible for importation under Type Acceptance certificate	Yes: <input type="checkbox"/> No: <input type="checkbox"/>
<p><i>Note: If the aircraft is not eligible for importation identify why the aircraft is not eligible in the information section. Contact the aircraft owner/ applicant / representative to discuss the details preventing the aircraft importation. Provide guidance to rectify the situation.</i></p>	

<p>2.6 Has the applicant been advised by CAA Sri Lanka that the aircraft is eligible or not eligible for importation.</p>	<p>Eligible <input type="checkbox"/></p> <p>Not Eligible <input type="checkbox"/></p>	<p>Date Importer contacted :</p>
<p>CAA SL Inspector name :</p>		
<p>2.7 Has the applicant advised CAA SL in writing it intends to proceed with the import once it has been acknowledge that the aircraft is eligible for importation.</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	<p>Date :</p>
<p>Section 2.6, 2.7, 2.8 and 2.10 may be completed when it is determined the aircraft meets eligibility requirements.</p>		
<p>2.8 Means of importation: Identify the method to be utilized. Complete a, b or c.</p> <p>a) Sri Lankan Registration :.....and/or Foreign Registration :</p> <p>b) Scope of Transportation :</p> <p>c) Already in Sri Lanka Identify Location</p>		
<p>2.9 Importation flight route and custom clearance</p> <p>From : (departure point in foreign country)</p> <p>To : (final destination in Sri Lanka)</p> <p>Custom Clearance Point : (first landing point in Sri Lanka)</p>		
<p>2.10 Have Sri Lankan registration marks been reserved:</p> <p>Yes: <input type="checkbox"/> Marks: 4R - No: <input type="checkbox"/></p>		
<p>2.11 This aircraft meets the requirements for a Certificate of Registration and Flight Permit. I hereby request a Certificate of Registration and Flight Permit for the identified aircraft.</p> <p>Aircraft Owner / Applicant's Signature :.....</p> <p>Aircraft Owner / Applicant's address :.....</p> <p>Telephone :..... Date:.....</p> <p>Fee Submitted :.....</p>		

This part is to be completed by an CAA Inspector

2.12 CAA use only:

1. Has a Flight permit been issued or validated?	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
2. Have registration marks been allocated?	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
3. Have fees been submitted?	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
4. Has Non-Registration or De-Registration been received from a foreign aviation authority?	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

Part 3 : This Checklist is to be completed by the applicant as appropriate.

3.1	<p>The following will apply, when the aircraft being conformity to an approved type design is shown by means of an export airworthiness certificate issued by the Civil Aviation Authority of a Country with which Sri Lanka has entered into a Bilateral Airworthiness Agreement or a similar arrangement which provides for such acceptance of such certificates.</p> <p style="text-align: center;">OR</p> <p>When conformity to an approved type design is shown by means of an export airworthiness certificate issued by the civil aviation authority of a contracting State and is acceptable to DGCA – Sri Lanka in compliance with the standards in Annex 8 to the Chicago Convention.</p>			
	<p>An import aircraft can be eligible for use in Sri Lanka where it can be shown and DGCA is satisfied that the aircraft conforms to an approved type design and is in a condition for safe operation. Conformity to an approved type design can be shown by means of-</p>			
		Applicability		Comments
		Yes	No	
3.1.1	<p>a) Was the export airworthiness certificate (EAC) issued by the civil aviation authority of a country with which Sri Lanka has entered into a Bilateral Airworthiness Agreement or a similar arrangement which provides for such acceptance of such certificates.</p> <p>b) Was the product manufactured in Sri Lanka by an approved manufacturer to a type design specified in a type certificate and there is a Bilateral Airworthiness Agreement or Similar arrangement between Sri Lanka and the country of export? Or</p> <p>c) Was the product, if manufactured in a country other than the country of export, manufactured to a type design certified by both the country of export and the DGCA and is there a Bilateral Airworthiness Agreement or Similar arrangement between Sri Lanka and the country of export?</p>			

