

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

সোমবার, সেপ্টেম্বর ২৫, ২০১৭

[বেসরকারি ব্যক্তি এবং কর্পোরেশন কর্তৃক অর্থের বিনিময়ে জারীকৃত বিজ্ঞাপন ও নোটিশসমূহ]

Civil Aviation Authority of Bangladesh

Gazette

Dhaka, 09 Aswin, 1424/24 September, 2017

No. CAAB/101/1-8/FSR/ANO-08-16/2017-337—In exercise of the power conferred by Section 47, read with Section 14, of the Civil Aviation Act, 2017 (Act No. 18 of 2017), hereinafter referred as the ‘Act’, the Chairman of the Civil Aviation Authority of Bangladesh is pleased to issue the following Air Navigation Order (ANO).

2. It shall come into force immediately.

Air Vice Marshal M Naim Hassan

BBP, OSP, afwc, psc

Chairman

Civil Aviation Authority of Bangladesh

(১০১২১)

মূল্য : টাকা ১৬.০০

1. Short Title and Commencement

- 1.1 This Air Navigation Order (ANO) may be called the ANO on Mandatory Reporting and Investigation of Defects and Failures, 2017, and referred herein as the “ANO-08-16”. This ANO shall be effective immediately upon being published in the official Gazette.

2. Definitions

- 2.1 Following terms, when used in this ANO, have the meanings assigned to them. Any term used hereunder but not defined, shall have the same meaning as given in Civil Aviation Authority Act, 2017, Civil Aviation Act, 2017, Civil Aviation Rules, 1984 and relevant Annexes of the ICAO. Where a particular definition is not given under the Rule, the under mentioned definition shall apply:

- (a) "**Reportable defect**" means any defect, faults, malfunctions or other occurrences on an aircraft whether on the ground or in flight, which may:
- i. endanger the safety of the aircraft or its occupants;
 - ii. cause the aircraft to become a danger to persons or property; and
 - iii. be classified by the Chairman as a reportable defect.

3. General

- 3.1 Pursuant to Rule-207, 207A, 208 & 209 of CAR-84 may require reports regarding the airworthiness condition of an aircraft to be made to him.
- 3.2 This ANO prescribes the requirements for reporting the occurrence or detection of defects, failures or malfunctions in an aircraft, its components or equipment, which could jeopardize the safe operation of an aircraft or cause it to become a danger to persons or property.

4. Reporting Responsibility and Requirements

- 4.1 As mentioned in this Order, the operator, owner and maintenance organization of an aircraft over 5700kg and helicopters over 3175kg maximum certificated take-off mass

shall ensure compliance with the requirements of this order regarding any reportable defect, which is notified to him or of which he otherwise becomes aware. The procedures and the official responsible for complying with this order must be mentioned in the Maintenance Control Manual/Maintenance Organization Exposition (MOE)/Maintenance Control and Procedure Manual (MCPM) as appropriate.

- 4.2 Organization(s) performing maintenance on aircraft or aircraft components shall report to the aircraft owner and operator of any defect that is determined to be reportable defect in accordance with this order.
- 4.3 Aircraft Operator(s), Owner(s) and Maintenance Organization(s) shall maintain reports and statistical summaries of defects in accordance with procedures specified in the company's approved Maintenance Control Manual/Maintenance Organization Exposition (MOE)/Maintenance Control and Procedure Manual (MCPM) as appropriate. The procedures must mention the official responsible for complying with this order.
- 4.4 Reports shall, as applicable, be submitted by:
 - 4.4.1 The holder of an Air Operator Certificate, or the owner or operator of the aircraft, following the occurrence to their aircraft of a potentially hazardous defect, failure or malfunction detected during maintenance or other work on an aircraft.
 - 4.4.2 Approved persons or organizations who during maintenance or other work become aware of serious or hazardous defects, failures or malfunctions on aircraft or aircraft components.
 - 4.4.3 The holder of an Air Operator Certificate in the form of a periodical summary of technical delays, systems defects, failures or malfunctions, component premature removals, and investigations made by the holder into important technical problems.
 - 4.4.4 The operator/owner of the aircraft to the organization responsible for the design of the modification as well as Chairman, CAAB when a continuing airworthiness safety issue is associated with a modification.

4.4.5 The Chairman shall inform the airworthiness regulatory authority of the State of Design/Manufacturer regarding faults, malfunctions or defects that might cause adverse effects on the continuing airworthiness of the aircraft.

