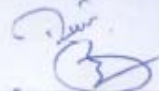




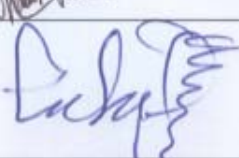




LIMITED AUTHORIZATION (LA)

AIRWORTHINESS NOTICE

VERSION : 3.0
DATE OF IMPLEMENTATION : 20-05-2011
OFFICE OF PRIME INTEREST : AIRWORTHINESS DIRECTORATE

	NAME	DESIGNATION	SIGNATURE
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APPROVED BY	Engr GHULAM MURTAZA	Director Airworthiness	
TYPE OF DOCUMENT	AIRWORTHINESS NOTICE (AWNOT)		
STATUS OF DOCUMENT	CONTROLLED		

A. AUTHORITY:

A1. This Airworthiness Notice has been issued under the authority vested in DG CAA vide Rule 4 and 16 of Civil Aviation Rules 1994.

B. PURPOSE:

B1. This Airworthiness Notice specifies the requirements and procedure for issuing Limited Authorization (LA) without compromising on safety and airworthiness requirements, to Operators, AMEs and Maintenance Organizations so that their operational activities are not interrupted.

C. SCOPE:

C1. This Airworthiness Notice defines the grounds on which Limited Authorization (LA) maybe granted to Maintenance Personnel, Aircraft/Equipment and Special Flight Authorization.

D. DESCRIPTION:

D1. DEFINITIONS:

Nil

D2. GENERAL:

D2.1 Occasionally, some operators face problems when new equipments are introduced for which no qualified personnel are available to carry out certification or an operator may encounter shortage of aircraft spares, delay in receiving aircraft components from abroad, etc. In such cases, the operator maybe granted LA for a short period without compromising on safety. The organization requesting for LA shall furnish details of the steps taken to prevent degradation of safety standards during the LA period. The final decision for granting or not granting the LA shall be the discretion of Airworthiness Directorate. The decision for not granting the LA cannot be challenged at any stage since the LA is not to be taken as a right by the operators, organizations or individuals.

D2.2 LA have been categorized into three categories:-

D2.2.1 LA granted in favor of "Engineering Personnel" for the purpose of performing Maintenance Certification on Aircraft / Equipment/Component/Systems etc.

D2.2.2 LA granted in favor of "Aircraft / Equipment / System" to allow deviation from Approved Maintenance Schedule or Approved overhaul life or TBO of a component or for "Mandatory Modification / AD / SB" in order to allow calculated deviation for its compliance in term of specified time schedule / mode of compliance.

D2.2.3 Special Flight Authorization granted to operator, when an aircraft is not fully in compliance with its airworthiness requirements, providing the aircraft is capable of safe flight. Such occasions might include:

D2.2.3.1 Relocating the aircraft to a base where maintenance is to be performed, or to a point of storage;

D2.2.3.2 Delivering the aircraft; or

D2.2.3.3 Evacuating the aircraft from an area of impending danger, or in cases of force majeure.

- D2.3 Post dated LA or LA for regularization purpose is to be avoided. Any deviation from the “Approved” maintenance practice / procedures without prior approval of LA shall be taken as violation of the “Aircraft Rules” and shall be dealt with accordingly.
- D2.4 The scope of LA shall only be exercised once it is “Approved” by HQs Airworthiness Directorate. The LA once granted could be terminated at any time, if it is established that its scope is being exceeded or false information was furnished at the time of its submission or safety / Airworthiness is being affected adversely or the personnel does not show satisfactory performance. Repeated LA cases on the same aircraft / equipment / personnel shall not be entertained unless proper justification is provided. Furthermore, the operator, organization or individual is to plan the LA cases in such a manner that further extension of LA is not required and necessary corrective action is taken during the LA validity period. In case no efforts are made by the operator, organization or individual, the extension of the LA shall be rejected by Airworthiness Field office.
- D2.5 At times, it has been noted that some operators, organizations or individuals unintentionally use the privileges of the LA granted to them even after its expiry. In order to keep a track on this, the operators, organizations or individuals who have been granted a LA, shall submit a LA Termination Report (LATR) to the local Airworthiness Field office on form CAAF-140-AWAA upon expiry of the LA or whenever, the LA need / requirement stand terminated.
- D2.6 Fee deduction will be applicable whether the LA is approved by the HQ Airworthiness Directorate or rejected by the Airworthiness Field office as per latest issue of Airworthiness Notice No. AWN0T-003-AWXX.

D3. PROCEDURES:

D3.1 LIMITED AUTHORIZATION (FOR ENGINEERING PERSONNEL):

- D3.1.1 The request for grant of Limited Authorization (For Engineering Personnel) is to be submitted in duplicate by the operator, organization or individual to the local Airworthiness Field office on form CAAF-159-AWEG, 15 days prior to the affectivity date of applied LA.
- D3.1.2 While submitting LA, the operator, organization or individual is required to furnish complete justification on valid grounds along with documentary evidence. Inadequate justifications shall not be accepted and LA shall stand “Rejected” at the Airworthiness Field office level. Therefore it is required that while applying for such cases, following points may also be taken into consideration prior to forwarding the case to the local Airworthiness Field office:
- D3.1.2.1 Whether case(s) is/are based on genuine grounds and is forwarded well on time.
- D3.1.2.2 Professional qualification of the incumbent i.e. holds LWTR, Group Ratings, Training / OJT, etc as applicable for desired LA.
- D3.1.2.3 Justification and declarations by respective Chief Engineer of the organization duly supported by documentary evidence for not extending the LA and such alternate means fall within the scope of approved maintenance schedule and manufacturers recommendations.