	d) Was the product designed and manufactured in the country of export, type certified by the civil aviation authority of that country, which is accepted by CAA-SL?			
3.1.2	Was the Export Airworthiness Certificate issued by the Civil Aviation Authority of a country with which Sri Lanka does not have an agreement, where a type certificate has been issued and the product is being exported from the country of manufacture?			
3.1.3	<p>a) To be acceptable to the DGCA, each export airworthiness certificate shall be properly signed by an authorized representative of the Civil Aviation Authority of the country of export and contain the following information.</p> <p>b) Does the export airworthiness certificate identify a certification of conformity to the type design specified in the type certificate?</p> <p>c) Does the export airworthiness certificate include a list of any major modifications and major repairs approved by the country of export and in the product?</p> <p>Note 1. Confirm if major modifications or major repairs have been embodied.</p> <p>Note 2. CAA may be required to familiarize any major repairs and modifications. All major repair and major modification documentation must be available for review.</p> <p>d) Does the export airworthiness certificate list all applicable AD's or equivalent notices, issued by the country of export indicating which have been complied with?</p> <p>e) Have all AD's (or foreign equivalents) been complied with?</p> <p>Note 3. The applicant must verify that all applicable AD's have been complied with. If a list identifying all applicable AD's was not supplied by the exporter please provide a list of AD's that were researched and complied with by the applicant.</p>			
3.1.4	<p>Is the aircraft cabin in an approved configuration?</p> <p>Note 1: Review against the type design and approved drawings</p>			
3.1.5	<p>Are the airframe, engine(s) and propeller(s) free of corrosion or within the limits prescribed by the applicable Maintenance Manual standards?</p> <p>Note 1: If corrosion is within the limits provide complete details of location and the Maintenance Manual standards.</p>			

3.1.6	Are all aircraft systems, engines, propellers, appliances and controls functioning properly?			
3.1.7	Have the engines, propellers, rotors, life limited components, appliances, balloon basket and burner assemblies been identified? <i>Note 1:</i> Aeronautical products imported from a country not requiring certain identification data will require the identification data be installed prior to acceptance.			
3.1.8	Is the approved flight manual or approved operating limitations as applicable is available?			
3.1.9	Is the Weight and balance report together with an equipment list, which includes the weight and moment arm of each item of equipment not forming part of the type design available? <i>Note 1 :</i> The aircraft must have a current weight and balance including an equipment list			
3.1.10	Have all life-limited parts been researched to determine that the time in service of each life limited part has not exceeded its maximum permitted life? <i>Note 1 :</i> Each life-limited component, or any product containing a life-limited component , which has seen prior service shall be accompanied by its technical record containing details of all repairs and modifications carried out during its service life, and a record of accumulated time in flying hours or cycles, as may be applicable.			
3.1.11	If the aircraft eligible for Certificate of Airworthiness, has it been brought to the required standards, as necessary, through the use of the applicable maintenance standards?			
3.1.12	Has an application for a Certificate of Airworthiness been submitted to the CAA SL?			
3.1.13	Has the Sri Lanka “Conformity Certificate” detailing the work completed been submitted with the Certificate of Airworthiness (C of A) application?			
3.1.14	Has the aircraft journey log and other technical records been established for the aircraft?			

To the best of my ability the information contained in the checklists is true and accurate.

Print Name of applicant / representative:

Signature of applicant / representative:

Name of Airworthiness Inspector who verified (sampled) the above requirements.

This part is to be completed by an CAA Inspector		
3.1.15 CAA use only		
a) Will the Sri Lankan Certificate of Airworthiness be issued?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Date of Issue
b) If No, has the importer been informed in writing identifying why the aircraft did not conform to an approved type Design and was nor in condition for safe operation and of a flight authority?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
3.1.16 Has the importer / Sri Lanka CAA Representative reschedule the inspection if necessary?	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	
Remarks :		Date Rescheduled

Part 4: As applicable this part is to be completed by the applicant prior to the aircraft being operated.

This part identifies additional airworthiness inspection requirement for private, private passenger carrying, flight training and commercial operators of aeroplane, helicopters, and balloons that must be complied with prior to the aircraft being operated.

		Applicability		Comments
		Yes	No	
4.1	a) Is there available an <u>Aircraft Flight</u> manual as required by applicable standards of airworthiness. b) If the operator is a Private Operator- Passenger Transportation has the operator established and maintained an operating manual that provides guidance to crew members and in the operation of the aircraft?			
4.2	Have all placards required by the applicable standards of airworthiness been affixed to the aircraft or attached to the component in accordance with those standards?			
4.3	Has the areas of fuselage suitable for <u>break-in</u> by rescue crews in an emergency are marked on an aircraft? Refer IS 015 for requirements (IS-015, 2.4)			
4.4	Is there a <u>Master Minimum Equipment</u> developed for the aircraft? If Yes, has the operator of the aircraft submitted a Minimum Equipment List for approval?			