4.5 Reports shall, as applicable, be submitted to:

4.5.1 The Chairman, CAAB;

4.5.2 Type Certificate holder of each aircraft operated and/or maintained by the operator;

4.5.3 Organization responsible for the design of the modification (if applicable); and

4.5.4 Any other organization as may be applicable.

5. Reportable Occurrence

5.1 Potentially hazardous occurrences referred to in Paragraph 3(a) are defects, failures or malfunctions of aircraft, components or equipment that result in :

5.1.1 Fire or operation of fire or smoke warning systems.

5.1.2 Significant leakage of fuel, oil or other fluid.

5.1.3 Smoke, vapour, toxic or noxious fumes inside the aircraft.

5.1.4 Malfunction, stiffness, slackness or reduced range of movement of any controls.

5.1.5 Incorrect assembly of components, causing possible malfunction.

5.1.6 Engine malfunction resulting in partial loss of power, engine shutdown.

5.1.7 Failure or malfunction of the thrust reverser system.

5.1.8 Failure of a propeller feathering system to shut down an engine or to control thrust.

5.1.9 Use of incorrect fuel, oil or other fluid.

5.1.10 Fuel system malfunction affecting fuel supply, distribution and jettison.

5.1.11 Fuel spillage on ground.

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- 5.1.12 Significant failure or malfunction of electrical, instrument, hydraulic, pneumatic, flight control, pressurization or ice protection systems or of the radio and navigation equipment.
 - 5.1.13 On a multi-engine rotorcraft, loss of drive of one engine.
 - 5.1.14 Operation of any rotorcraft transmission condition-warning system.
 - 5.1.15 Failure of any required emergency equipment to operate or inadvertent operation that causes a hazardous situation.
 - 5.1.16 Failure of aircraft primary structure.
 - 5.1.17 Cracks, permanent deformation or corrosion of aircraft structure or major aircraft components that exceed specified limits, defects found as the result of a mandatory inspection.
 - 5.1.18 Structural damage resulting from any cause which requires any permanent or temporary repair before the aircraft can fly.
 - 5.1.19 Failure or malfunction of ground equipment used for testing/checking aircraft systems or equipment.
 - 5.1.20 Any other occurrence that has jeopardized or may endanger the safe operation of an aircraft, or cause a danger to persons or property.

6. Timely Reporting of Occurrence

- 6.1 Defects, failures or malfunctions shall be reported to the CAAB in accordance with the following:
 - 6.1.1 Potentially hazardous occurrences specified in this order, within 72 hours of the occurrence or its detection or such other period acceptable to the CAAB.
 - 6.1.2 Statistical summaries of defects, failures, malfunctions and premature removals of components and equipment, within a period acceptable to the CAAB.

7. Continuing Airworthiness Information-Monitoring, Assessment and Reporting of Maintenance and Operational Experience with Respect to Airworthiness

- 7.1 The operator of an aircraft over 5700kg and helicopters over 3175kg maximum certificated take-off mass shall:
- 7.1.1 Monitor and assess maintenance and operational experience with respect to continuing airworthiness; and
 - 7.1.2 Forward report/information to the manufacturer and the Chairman on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on continuing airworthiness of the aircraft.
- 7.2 In cases where performance of maintenance is either partially or wholly assigned by the operator to a maintenance organization, the assigned maintenance organization should report all maintenance action taken and all discrepancies found to the operator of the aircraft. The operator shall be responsible to monitor and assess both maintenance and operational experience and any mutual relationship. The operator must have the expertise to fulfill this task or make contractual arrangements to obtain this expertise.
- 7.3 The operator should report to the maintenance organization all known discrepancies and adverse operational experience relevant to the work contracted, thus enabling the contracted maintenance organization to correct any possible technical cause of an operational problem.

8. Reporting Format

- 8.1 The reports shall be provided in a CAAB prescribed format (CA-31), except that initial report made in accordance with paragraph 5(a) may be telephoned to the Airworthiness/Flight Operations Division, Civil Aviation Authority of Bangladesh provided a written report is submitted within 72 hours. Reports shall include as much of the following data that is available at the time:
- 8.1.1 Aircraft type and registration marks.

