

Democratic Socialist Republic of Sri Lanka**Civil Aviation Authority of Sri Lanka**
Implementing Standards

(Issued under Section 120, Civil Aviation Act No. 14 of 2010)

Title: Compliance to Annex-6-Part 1 – Chapter 8- Aeroplane Continuing Airworthiness**IS Reference Code:** IS-6-(i)-8**Date:** 10.01.2023

Pursuant to Section 120 of the Civil Aviation Act No.14 of 2010 (hereinafter referred to as the CA Act), Director General of Civil Aviation (hereinafter referred to as the DGCA) shall have the power to issue, whenever he considers it necessary or appropriate to do so, such Implementing Standards for the Purpose of giving effect to any provision in the CA Act, Regulations or Rules made thereunder including the Articles of the Convention on International Civil Aviation specified in the Schedule to the CA Act,

Accordingly, I, being the DGCA do hereby issue the Implementing Standards on Compliance to **Annex 6 - Part (I) - Chapter 8- Aeroplane Continuing Airworthiness** as mentioned in the Attachment hereto (**Ref: Attachment No IS-6-(i)-8**) elaborating the requirements to be satisfied for the effective implementation of the International Standards and Recommended Practices contained in ICAO Annex 6.

This implementing Standard shall be applicable to holders of Air Operator Certificate, Foreign Air Operator Certificate issued by DGCA and any applicant seeking an Air Operator Certificate or Foreign Air Operator Certificate and shall come in to force with effect from 10th of January 2023 and remain force unless revised/revoked.

This Implementing Standard will supersede 01st Edition, Rev 01 of Implementing Standard 017 dated 30th March 2018 issued by the DGCA.

Attention is also drawn to Section 103 of the CA Act, which states inter alia that failure to comply with any Implementing Standard is an offence. Further, if any standard stipulated in this Implementing Standard is not complied with or violated, an appropriate enforcement action will be taken as per the Aviation Enforcement Policy and Procedures Manual, SLCAP 0005 by the DGCA under Section 102 of the CA Act,

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P A Jayakantha
Director General of Civil Aviation and
Chief Executive Officer

Enclosure: Attachment No. IS-6-(i)-8-Att-01

PREAMBLE

1. Notice to the Recipient

- 1.1. The requirements in this Implementing Standard are based on the Standards and Recommended Practices (SARPs) adopted by the International Civil Aviation Organization (ICAO) and incorporated in the 12th Edition to Annex 06 Part I - Aeroplane Continuing Airworthiness
- 1.2. In pursuance of the obligation cast under Article 38 of the Convention which requires the Contracting States to notify the ICAO of any differences between the national regulations of the States and practices and the International Standards contained in the respective Annex and any amendments thereto, the CAASL will be taking steps to notify ICAO of such differences relating to either a Standard or a Recommended Practice, if any. The CAASL will also keep the ICAO currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. Furthermore, the CAASL will take steps for the publication of differences between the national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, which is published in accordance with the provisions in the Annex-15 to the Convention.
- 1.3. Taking into account of the ICAO council resolution dated 13 April 1948 which invited the attention of Contracting States of the desirability of using in the State's national regulations, as far as is practicable, the precise language of those ICAO Standards that are of a regulatory character, to the greatest extent possible the CAASL has attempted to retain the ICAO texts in the Annex in drafting this Implementing Standard.

1.4. Status of ICAO Annex components in the Implementing Standard

Some of the components in an ICAO Annex are as follows and they have the status as indicated:

- 1.4.1. **Standard:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38. The ICAO Standards are reflected in the Implementing Standards if they are locally implemented using the normal fonts and recipients are required to conform to such requirements invariably.
- 1.4.2. **Recommended Practice:** Any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity, efficiency or environmentally responsiveness of international air navigation, and to which Contracting States will endeavor to conform in accordance with the Convention. The ICAO Recommended Practices are reflected in the Implementing Standards in italic fonts and the Recipients are encouraged to implement them to the greatest extent possible.
- 1.4.3. **Appendices:** Comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council. Enforcement action on such matters will be as in the case of Standards or Recommended Practices.
- 1.4.4. **Definitions:** A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- 1.4.5. **Tables and Figures:** add to or illustrate a Standard or Recommended Practice, and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

LIST OF EFFECTIVE PAGES

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Implementing Standards

REQUIREMENTS FOR AEROPLANE CONTINUING AIRWORTHINESS

For the purpose of this chapter, “aeroplane” includes: engines, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.