4.5	If the <u>power driven aircraft is</u> to be operated for <u>Day VFR</u> flight has the aircraft <u>been equipped</u> with all the <u>required equipment</u> ? Refer IS 015 for requirements			
4.6	If the <u>power driven aircraft is</u> to be operated for <u>VFR flight Over the Top(OTT)</u> has the aircraft been equipped with all the required equipment? In addition to the VFR instruments; Refer IS 015 for requirements			
4.7	If the <u>power driven aircraft is</u> to be operated for <u>Night VFR</u> flight has the aircraft been equipped with all the required equipment?			
4.8	Does the aircraft equipped with appropriate signaling devices and life-saving equipment <u>when flying over designated land area</u> ? Refer IS 015 for requirements (IS-015, 6)			
Remarks :				
4.9	If the <u>power driven aircraft is</u> to be operated for IFR flight has the aircraft <u>been equipped with all the required equipment</u> ?			
4.10	All aeroplanes operated by a single pilot under the Instrument Flight Rules (IFR) or at night shall be equipped with required equipment? Refer IS 015 for requirements (IS-015, 22)			
4.11	Pressurized aeroplanes when carrying passengers should be equipped with operative <u>Weather radar</u> ? Refer IS 015 for requirements (IS-015, 11)			
4.12	All aeroplanes operated above 15,000m (49,000ft) should be equipped with operative <u>Radiation Indicator</u> ? Refer IS 015 for requirements (IS-015, 12)			
4.13	All aeroplanes with speed limitations, shall be equipped with a Mach number indicator? Refer IS 015 for requirements (IS-015, 14)			
4.14	a) Is the aircraft equipped with a <u>Seat and Safety Belt</u> for each person on board the aircraft? b) Is the aircraft pilot seat and any seat beside the pilot seat equipped with a safety belt and any that includes a <u>Shoulder Harness</u> and inertia reel? Note 1: This is not applicable for small aeroplanes manufactured before July 18, 1978.			

4.15	Aeroplanes carrying passengers should equipped with cabin crew seats? Refer IS 015 for requirements (IS-015, 16)			
4.16	All flight crewmembers required to be on flight deck duty shall communicate through boom or throat microphones below the transition level / altitude? Refer IS 015 for requirements (IS-015, 20)			
4.17	If the aircraft is <u>Unpressurized</u> does it carry sufficient <u>Oxygen</u> for the period of flight and cabin pressure altitude?			
4.18	If the aircraft is Pressurized is it equipped with sufficient <u>Oxygen Dispensing Units</u> and oxygen supply to provide in the event of cabin pressurization failure sufficient oxygen to continue the flight to an aerodrome suitable for landing?			
4.19	a) Aircraft Weight and Balance Control Except where otherwise provided under the terms of a fleet empty weight and balance programme has the large aircraft been re-weighed and an updated report repaired every 5 years?			
4.20	Is the weight and balance report together with an equipment list, which includes the weight and weight and moment arm of each item of equipment not forming part of the type design available? Note: 1. <i>The aircraft must have a current weight and balance including an equipment list that includes all additional installed equipment.</i>			
	2. <i>Has the weight and balance report been certified by signing a maintenance release?</i> 3. <i>Is the aircraft is likely to be operated in two or more different configurations? If yes is there a separate weight and balance report addendum for each configuration?</i> 4. <i>Does each addendum contain a supplementary list, which clearly shows the differences from the basic aircraft?</i> 5. <i>Does the each addendum include the empty weight and center of gravity for the applicable configuration?</i> 6. <i>Is each addendum clearly identified with respect to the aircraft <u>configuration</u> to which it <u>applies</u>?</i>			

