

Notice No.

AWN – 02-15

Date:

10 Oct 2016

Check Flight Requirements



1 INTRODUCTION

- 1.1 The Airworthiness Notice is a replacement for the former 'Letter to Operators' (LTOs).
- 1.2 This Airworthiness Notice replaces 'LTO: AIR 02-15' published 6th April 2015. There are no significant differences to the instructions published in 'LTO: AIR 02-15' and this AWN.
- 1.3 The BCAA had a requirement for a check flight (Form AW-150) which was to be completed prior to accepting an aircraft on to the registry or issuing an Export Certificate of Airworthiness.

2 BACKGROUND

- 2.1 A BCAA Team conducted an analysis to identify hazards and assess safety risks that are being mitigated by the check flights to validate the current policy and/or recommending changes to it.
- 2.2 OTAR 21.175 - Application for a Certificate of Airworthiness, requires that any check flight prescribed by the Governor is undertaken and evaluated for acceptability. OTAC 21-3 makes mention of a Check Test Flight in Appendix B - Example Survey Report and Recommendation Form, for Issue or Re-Issue of a Certificate of Airworthiness. OTAC 39-2 requires a CAMO to establish in their MCM the need to undertake a flight check with appropriate justification.
- 2.3 The BCAA team was of the view that the risk of aircraft being flown in an un airworthy condition was not being mitigated by the requirement for a check flight (Form AW-150). Operators of aircraft are responsible for ensuring the continuing airworthiness of their aircraft. These responsibilities require operators or their contracted organizations to analyse the airworthiness status of the aircraft including flight defects and performance issues on a continuing basis. Before any aircraft is placed on the Bermuda register a Certificate of Airworthiness inspection must be completed. The Certificate of Airworthiness inspection will examine maintenance programme implementation and performance over the past year, maintenance deferrals, records, design change approvals, log books etc. as well as an inspection of the aircraft.

3 CLARIFICATION

- 3.1 The BCAA team concluded that the requirement for a Check Flight for the initial issuance of a Certificate of Airworthiness or export Certificate of Airworthiness could be eliminated without increasing risk or introducing any new hazards. Therefore, the requirement for a Check Flight (Form AW-150) is discontinued (unless specifically requested under special circumstances).

4 ENQUIRIES

- 4.1 Enquiries regarding the content of this Notice should be addressed to the Bermuda Civil Aviation Authority. Enquiries can be sent by email to info@bcaa.bm.



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Thomas Dunstan, Director General