Reference is made throughout this chapter to the requirements of the DGCA. When the State of the Operator is not the same as the State of Registry, it may be necessary to consider any additional requirements of the State of the Operator.

Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (SLCAP6100).

1. Operator’s Continuing Airworthiness Responsibilities

1.1. The AOC holder shall ensure that, in accordance with procedures acceptable to the DGCA.

- a. Each aeroplane they operate is maintained in an airworthy condition;
- b. The operational and emergency equipment necessary for an intended flight is serviceable;
- c. The Certificate of Airworthiness of each aeroplane they operate remains valid.

Refer SLCAIS 080, M.201 (a) “Responsibilities”

1.2. The AOC holder shall not operate an aeroplane unless maintenance on the aeroplane, including any associated engine, propeller and part, is carried out:

- a) By an organization complying with IS 056 that is either approved by the DGCA or is approved by another Contracting State and is accepted by the DGCA. or
- b) By a person or organization in accordance with procedures that are authorized by the DGCA.

And there is a maintenance release in relation to the maintenance carried out.

Refer SLCAIS 080, M.201 (g) “Responsibilities”

1.3. The AOC holder shall employ a person or group of persons to ensure that all maintenance is carried out in accordance with the maintenance control manual.

Refer SLCAIS 080, M.A. 704 “Continuing Airworthiness Management Exposition”

1.4. The AOC holder shall ensure that the maintenance of its aeroplanes is performed in accordance with the maintenance Programme.

Refer IS 080, M.302

2. Operator's Maintenance Control Manual

- 2.1. The AOC holder shall provide, for the use and guidance of maintenance and operational personnel concerned, a Maintenance Control Manual, which shall be approved by the DGCA, in accordance with the requirements specified in paragraph 2 of Implementing Standard 020. The design of the Manual shall observe Human Factors principles.

Refer IS 080, M. 704 "Continuing Airworthiness Management Exposition" & IS 056, 145.A.70 "Maintenance Organization Exposition"

- 2.2. The AOC holder shall ensure that the maintenance control manual is amended as necessary to keep the information contained therein up to date.

Refer IS 080, M. 704 "Continuing Airworthiness Management Exposition" & IS 056, 145.A.70 "Maintenance Organization Exposition"

- 2.3. Copies of all amendments to the operator's maintenance control manual shall be furnished promptly to all organizations or persons to whom the manual has been issued.

- 2.4. The AOC holder shall provide the DGCA with a copy of the operator's maintenance control manual, together with all amendments and/or revisions to it and shall incorporate in it such mandatory material as the DGCA may require.

3. Maintenance Programme

- 3.1. The AOC holder shall provide, for the use and guidance of maintenance and operational personnel concerned, a maintenance Programme, approved by the DGCA, containing the information required by paragraph 3 in IS 020.

Refer IS 080, M. 302 "Aircraft Maintenance Programme"

- 3.2. Copies of all amendments to the maintenance Programme shall be furnished promptly to all organizations or persons to whom the maintenance Programme has been issued.

4. Continuing Airworthiness Maintenance Records

- 4.1. The AOC holder shall ensure that the following records are kept for the periods mentioned in paragraph 4.2 in this IS;

- a. The total time in service (hours, calendar time and cycles, as appropriate) of the aeroplane and all life-limited components;
- b. The current status of compliance with all mandatory continuing airworthiness information;
- c. Appropriate details of modifications and repairs;
- d. The time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aeroplane or its components subject to a mandatory overhaul life;
- e. The current status of the aeroplane's compliance with the maintenance programme; and
- f. The detailed maintenance records to show that all requirements for the signing of a maintenance release have been met.