4.21	<p>If the aircraft is so equipped, has the Non-Stabilized Direction Indicator been calibrated and a dated correction card installed for each indicator at intervals not exceeding 12 months?</p> <p>Note : The annual calibration may not be required if the aircraft is equipped with two independent stabilized magnetic direction indicators in addition to the non stabilized direct reading magnetic direction indicator.</p>			
4.22	<p>Has the aircraft been fitted with the Survival and Emergency Equipment?</p> <p>Note: <i>Has the equipment been overhauled at the interval <u>recommended by the manufacturer</u>?</i></p>			
4.23	<p>Has the aircraft <u>equipped</u> with <u>Spare electrical fuses</u> of appropriate ratings for the replacement of those accessible in flight?</p> <p>Refer IS 015 for requirements (IS-015, 2.2(e))</p>			
4.24	<p>Should the aircraft <u>equipped</u> with an <u>automatic ELT</u>?</p> <p>Refer IS 015 for requirements (IS-015, 17)</p>			
4.25	<p>Except where powered by water activated batteries has the Emergency Locator Transmitter(ELT) been checked at intervals not exceeding 12 months?</p> <p>Note 1 : Have ELTs powered by water activation been performance tested at intervals not exceeding 5 years</p> <p>Note 2 : Have ELT batteries been replaced at intervals recommended by the manufacturer?</p> <p>Note 3 : Has a corrosion inspection been performed on the circuit board and battery compartment ? The inspection must be done by an appropriately rated shop only</p> <p>Note 4 : Has the performance of the Emergency Locator Transmitters been verified in accordance with the standards</p>			
4.26	<p>Has the Altimeter, Pitot and Static Pressure Systems and other altimetry devices where installed (for compliance with the basis of certification listed on the type certificate or required by operating rule) been calibrated at intervals not exceeding 24 months?</p>			

4.27	<p>Has the altimeter been tested by an approved maintenance organization for scale error, hysteresis, after effect, friction, case leak, barometric scale error?</p> <p>Note 1 : Has the person who performed the altimeter tests recorded on the altimeter the date and maximum altitude to which the altimeter been tested?</p> <p>Note 2 : Has the person signing the maintenance release entered the data in the aircraft record?</p> <p>Note 3 : Has the altimeter been tested by an appropriately rated approved <u>maintenance organization</u></p>			
4.28	<p>Has the Static Pressure System been inspected?</p> <p>Note 1 : Is the static system free from moisture or source of restriction?</p> <p>Note 2 : If a static port heater is installed is it operative?</p> <p>Note 3 : Is there any alteration or deformity to the airframe surface that would affect the relationship between air pressure in the static pressure system and the true ambient air pressure? Refer to modifications if airframe is altered.</p> <p>Note 4 : Has the static system been leak tested? Does it fall with in the tolerances?</p>			
4.29	<p>Have air traffic control (ATC) Transponders including any associated altitude sensing reporting mechanisms installed been tested as per the manufacturer recommendations? (For E.g.; In FAA once in 24 months)</p> <p>Note 1 : Has the performance of (ATC) transponders been verified in accordance with the standards</p> <p>Note 2 : If Traffic Advisory and Collision Avoidance System (TCAS) is a requirement for flight calibration of the integrated system may be required.</p>			
4.30	<p>Does the aeroplane required to be equipped with an Airborne Collision Avoidance System (ACAS II)? Refer IS 015 for requirements (IS-015, 18)</p>			
4.31	<p>If the aircraft is a turbo-jet-powered aircraft has a <u>Altitude Alerting system</u> or device been installed that conforms to the Aircraft Equipment and Maintenance Standards</p>			

4.32	Has the turbo-jet-powered aeroplane that has a MCTOW of more than 33069 pounds been equipped with a Ground Proximity Warning System?			
4.33	<p>a) This section is applicable if the aircraft is a multi-engined turbine powered pressurized aeroplane > 5700Kg MCTOW, with passenger seating of 10 or more, manufactured after October 11,1991.</p> <p>b) Does the aircraft have a Flight Data Recorder (FDR)</p> <p>c) Has the FDR been maintained in accordance with an approved maintenance schedule?</p> <p>d) Has a correction check been conducted to ensure all required parameters are being recorded and usable at 3000 flight hours, or 12 months, whichever occurs first?</p>			
4.34	<p>a) This section is applicable if the aircraft is a multi-engined turbine powered pressurized aeroplane > 12500 lb MCTOW, with passenger seating of 6 or more,</p> <p>b) Does the aircraft have a Cockpit Voice Recorder (CVR)</p> <p>c) Has the CVR been maintained in accordance with the maintenance schedule?</p> <p>d) Has a functional and intelligibility check been completed in accordance with manufacturers maintenance instructions or at 3000 hours, or 12 months, whichever occurs first?</p>			
4.35	Does the aircraft comply with the Data link recorders performance requirements Refer IS 015 for requirements (IS-015, 3.3)			
4.36	<p>a) Have the Underwater Locating Devices (ULDs) had an operational check performed once a year after initial installation?</p> <p>b) Has the ULD been rectified at 12 month intervals?</p> <p>c) Has the maintenance of ULDs been performed in accordance with the recommendation of the ULD manufacturer?</p>			

