



ADVISORY CIRCULAR

CAA-AC-AWS005

November 2022

MANDATORY CONTINUING AIRWORTHINESS INFORMATION (MCAI)

1.0 PURPOSE

- 1.1** The purpose of this Advisory Circular is to provide guidance on mandatory continuing airworthiness information which includes Airworthiness Directives, Service Bulletins, mandatory requirements for modification, replacement of parts or inspection of aircraft, amendment of operating limitations and procedures.
- 1.2** This Advisory Circular is applicable to all operator of aircraft registered in Uganda while assessing mandatory continuing airworthiness information.

2.0 REFERENCES

- a) Regulation 64,68 and 69 of the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.
- b) Regulations 18,25,27 and 29 of the Civil Aviation (Airworthiness of Aircraft) Regulations 2022.
- c) Regulation 36 of the Civil Aviation (Approved Maintenance Organization) Regulation, 2022.
- d) CAA- AC-AWS005

3.0 GUIDANCE AND PROCEDURE

3.1 General Information

- 3.1.1** Mandatory Continuing Airworthiness Information (MCAI) are the means used to notify aircraft owners and other interested persons of unsafe conditions and to prescribe the conditions under which the aeronautical product may continue to be operated. One of the most commonly used types of MCAI issued by State of design and/or Authority is an Airworthiness Directive (AD).

- 3.1.2** Airworthiness Directive (AD) is a regulatory document which identifies aeronautical products in which an unsafe condition exists, and where the condition is likely to exist or develop in other aeronautical products of the same type design. It prescribes mandatory corrective actions to be taken or the conditions or limitations under which the aeronautical products may continue to be operated. The AD is the common form of mandatory continuing airworthiness information mentioned in the civil aviation (Airworthiness of Aircraft) regulations.
- 3.1.3** The Authority may issue MCAI for an aircraft on its register and notify the state of design.
- 3.1.4** Alert service bulletins are issued by the manufacturer when a condition exists that the manufacturer feels is a safety related item as opposed to just a product improvement. These SB's usually result in a State of Design/Registry issuing an AD. The AD will reference the alert service bulletin as a method of compliance with the directive. If an SB is not an alert SB or a bulletin referenced in an AD, it becomes optional and may or may not be incorporated by the operator.
- 3.1.5** ADs are generally divided into two categories:
- a) Those of an urgent nature requiring immediate compliance upon receipt; and
 - b) Those of a less urgent nature requiring compliance within a relatively longer period.
- 3.1.6** All ADs issued by State of Design or when given such status by the appropriate manufacturer, such Directives or SBs must be complied with to ensure continued airworthiness of the aircraft on Uganda Civil Aircraft Register.
- 3.1.7** It is the obligation of the aircraft manufacture of a type certificated aircraft to disseminate SBs to all operators with such aircraft on their fleet. Operators are obliged to ensure accessibility of the SBs.
- 3.1.8** The contents of ADs include the aircraft, engine, propeller, equipment or instrument type, model and serial number affected. Also included are the compliance time or period, a description of the difficulty experience and the necessary corrective action. It is the obligations of the State of design to disseminate continued airworthiness information to all States with such aircraft on their registers.
- 3.1.9** Some States of Design do not issue their MCAI in the form of ADs, and may instead give mandatory status of Interim Directives or by requesting the type design organization to include a statement in the SBs that the information has mandatory status for aircraft registered in the State of Design. Some States of Design publish summary lists of SBs which are classified as mandatory.

4.0 PROCEDURE

4.1 Airworthiness Section Responsibility;

4.1.1 Adoption of Mandatory Continuing Airworthiness Information (MCAI)

4.1.2 When the Authority first enters an Aircraft on its register of a particular type and issues a Certificate of Airworthiness, the operator shall make arrangements to receive MCAI from the State of Design.

4.1.3 For MCAI directly issued by the State of Design of the aircraft, engine, propeller and appliances/accessories the operator shall ensure that they:

4.1.3.1 Have access to relevant MCAI and implement the required actions within the compliance time limit

4.1.3.2 Continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and

4.1.3.3 Maintain the aircraft in an airworthy condition and in compliance with the maintenance requirements.

4.1.3.4 Accomplish all actions made mandatory by the Authority in order to keep the aircraft airworthy and record all relevant MCAI in the maintenance records. All the related maintenance records should be kept and presented to the Authority upon request.