Refer IS 080, M. 305 "Aircraft Continuing Airworthiness Record System"

- 4.2. The records in paragraph 4.1 ‘a.’ to ‘e.’ in above shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service, and the records in paragraph 4.1 f) in above for a minimum period of one (01) year after the signing of the maintenance release.

Refer IS 080, M. 305 “Aircraft Continuing Airworthiness Record System”

- 4.3. In the event of a temporary change of operator, the records shall be made available to the new operator. In the event of any permanent change of operator, the records shall be transferred to the new operator.

In the context of 4.3 above, a judgment on what should be considered as a temporary change of operator will need to be made by the DGCA in the light of the need to exercise control over the records, which will depend on access to them and the opportunity to update them.

Refer IS 080, M.307 “Transfer of Aircraft Continuing Airworthiness Records”

- 4.4. Records kept and transferred in accordance with this section (section 4), shall be maintained in a form and format that ensures readability, security and integrity of the records at all times.

The form and format of the records may include, for example, paper records, film records, electronic records or any combination thereof.

Guidance regarding electronic aircraft continuing airworthiness records is included in the Airworthiness Manual (SLCAP 6100).

5. Continuing Airworthiness Information

- 5.1. The operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as specified by the DGCA and report through the system specified in Implementing Standard -M – Requirements for Continuing Airworthiness

Refer SLCAIS 080, M.A. 302 “Aircraft Maintenance Programme – Reliability Programmes”

- 5.2. The AOC holder of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the DGCA.

The AOC holders are advised that the Guidance on the interpretation of "the organization responsible for the type design" is contained in the Airworthiness Manuals (SLCAP 6100 & SLCAP 6200).

Refer IS 080, M.303 “Airworthiness Directives”

6. Modifications and Repairs

All modifications and repairs shall comply with airworthiness requirements acceptable to the DGCA. Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

Refer IS 080, M.304 “Data for Modifications and Repairs”

7. **Approved Maintenance Organization**

An approved maintenance organization shall comply with IS 056 – Maintenance Organization Approval.

Refer IS 056 “General Requirements to be satisfied by Aircraft Maintenance Organizations for Approval”

Refer IS 056, 145.A.70 “Maintenance Organization Exposition” & IS 080, M.A. 401 “Maintenance Data”

Refer IS 056 “General Requirements to be satisfied by Aircraft Maintenance Organizations for Approval”

Refer IS 080, M. 712 “Application” & IS 056, 145.A.65 “Safety and Quality Policy, Maintenance Procedures and Quality System”

Refer IS 056 “General Requirements to be satisfied by Aircraft Maintenance Organizations for Approval”

The AOC holder are advised that Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (ICAO Doc 9683).

Refer IS 080 “Requirements for Continuing Airworthiness” & IS 056 “General Requirements to be satisfied by Aircraft Maintenance Organizations for Approval”

Refer IS 056, 145.A.55 “Maintenance Records”

8. **Maintenance Release**

- 8.1. When maintenance is carried out by an approved maintenance organization, the maintenance release shall be issued by the approved maintenance organization in accordance with the provisions of IS 056.

Refer IS 056, 145 A. 50 “Aircraft Certificate of Release to Service”

- 8.2. When maintenance is not carried out by an approved maintenance organization, the maintenance release shall be completed and signed by a person appropriately licensed in accordance with IS 072 to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedures acceptable to the DGCA.

- 8.3. When maintenance is not carried out by an approved maintenance organization, the maintenance release shall include the following:
- a. Basic details of the maintenance carried out including detailed reference of the approved data used;
 - b. The date such maintenance was completed; and
 - c. The identity of the person or persons signing the release.

Refer IS 080, M. 801 “Aircraft Certificate of Release to Service-CRS”