4.37	<p>a) Has the aircraft been maintained in accordance with a Maintenance schedule that conforms to the Aircraft Equipment Standards and Maintenance Schedule?</p> <p>Note 1 : Identify the maintenance schedule used. Was the previous maintenance schedule approved? Identify approval Number and Authority</p>			
4.38	<p>Does all turbo-jet aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a forward-looking wind shear warning system.</p> <p>Refer IS 015 for requirements (IS-015, 21)</p>			
4.39	<p>The State of the Operator shall ensure in approving the operational use of automatic landing systems, a Head-Up Display (HUD) or equivalent displays, Enhanced Vision Systems (EVS), Synthetic Vision Systems (SVS) and /or Combined Vision Systems (CVS)</p> <p>Refer IS 015 for requirements (IS-015, 23)</p>			
4.40	<p>Has the operator ensure that the Electronic Flight Bags (EFBs) do not affect the performance of the aeroplane systems, equipment or the ability to operate the aeroplane</p> <p>Refer IS 015 for requirements (IS-015, 24)</p>			
4.41	<p>Have the propellers been inspected for condition at the times specified in the appropriate maintenance schedule?</p>			
4.42	<p>a) Have <u>Technical Records</u> been established?</p> <p>Note 1 : Journey log, separate technical records for airframe, each installed engine, and each variable pitch propeller and an empty weight and balance report</p> <p>b) Have entries into the technical records been accurate, legible and permanent?</p>			

	<p>c) Where a person has altered an entry on the technical record for the purpose of correcting the entry has it been done in a manner that the underlining information remains legible</p> <p>d) If the owner of the aircraft keeps the technical records as electronic data has the owner ensured that the electronic data has the owner ensured that the electronic data system used complies with the Aircraft Equipment and Maintenance Standards</p> <p>e) Have Technical records for the airframe, engine, propeller or component been initiated in accordance with standard practice?</p> <p>f) At the time of transfer did the previous owner deliver to the new owner all of the technical records that related to the <u>aeronautical product</u>?</p>			
Remarks:				
Print name of applicant / importer who verified all the above requirements				
Signature of applicant / importer who verified all the above requirements				
Name of Airworthiness Inspector who verified (sampled) the above requirements.				

Part 5: This part is to be completed by the applicant prior to the aircraft being operated.				
Additional Requirements for Flight Training Operators				
This Checklist is in conjunction with other applicable requirements will apply in respect of an aeroplane, helicopter, glider, balloon, and gyroplane or ultra light aeroplane used for flight training.				
		Applicability		Comments
		Yes	No	
5.1.1	Does the aircraft to be used for flight training meet the requirements of Air Navigation Regulations of Sri Lanka?			
5.1.2	Is the aircraft equipped with either a turn and slip indicator or a turn coordinator?			
5.1.3	If a helicopter is to be used for dual flight instruction is it equipped with an intercom system			

5.1.4	If the aeroplane or helicopter or gyroplane is used for instrument flight training is it equipped with an attitude indicator, vertical speed indicator and gyroscopic direction indicator?			
5.1.5	If the aeroplane or helicopter is used for radio navigation training is it equipped with an ADF, VOR, or GPS radio navigation aid receiver?			
5.1.6	If the aircraft is to be used for instrument training is it equipped in accordance with requirements for IFR flight as outlined in ANR			
5.1.7	Is each front seat of an aeroplane or a helicopter to be used by a trainee or flight instructor equipped with a safety belt that includes a shoulder harness?			
Remarks:				
Print name of applicant / importer who verified all the above requirements				
Signature of applicant / importer who verified all the above requirements				
Name of Airworthiness Inspector who verified the above requirements.				

