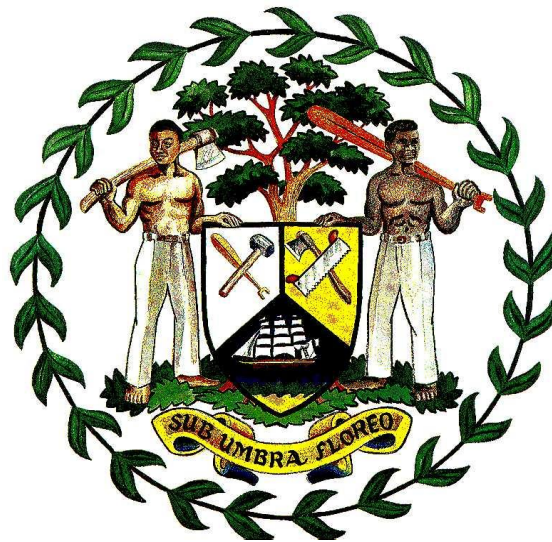


# **BELIZE DEPARTMENT OF CIVIL AVIATION**



## **BELIZE CIVIL AVIATION REGULATIONS AIRWORTHINESS DIRECTIVES BCAR – 39**

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**BELIZE CIVIL AVIATION REGULATIONS  
AIRWORTHINESS DIRECTIVES**

**SECTION I**

**BCAR 39**

**Issue and Revision System**

**THE REVISIONS TO THIS REGULATION WILL BE INDICATED BY A VERTICAL BAR ON THE LEFT SIDE, IN FRONT OF THE LINE, SECTION OR FIGURE THAT HAS BEEN AFFECTED. AN ISSUE WILL BE THE REPLACEMENT OF THE COMPLETE DOCUMENT.**

**THESE REVISIONS MUST BE RECORDED ON THE RECORD OF REVISIONS TABLE OF THIS DOCUMENT, INDICATING THE RESPECTIVE NUMBER, DATE IT WAS ENTERED AND SIGNED BY THE PERSON ENTERING THE REVISION.**



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**Record of Revisions**

<b>Number</b>	<b>Date entered:</b>	<b>Entered by:</b>
Issue 03	01 June 2022	BDCA



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**SECTION I**

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**Preamble**

In order to achieve the highest level of safety in Belizean aviation, and in compliance with the Chicago Convention and ICAO Annexes, the Belize Department of Civil Aviation (BDCA) has developed a set of regulations for the operators. This Belize Civil Aviation Regulation (BCAR) 39 is part of such set and establishes the obligatory compliance of airworthiness directives applicable to aircraft, power plant, propellers and any other aeronautical product registered in Belize.

Compliance with this BCAR 39 is compulsory for owners and operators of aircrafts registered in Belize.



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**SECTION I**

**SUBPART A**

**CHAPTER 1 GENERAL**

**BCAR 39.001 General**

- (a) This BCAR establishes the obligatory compliance of airworthiness directives applicable to aircraft, power plant, propellers and any other aeronautical product registered in Belize and issued with an airworthiness certificate under BCAR 21 Subpart H.
- (b) No person shall operate an aircraft or any aeronautical product to which an airworthiness directive is applicable, except if the requirements, conditions, limitations, and actions taken to correct any unsafe condition are in accordance with the airworthiness directive.

**BCAR 39.005 Definitions**

***Aeronautical product.*** Any aircraft, aircraft engine, aircraft propeller or a part to be installed thereon.

***Airworthiness Directive (AD).*** A regulatory document which identifies aeronautical products in which an unsafe condition exists and where the “unsafe” 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 Annex 8.

***Alternative Means of Compliance (AMC).*** An alternative method of complying with an AD.

***Mandatory Continuing Airworthiness Information (MCAI).*** The mandatory requirements for the modification, replacement of parts, or inspection of aircraft and amendment of operating limitations and procedures for the safe operation of the aircraft. Among such information is that issued by Contracting States in the form of airworthiness directives.

***Organization responsible for the type design.*** The organization that holds the type certificate, or equivalent document, for an aircraft, engine, or propeller type, issued by a Contracting State.

***State of design.*** The state having jurisdiction over the organization responsible for the type design.

***State of Manufacture.*** The State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine, or propeller.

**BCAR 39.007 Airworthiness Directives Content**

An airworthiness directive shall include at least the following information:

- (a) An identification code or number
- (b) Applicability



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- (c) Proper identification of the aeronautical product affected
- (d) Description of the unsafe condition
- (e) Required actions to be taken to correct the unsafe condition
- (f) Instructions and compliance time for the actions to be taken
- (g) Date of effectivity

**BCAR 39.010 Airworthiness Directives Applicability**

- (a) Airworthiness Directives issued by the BDCA or by the State that issued the type certificate shall be applicable to aircraft registered in Belize or to aeronautical products installed on those aircrafts.
- (b) Where the State of Design considers that a condition in an aeronautical product is unsafe as shown by the issuance of an airworthiness directive by that State, such directives shall apply to aircraft registered in Belize of the type identified in that airworthiness directive.
- (c) Where a manufacturer identifies a service bulletin as mandatory, such bulletin shall apply to aircraft registered in Belize of the type identified in that bulletin.
- (d) A person shall not operate any aircraft registered in Belize to which the requirements of this regulation apply, except in accordance with the applicable directives and bulletins.
- (e) Any person operating a foreign registered aircraft in Belize shall comply with the airworthiness directives applicable for that aircraft or its associated components as established in BCAR 39.010 (a).

**BCAR 39.015 Airworthiness Directive compliance**

- (a) An aircraft shall not be released to service, unless, for each applicable airworthiness directive:
  - (1) Compliance can be demonstrated with the specified compliance criteria, or
  - (2) An alternative means of compliance has been approved under BCAR 39.020

**BCAR 39.020 Alternative Means of Compliance**

- (a) An alternative means of compliance may be proposed for the BDCA approval provided that the aviation authority of the Contracting State that issued the original airworthiness directive has accepted the proposal.





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**SECTION II**

**SUBPART A**

**CHAPTER 1**

**IEM 39.001    General**

1. Airworthiness directives are issued to aeronautical products when an unsafe condition is identified and there is a probability that such condition exists or develops in other aeronautical products of the same type design.
2. Operating an aircraft that is not in compliance with the requirements of an applicable airworthiness directive is considered a non-compliance with this BCAR 39.
3. Any person can propose an alternative means of compliance or a change in the time of compliance, if such proposal provides an adequate level of safety as determined by the BDCA and by the State that issued the original airworthiness directive.
4. If the unsafe condition is not corrected by the actions proposed in the airworthiness directive, the aviation authority that issued the original airworthiness directive should be contacted and requested approval for an alternative means of compliance. It should be demonstrated that the proposed change eliminates the unsafe condition.