4.1.4 The Authority will verify operator compliance with the MCAI during oversight activities e.g C of A renewal, surveillance etc.

4.2 Development and Issuance of Mandatory Continuing Airworthiness Information (MCAI)

- a) The Authority may develop mandatory continuing airworthiness information in respect of aircraft registered in Uganda.
- b) the Authority may issue an MCAI in respect of aircraft or aircraft component if the Authority determines that an unsafe condition exists in any aircraft or aircraft component and that condition is likely to exist or develop in any other aircraft or aircraft component of the same design.
- c) In developing an MCAI the Authority may use feedback from incidents, accidents, operator reports and recommended MCAI from other states
- d) The inspector will analyze the reports to determine any safety related concerns, develop a draft MCAI and recommend for approval/issuance by Director General
- e) Where possible, the Authority will consult with the State of Design prior to issuing MCAI and in all cases will notify the State of Design as soon as practicable.

f) The Authority shall publish all Ugandan issued MCAI on the UCAA website

4.3 Alternate method of compliance with Mandatory Continuing Airworthiness Information (MCAI)

a) If an operator wishes to comply with the MCAI in an alternative way or have an extension of its compliance limit, a written request should be submitted to the Authority for approval.

b) In the case of the mandatory information issued by the State of Design and adopted by the Authority, the Authority may consult the UCAA of the State of Design or accept advice from the type design organization

c) The Authority will respond to the operator's request in writing.

4.5 The Operator system of review of MCAI:

a) The operator shall establish a system for review of the applicable ADs and SBs of their fleet.

b) Ensure that operators and AMOs keep a compliance record of ADS and SBS, at every C of A renewal and means by which they were complied with as required by Regulation 18 of the Civil Aviation (Airworthiness) Regulations 2022.

c) Ensure, where the continued airworthiness instructions require the aircraft to be tested including test flight, are conducted to establish compliance.

d) Ensure that the operator has in place a programme that provides for notification and accomplishment of ADS.

e) The operator should take note that no special flight permit should be issued if the AD requires compliance before further flight.

NOTE:

1. If the AD covers a product that is not an aircraft and does not provide for the product's operation during a ferry flight, the product shall not be operated during such a flight. If the aircraft on which the product is installed can be safely operated without using the product, a special flight permit could be issued.

2. If applicable ADS and/or SBS are not complied with within the stipulated timelines an enforcement action shall be commenced.

f) The Authority may make spot checks of recurring inspections in progress that are required by the AD to determine compliance.

4.6 Responsibilities of the Operator/owner

a) The manner in which the operator complies with ADS depends upon the arrangements under which he has leased, chartered or otherwise acquired control of an aircraft. He may arrange with the owner for the latter to carry

- out all actions arising out of ADS, or he may arrange to carry them out himself.
- b) The operator shall make a reasonable effort to ascertain they receive and implement the ADS have in the manner prescribed and refrain from engaging in flight operations contrary to the provisions of the applicable ADS.
 - c) The owner shall not use his/her aircraft, or knowingly allow it to be used, except in compliance with ADS and SBS issued up to date regardless of whether the aircraft is least or not.

4.7 The Role of Aircraft Maintenance Engineers or Approved Maintenance Organization

- a) The responsibility of the Aircraft Maintenance Engineer (AME) or AMO with regard to AD and SBS compliance, shall be clearly understood.
- b) The responsibility for compliance with ADS and SBS cannot be disclaimed by any of the parties involved in its operation or maintenance, i.e., the AME, AMO, owner or operator. All have some degree of responsibility, depending always upon the circumstances under which the aircraft is used; all are expected to know about the procedures for issuing ADS, and SBS and to understand their role in compliance.
- c) The Authority will always hold the owner/operator accountable for operating in noncompliance with an AD. However, whenever an AD and SB have been complied with, the person accomplishing the AD and SBS shall not only record the date of compliance and time in service in the aircraft maintenance records, but also furnish a description of the work done. When the aircraft goes back into service, whoever accepts it from the shop shall make it his business to see that the maintenance record, including ADS and SBS, is fully up to date before it is released to service.



Uganda Civil Aviation Authority