Additional Requirements for Aerial Work Operators

This Checklist is in conjunction with other applicable requirements will apply in respect of the operation of an aeroplane or helicopter in aerial work involving the carriage on board persons other than flight crew members; the carriage of helicopter Class B, C or D external loads or towing of objects other than a glider towing operation; the dispersal of products.

		Applicability		Comments
		Yes	No	
5.2.1	Are the air operator's aircraft pilot seat and any seat beside the pilot seat equipped with a safety belt that includes a Shoulder Harness?			
5.2.2	Is the aircraft equipped with an External Load Attachment device authorized in a Supplemental Type Certificate or in an airworthiness approval relating to the operational configuration of the aircraft?			

Remarks:	
Print name of applicant / importer who verified all the above requirements	
Signature of applicant / importer who verified all the above requirements	
Name of Airworthiness Inspector who verified (sampled) the above requirements)	

Additional Requirements for Air Taxi Operators				
<p>This Checklist is in conjunction with other applicable requirements will apply in respect of the operation by a Sri Lankan air operator, in an air transport service or in aerial work involving sightseeing operations in a single engine aircraft, a multi-engined aircraft, other than a turbo-jet-powered aeroplane, that has a MCTOW of 19000 pounds or less and a seating configuration, including pilot seats, of nine or less</p>				
		Applicability		Comments
		Yes	No	
5.3.1	a) Is the aircraft equipped with a power failure warning device or vacuum indicator to show the power available for gyroscopic instruments from each power source? b) Is the aircraft equipped with an alternate source of static pressure for the altimeter, airspeed and vertical speed indicators? d) Is the aircraft equipped with two independent sources of energy, at least one of which is an engine driven pump? e) Is the aircraft equipped with at least one landing light?			
5.3.2	Is the air operator's pressurized aircraft equipped with Protective Breathing Equipment that will provide 15- minute supply of breathing gas at a pressure altitude of 8000 feet at each flight crew member position?			

5.3.3	If the air operator will carry passengers above FL 250 has First Aid Oxygen been provided			
5.3.4	Are the air operator's aircraft pilot seat and any seat beside the pilot seat equipped with a safety belt that includes a Shoulder Harness?			
5.3.5	For Air Taxi Helicopter Operators is the helicopter equipped with the emergency equipment?			
Remarks:				
Print name of applicant / importer who verified all the above requirements				
Signature of applicant / importer who verified all the above requirements				
Name of Airworthiness Inspector who verified (sampled) the above requirements.				

Additional Requirement for Commuter Operations

This Checklist is in conjunction with other applicable requirements will apply in respect of the operation by a Sri Lankan air operator, in an air transport service or in aerial work involving sightseeing operations in a multi engine aircraft that has a MCTOW of 8618Kg (19000 pounds) or less and a seating configuration excluding pilot seats of **10, to 19**, a turbo-jet-powered aeroplane that has a maximum zero fuel weight of 22680kg (50000 pounds) or less and for which a Type certificate has been issued authorizing the transport of not more than 19 passengers.

		Applicability		Comments
		Yes	No	
5.4.1	<p>a) Is the aircraft equipped with at least two generators each of which is driven by a separate engine and at least half of which have a sufficient rating to supply the electrical loads of all instruments and equipment necessary for safe emergency operation of the aircraft?</p> <p>Note 1: In the case of a multi engine helicopter the generators may be driven by the main rotor drive train.</p> <p>b) Is the aircraft equipped with two independent sources of energy and a means of selecting either source, at least one source of energy being an engine- driven pump or generator. and each source being able to drive all gyroscopic instruments?</p>			

	c) Is the aircraft equipped with at least one landing light?			
5.4.2	Is the air operator's pressurized aircraft equipped with Protective Breathing Equipment that will provide 15-minute supply of breathing gas at a pressure altitude of 8000 feet at each flight crew member position?			
5.4.3	If the air operator will carry passengers above FL 250 has First Aid Oxygen been provided?			
5.4.4	Are the air operator's aircraft pilot seat and any seat beside the pilot seat equipped with a safety belt that includes a Shoulder Harness?			
5.4.5	Is there at least one Hand Held Fire Extinguisher accessible for immediate use and is it located in the passenger compartment?			
5.4.6	Has the operator equipped the aeroplane with emergency equipment?			
Remarks:				
Print name of applicant / importer who verified all the above requirements				
Signature of applicant / importer who verified all the above requirements				
Name of Airworthiness Inspector who verified (sampled) the above requirements.				