- D3.1.3 Chief Engineer / Engineer Incharge / Chief Engineer (QA/QC) shall give undertaking that incumbent can satisfactorily perform the task/ work independently pertinent to scope of applied LA. All relevant inputs and instructions have been provided to the incumbent. Moreover, Training/ OJT pertinent to scope of applied LA is acquired by the incumbent and/ or familiarization in appropriate manner has been provided to the incumbent under his/her supervision.
- D3.1.4 The Airworthiness Field office shall call the incumbent(s) for assessments before recommending their case to the Airworthiness Directorate.
- D3.1.5 For LA in favor of "Engineering Personnel" only "four cases" i.e. four LA will be allowed per person. Such LA shall not exceed time duration of maximum **Six** months and the individual shall be required to apply for AME license or extension of license to cover related category during the LA validity period.

D3.2 LIMITED AUTHORIZATION (FOR AIRCRAFT/EQUIPMENT/SYSTEM):

- D3.2.1 The application for grant of Limited Authorization (For Aircraft/Equipment/System) is to be submitted to local Airworthiness Field office on form CAAF-160-AWAA seven days prior to its effective date.
- D3.2.2 The Airworthiness Field office shall evaluate the LA thoroughly before forwarding it to HQ Airworthiness Directorate within 3 days of its receipt in their office. The applicant should provide the following documentary evidence as applicable:
- D3.2.2.1 The deviation falls within the tolerance provisioned by the manufacturer in the MPD.
- D3.2.2.2 The flexibility provisioned in the manufacture recommended component life.
- D3.2.2.3 Tolerance admissible for incorporation of modifications.
- D3.2.2.4 Recommendations of MEL on un-serviceability of the component / system.
- D3.2.2.5 Status of reliability report relating to the component.
- D3.2.2.6 Defect history of the effected component / system.
- D3.2.2.7 Past performance of the component.
- D3.2.2.8 Input from the manufacturer for specific deviations.
- D3.2.2.9 Results of inspection of the effective areas to support the deviations.
- D3.2.2.10 Interim measures / inspections to ensure safety during the deviation period.
- D3.2.3 If the operator, organization or individual fails to furnish adequate documentary evidence to the Airworthiness Field office, the LA shall be rejected at that level.
- D3.2.4 The LA cases with regard to Aircraft/Equipment/System or mandatory modification/AD are required to be thoroughly evaluated by the operator before

their submission, specifically keeping in view that the safety / Airworthiness Standards of the aircraft / equipment are not adversely affected. Only one LA will be allowed per equipment.

D3.3 SPECIAL FLIGHT AUTHORIZATION (FERRY FLIGHT):

- D3.3.1 The application for a Special Flight Authorization (Ferry Flight) is to be submitted to local Airworthiness field office on form CAAF-161-AWAA.
- D3.3.2 The applicant is required to submit technical justification that commencing of the special flight is not likely to affect safety of the Aircraft.
- D3.3.3 PCAA may require the applicant to make additional inspections or tests prior to grant of authorization.
- D3.3.4 Appropriate limitations are required to be prescribed to minimize hazard to persons or property. Hence the following limitations are considered to be essential in all special flight authorizations:
- D3.3.4.1 A copy of the authorization should be displayed in the aircraft at all times when operating under the terms of the authorizations;
- D3.3.4.2 The identification marks assigned to the aircraft should be displayed on the aircraft in conformity with applicable requirements;
- D3.3.4.3 Persons or property should not be carried for compensation or hire;
- D3.3.4.4 No person should be carried in the aircraft unless that person is essential to the purpose of the flight and has been advised of the contents of the authorization and the airworthiness status of the aircraft;
- D3.3.4.5 The aircraft should be operated only by crew holding appropriate certificates or licenses;
- D3.3.4.6 All flights should be conducted in accordance with the applicable general operating rules of PCAA or the States in or over which the operation is conducted;
- D3.3.4.7 All flights should be conducted so as to avoid areas having heavy traffic or any other areas where flights might create hazardous exposure to person or property;
- D3.3.4.8 All flights should be conducted within the performance operating limitations.
- D3.3.4.9 All flights should be conducted prior to the expiry date of the authorization.
- D3.3.5 If the aircraft is not in compliance with Annex 8 and the flight involves operations over States other than Pakistan, the operator of the aircraft must obtain special flight authorizations from the appropriate authorities of each of those States prior to undertaking the flight.

E. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

E1. ACRONYMS:

E1.1	AD	AIRWORTHINESS DIRECTIVES
E1.2	AME	AIRCRAFT MAINTENANCE ENGINEER
E1.3	LA	LIMITED AUTHORIZATION
E1.4	LATR	LIMITED AUTHORIZATION TERMINATION REPORT
E1.5	LWTR	LICENSE WITHOUT TYPE RATING
E1.6	MEL	MINIMUM EQUIPMENT LIST
E1.7	MPD	MAINTENANCE PLANNING DOCUMENT
E1.8	OJT	ON JOB TRAINING
E1.9	PCAA	PAKISTAN CIVIL AVIATION AUTHORITY
E1.10	TBO	TIME BETWEEN OVERHAUL
E1.11	QA/QC	QUALITY ASSURANCE/QUALITY CONTROL

E2. RECORDS:

E2.1	CAAF-140-AWAA
E2.2	CAAF-159-AWEG
E2.3	CAAF-160-AWAA
E2.4	CAAF-161-AWAA

E3. REFERENCES:

E3.1 AWN0T-003-AWXX

IMPLEMENTATION:

This Airworthiness Notice shall be implemented with effect from 20th May, 2011 and repeals / cancels / supersedes Airworthiness Notice No. AWN0T-010-AWXX-2.0 dated 20th April 2010 and Policy Letter 81 dated 17th Jan, 2011.