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- 8.1.2 Name of the operator or owner.
 - 8.1.3 The date and the maintenance being performed when the defect, failure or malfunction occurred or was detected.
 - 8.1.4 Any precautionary or emergency procedures used.
 - 8.1.5 A description of the defect, failure or malfunction.
 - 8.1.6 The identification of the component, equipment or system involved, including the make, serial number and part number(s) of the major component(s) involved.
 - 8.1.7 The total time in service since new and/or overhaul and the time in service since the last maintenance on the items involved.
 - 8.1.8 The apparent cause of the occurrence.
 - 8.1.9 The action taken to rectify the defect, failure or malfunction and any action to preclude its recurrence.
 - 8.1.10 Whether the aircraft was grounded.
 - 8.1.11 Other pertinent information necessary for more complete identification, seriousness of the defect etc., corrective action taken etc.
- 8.2 Reports shall not be withheld because all the required information is not available.
 - 8.3 When all the pertinent data is not available or the cause of the occurrence cannot be determined without further investigation a supplementary report shall be submitted detailing the missing data and any additional information that becomes available since the initial report such as:
 - 8.3.1 The total number of flights since new if a primary structural component is affected.
 - 8.3.2 Details of damage which indicates the pattern of sequence of failure.
 - 8.3.3 A brief summary of any pertinent data that could assist in identification or determination of the seriousness, cause, associated effects of the occurrence.

9. Occurrence Investigation

- 9.1 Aircraft Operator(s), Owner(s) and Maintenance Organization(s) shall ensure that each reportable defect is promptly and fully investigated to determine its cause, and that all necessary action is taken to prevent a recurrence.
- 9.2 Aircraft Operator(s), Owner(s) and Maintenance Organization(s) shall conduct, or cause to be conducted, any work relating to more detailed investigation of the cause and rectification of a reportable defect as the Chairman may require.
- 9.3 Defective aircraft, components and equipment which are the subject of a report may be required to be available for investigation by the CAAB. Any such components or equipment removed from an aircraft shall not be dispatched from Bangladesh, nor have any work commenced on them if it would impede any investigation without the prior approval from the CAAB.
- 9.4 Where a defective part is urgently required by the Aircraft Operator(s) or Owner(s) or Maintenance Organization(s), an application for its earliest release may be made to the Chairman.

10. Periodical Defect Summary

- 10.1 Except the defects mentioned under sections 3 and 4 of this order, other defects which do not warrant immediate notification to the Type Certificate holder, should be published as quarterly defect summary and in reliability report. The procedures must be mentioned in the Maintenance Control Manual/Maintenance Organization Exposition (MOE)/Maintenance Control and Procedure Manual (MCPM) as appropriate.



CIVIL AVIATION AUTHORITY OF BANGLADESH
Airworthiness & Engineering Licensing Division
MANDATORY DEFECT/OCCURRENCE REPORT

Name of the owner/ operator		Aircraft Nationality & Registration Marks		Occurrence Date	Type Certificate/STC holder informed (Ref. ANO B.5) Yes <input type="checkbox"/> No <input type="checkbox"/>		
				Date Submitted			
Aircraft	Make	Model	Serial No.	Location:			
Powerplant				Description of the Defect:			
Propeller							
System/Components/Parts							
Nomenclature	Make	Model	Serial No				
						Rectification:	
Specific parts of the component causing trouble/ defect							
Nomenclature	Part No.	Part/Defect Location					
ATA Code	TSN (Hrs./ Ldg.)	TSO (Hrs./ Ldg.)	Condition				
Phase of occurrence: Ramp <input type="checkbox"/> Taxi <input type="checkbox"/> Take-off <input type="checkbox"/> Climb <input type="checkbox"/> Cruise <input type="checkbox"/> Descent <input type="checkbox"/> Landing <input type="checkbox"/>							
Or defect Pilot Reported <input type="checkbox"/> Maintenance Discovered <input type="checkbox"/> Ground Incident <input type="checkbox"/>							

Recommendation for preventing recurrence:
Additional comments (if any):
Signature, Name of the submitter:

FOR USE OF CIVIL AVIATION AUTHORITY

A. Reviewed by: Date of review:

B. ATA Code:

System/Chapter	System/Chapter	Subject/Unit

C. Defect in brief (not more than 10 words):

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D. Entry in defect data bank by and date:

E. Further information required: Yes No F. Action if any: AMS amendment COSL amendment No further action The item is still open Closed

G. Remarks by Deputy Director, AELD:

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H. Signature and Date: