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REPUBLIC OF CYPRUS

MINISTRY OF COMMUNICATIONS AND
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DEPARTMENT OF CIVIL AVIATION
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A I C

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AIRWORTHINESS DIRECTIVES

1 Introduction

- 1.1 This AIC defines the Department of Civil Aviation's policy on Airworthiness Directives. Compliance with Airworthiness Directives is made mandatory for all aircraft on the Cyprus Register under Article 16, of the Civil Aviation Act 2002, as well as EASA Part M.A.303.

2 State of Design Airworthiness Directives

- 2.1 Compliance with Airworthiness Directives issued by the State of Design of an aircraft, engine, propeller or appliance is mandatory for all Cyprus registered aircraft.
- 2.2 No person may operate an aircraft, to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Department of Civil Aviation.
- 2.3 For aircraft designed in the European Union, in accordance with Council Regulation 1592/2002, EASA is the state of design with effect from 29 November 2003. Prior to this date, Airworthiness Directives were the responsibility of the member state in which the product was designed.

3. EASA Airworthiness Directives

- 3.1 EASA may issue Airworthiness Directives for any aircraft type operating on an EU Register in accordance Part 21.A.3B. This includes aircraft for which EASA is not the state of design. Compliance with EASA Airworthiness Directives is therefore mandatory in addition to the Airworthiness Directives of the State of Design.

3.2 This means that, for example, for an American manufactured aircraft on the Cyprus register, Airworthiness Directives issued by EASA, applicable the aircraft type must be complied with, in addition to FAA Airworthiness Directives.

4. Conflict between EASA and State of Design Airworthiness Directives

4.1 In circumstances where EASA issues an Airworthiness Directive that modifies or amends the contents of an Airworthiness Directive issued by the State of Design, **the EASA Airworthiness Directive must be applied.**

5. Responsibilities of Owners/Operators and Individuals /Organisation Carrying Out Maintenance and Overhaul

5.1 In order to ensure that an aircraft is in compliance with any applicable Airworthiness Directive, it is incumbent on owners and operators to ensure that they are aware of, or are in receipt of, any Airworthiness Directive issued by the Civil Aviation Authority of the State of Design and EASA.

5.2 In addition, organisations or individuals undertaking maintenance and overhaul must also ensure that they are in receipt of Airworthiness Directives issued by EASA and the Civil Aviation Authority of the State of Design for the aircraft, parts and appliances they maintain or overhaul.

5.3 Owners or Operators must ensure that they keep adequate and complete records of compliance with Airworthiness Directives in the Airframe, Engine or Propeller Log Books, as applicable. A Certificate of Release to Service confirming compliance with each applicable Airworthiness Directive is required. A record of AD compliance (AD List) must also be kept. The Department of Civil Aviation may agree to Airworthiness Directive records being kept in an alternative format if requested.

5.4 Organisations and individuals undertaking maintenance and overhaul must supply the Owner or Operator with a copy of the Certificate of Release to Service for all Airworthiness Directive related tasks they have carried out. They must also notify the Owner/ Operator, in writing, if during the performance of maintenance they become aware of an Airworthiness Directive requirement, which has not been complied with.

5. Aircraft Manufactured using Components from different States of Design

5.1 Confusion sometime occurs with identifying which State's Airworthiness Directives are applicable to aircraft assembled using

major components from different countries. For example, a French designed aircraft manufactured in Germany fitted with American engines. In this case, EASA (France) is the State of Design for the airframe and the USA is the State of Design for the engines. Thus, EASA and FAA Airworthiness Directives are applicable to the Airframe and Engines respectively.

- 5.2 Care must also be taken with aircraft equipment which can be fitted to several types of aircraft. Radio, galley and safety equipment are good examples. An example of this would be if the above-mentioned aircraft was fitted with Canadian designed and manufactured life jackets. Any Canadian Airworthiness Directive requirements affecting the life jackets would be applicable.
- 5.3 For further advice and guidance on this matter, the Department of Civil Aviation, Safety Regulation Unit should be contacted.

AIC C 07/2003, dated 20 August 2003, is hereby cancelled.