PART- 5 This part is to be completed by the applicant prior to the aircraft being operated.				
Applicable for Airline Operations General Requirements				
This Checklist will apply in respect of an aeroplane other than an aeroplane, which is more than 19000 pounds for which a Type Certificate has been issued authorizing the transport of 20 or more passengers or a helicopter that has 20 or more passenger seats.				
		Applicability		Comments
		Yes	No	
5.5.1	a) Is the aircraft equipped with two independent static pressure systems? b) Is the aircraft equipped with a windshield wiper or rain removal system for each pilot station?			

	<p>c) Is the aircraft equipped with heating or de-icing equipment for each carburetor or an alternate air source for each pressure carburetor or fuel injection system?</p> <p>d) Is the aircraft equipped with a placard on each door that provides passenger access to a passenger emergency exit stating the door must be secured or locked open during take-off and landing.</p>			
5.5.2	If the aircraft is to be operated at night is the aircraft equipped with two Landing Lights?			
5.5.3	If the aircraft is to be operated into known Icing Conditions at night is the aeroplane equipped with a means to illuminate or detect the formation of ice?			
5.5.4	If the aircraft is pressurized has protective breathing equipment been provided at each station that will provide 15-minute of breathing gas at a pressure altitude of 8000 feet?			
5.5.5	If the aircraft is pressurized and will carry passengers has First Aid Oxygen been provided?			
5.5.6	If the aircraft was initially type certificated after January 1, 1958 has the aeroplane been equipped with Floor Proximity Emergency Escape Path Markings?			
5.5.7	If the aircraft is type certified to carry 60 or more passengers have Portable Megaphones been installed?			
5.5.8	Is the aircraft equipped with the correct numbers of First Aid Kits?			
5.5.9	If the aircraft has a seating configuration of more than 100 passengers has the aeroplane been equipped with an Emergency Medical Kit			
5.5.10	Is the aircraft equipped with a Crash Axe?			
5.5.11	If the aircraft is pressurized and will operate above flight level (FL 250) has the aeroplane been equipped with 15- minute supply portable oxygen or sufficient portable oxygen units for each flight attendant?			
5.5.12	Has the air operator equipped the aeroplane with survival Equipment			
5.5.13	Has the survival equipment been inspected regularly in accordance with the inspection schedule set out by the company operations manual?			

Remarks:	
Print name of applicant / importer who verified all the above requirements	
Signature of applicant / importer who verified all the above requirements	
Name of Airworthiness Inspector who verified (sampled) the above requirements.	

ISSUANCE OF CERTIFICATE OF REGISTRATION AND CERTIFICATE OF AIRWORTHINESS

A person or organization applying for the issuance of C of R and C of A should furnish the following to the CAASL.				
		Applicability		Comments
		Yes	No	
a.	A copy of Type Certificate and the Type Certificate Technical Data Sheet or an acceptable equivalent document.			
b.	Modification Status of the aircraft.			
c.	A copy of the Flight Manual. / An acceptable equivalent document.			
d.	A copy of each of the manufacturers' Maintenance, Overhaul and Repair Manuals and Illustrated Parts Catalogue.			
e.	A complete set of all manufacturers Service Bulletins or equivalent documents issued in respect of the aircraft.			
f.	A copy of the Crew operations Manual.			
g.	A copy of the weight and balance report and Manual.			
h.	List of Avionics Systems installed.			
i.	A flight Test report for the Avionics Systems.			
j.	A flight Test report for the aircraft.			
k.	A copy of the MPD and / Maintenance Schedule.			
l.	An Electrical Load analysis covering all services.			
m.	A complete set of aircraft Wiring Diagrams.			
n.	Where applicable a copy of the MMEL.			
o.	In case of used aircraft, Service history along with relevant Logbooks.			
p.	In case of used aircraft, Record of Accidents (if any) and all major repairs including nature of damage.			
q.	Export Certificate of Airworthiness and / valid existing Certificate of Airworthiness.			
r.	Radio License issued for the aircraft.			