

September 30, 2005      First issue  
June 30, 2011          Partial amendment

## **JCAB Circular No. 1-313**

Director, Airworthiness Division  
Aviation Safety and Security Department  
Japan Civil Aviation Bureau  
Ministry of Land, Infrastructure, Transport  
and Tourism

Subject: Guidelines for Establishing Airworthiness Limitations in Instructions for Continued Airworthiness

### 1. Outline

This circular provides inspection guidelines, as well as the actions to be followed by the applicant, for establishing or amending airworthiness limitations in Instructions for Continued Airworthiness (ICA) for type certification or type design change of domestically produced aircraft.

### 2. Definition

The term “airworthiness limitations” means airworthiness limitations as defined in the ICA contained in each of the appendices of Airworthiness Inspection Manual Part II to VIII, which are subject to approval of the Japan Civil Aviation Bureau (JCAB).

### 3. Application

Airworthiness limitations are inspected upon application for a design evaluation inspection relating to type certification, type design change, or the like.

For an aircraft under type certification inspection or a component to be granted its installation by type design change inspection, the associated airworthiness limitations are examined as a part of these inspections.

To amend the airworthiness limitations that have already been approved, the applicant shall submit an application to JCAB for type design change or the like for its approval.

### 4. Inspection

#### 4-1 Inspection standards

Inspection is undertaken based on standards and the associated methods/procedures for demonstrating compliance applicable to the type certification inspection for that particular type of aircraft or component.

Reference: JCAB circular No.1-003 “Type Certification of Domestically Produced Aircraft and Other Matters”

#### 4-2 Inspection details

An inspection is undertaken by examining whether matters that are required to be contained in the airworthiness limitations section of the ICA are duly included. Such “duly included” matters represent matters that are judged to be necessary to maintain airworthiness as an outcome of the assessment of fatigue and operation information of that particular part of the aircraft.

For matters to be contained in the airworthiness limitations section and related requirements, see the applicable appendices of Airworthiness Inspection Manual Part II to VIII which contains concrete information.

The following are examples:

- (1) Replacement time, inspection intervals or inspection methods as verified through fatigue evaluation

Such parts of the design as to be subject to a fatigue evaluation are shown in the pertinent sections of the Airworthiness Inspection Manual. The parts that are targeted for a design verification must be clearly defined.

The replacement time, inspection intervals or inspection methods as an outcome of the design verification should be duly reflected in airworthiness limitations.

- (2) Items in need of replacement or inspection for continued airworthiness

These are items determined to be subject to replacement or inspection based on endurance or flight test results or operation records.

- (3) Other matters required in the appendices of the pertinent sections of Airworthiness Inspection Manual

(Example: A fuel tank system as required in Appendix H of Part III)

#### 5. Approval

Approval is granted through the affixing the Seal of the Director of the Airworthiness Division on, for example, the list of the pages approved by JCAB as contained in the airworthiness limitations section.

In the case of airworthiness limitations submitted in English, approval is granted through signing by the Director of the Airworthiness Division on pages corresponding to those submitted in Japanese for which the Director of the Airworthiness Division affixes the seal.

The date of approval is the issue date of the type certificate.

## 6. Other

When revising an airworthiness limitations section, keep the revision numbers of the Japanese and English versions identical. This is done by always allocating an identical revision number to the Japanese and English versions even when revisions are actually made to only one or the other. In a typical case, for example, the revision number is changed in both versions, with an entry such as “revisions only made to the Japanese version with no changes to the English version” made in the revision status list, etc.

The same scheme also applies to cases in which airworthiness limitations are initially set in one version only with the subsequent publication in the other version. For example, if an English version is created when the Japanese version is revision 2, start the English version from revision 2 as well. In this case, make an entry such as “only a Japanese version in existence” in the original and revision 1 sections of the English-version revision status list, with an entry such as “an English version newly introduced” made in its revision 2 section.

However, this does not apply to airworthiness limitations section that were already in existence before the issue date of this JCAB circular.

### Supplementary Provisions

1. This circular shall apply as of October 1, 2005.

### Supplementary Provisions (June 30, 2011)

1. This circular shall apply as of July 1, 2011.

Any questions, opinions and the like relating to this circular should be directed to the following:

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