



JERSEY ADVISORY CIRCULAR (JAC)

TECHNICAL COORDINATOR

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They are not in themselves law or a regulation but may amplify provisions of the laws and regulations, including the Jersey Aviation requirements, or provide practical guidance.

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Checklist of Pages

	Page no	Issue no	Date
Title page		1	April 2020
Checklist of pages	2	1	April 2020
Revisions	3	1	April 2020
Contents	4	1	April 2020
	5	1	April 2020
	6	1	April 2020
	7	1	April 2020
	8	1	April 2020

Revisions

JAC Issue

Page no

Issue 1

First issue

Table of Contents

1. Purpose	5
2. Related laws and regulations	5
3. Definitions	5
4. The concept of the Technical Coordinator	5
5. Granting of acceptance for a Technical Co-ordinator	6
6. Qualification criteria	6
7. Maintenance Control Manual	7

1. Purpose

The purpose of this Jersey Advisory Circular (JAC) is to provide information to Technical Coordinators and potential Technical Coordinators on:

- Qualification criteria;
- The Maintenance Control Manual.

2. Related laws and regulations

This JAC relates to:

- The Air Navigation (Jersey) Law, 2014 (ANL), Article 7.
- Jersey Aviation Requirements, sections 39.53, 39.55 and 39.57

3. Definitions

Definitions, in the context of this JAC shall have the meanings listed in JARQ Part 1 (Definitions, Abbreviations and Units of Measurement).

4. The concept of the Technical Coordinator

According to section 7(1)(a) of the ANL, the aircraft's continuing airworthiness must be managed by a person or organisation approved in accordance with a maintenance programme under a maintenance control manual or equivalent document approved by the Director of Civil Aviation in relation to that aircraft.

Continuing airworthiness management includes all tasks that are done by or on behalf of an owner or operator to ensure continuing airworthiness. Such tasks include, but are not limited to, preparing a maintenance programme and supervising it is adhered to, arranging maintenance and supervising maintenance organisations, control of Airworthiness Directives, control of defects and ensuring design approvals for modifications and repairs.

To be able to perform these tasks, especially for large and complex aircraft, this requires an independent position. A position independent from the person or organization performing and releasing the aircraft maintenance.

The Jersey Air Navigation Law provides for three ways of continuing airworthiness management:

- For aircraft with an MTOM of 2,700 kg or below, the owner is directly responsible for continuing airworthiness;
- For aircraft with an MTOM above 2,700 kg, the owner needs to either assign the control of airworthiness to:
 - an individual, called the Technical Coordinator; or
 - an organisation, called a Continuing Airworthiness Management Organisation (CAMO).

Assignment of a CAMO is not required. However, if no CAMO is assigned, then for aircraft with an MTOM of 2,700 kg or above it is mandatory to assign a Technical Coordinator.

Requirements for a CAMO are codified in 39 Subpart E.

Requirements for a Technical Coordinator are codified in JARQ 39.53, 39.55 and 39.57 and further explained herewith.

5. Granting of acceptance for a Technical Co-ordinator

The Technical Coordinator will be accepted by the Director of Civil Aviation (DCA), following a nomination by the owner or operator of the aircraft and after determination that the nominee is suitable.

When the DCA or the Jersey Aircraft Registry Head of Airworthiness as his delegate, considers a person that has been nominated fit for acceptance, this is confirmed by means of the issue of a Technical Coordinator acceptance. Such an acceptance is specific to a certain aircraft, as defined by type and serial number, and owner or charterer by demise.

6. Qualification criteria

Neither the Air Navigation Law nor the Jersey Aviation Requirements contain qualification criteria for a Technical Coordinator, other than that JARQ 39.53(a) says that the nominee shall be evaluated for his or her capability to perform the functions as per JARQ 39.55 and JARQ 39.57.

In order to determine whether a nominated person is suitable for the position of Technical Coordinator, the DCA or the Jersey Aircraft Registry Head of Airworthiness as his delegate will review a Curriculum Vitae (CV) of the candidate. If the CV indicates that the candidate could possibly qualify, but lacks certain information, an interview may be held.

No fixed qualification criteria can be given for acceptance of a Technical Coordinator as this depends

very much of the size and complexity of the aircraft and operation for which a candidate is nominated.

However, general guidance is as follows:

- The candidate must have sufficient technical knowledge to be able to conduct all of the tasks listed in JARQ 39.55 and JARQ 39.57, as well as be able to compile a Maintenance Programme as required by JARQ 39.61. Acceptable means to comply are:

a relevant engineering degree or an aircraft maintenance technician qualification with additional education acceptable to the DCA or delegate, where a relevant engineering degree' means an engineering degree from aeronautical, mechanical, electrical, electronic, avionic or other studies relevant to the maintenance and continuing airworthiness of aircraft/aircraft components.

- The candidate must typically have at least 5 years of experience in one or more roles involving continuing airworthiness management tasks for aircraft of at least similar size and complexity as that for which acceptance is anticipated. This does not necessarily mean that he or she has exercised all the tasks listed in JARQ 39.55 and 39.57.

Acceptable means to comply are:

These 5 years should cover an appropriate combination of experience in tasks related to aircraft maintenance and/or continuing airworthiness management and/or surveillance of such tasks.

Knowledge of a relevant sample of the type(s) of aircraft similar size and complexity gained through a formalised training course. These courses should be at least at a level equivalent to a Level 1 General Familiarisation and could be imparted by a EASA/ FAA Part 147 organisation, by the manufacturer, or by any other organisation accepted.

- The Technical Coordinator responsible for the continuing airworthiness management for large and complex aircraft shall not be the person responsible for the performance and release of maintenance for the same aircraft.

7. Maintenance Control Manual

According to the Air Navigation Law, section 7(2), a Maintenance Control Manual means a manual established in respect of an aircraft describing how compliance with the approved maintenance programme and continuing airworthiness are ensured.

According to the Air Navigation (Jersey) Law, Article 7(1)(a) and (b), the Technical Coordinator in his role as continuing airworthiness manager must maintain a Maintenance Control Manual (MCM) or equivalent. That document should contain details of:

- capability and scope of approval;

- the procedures for ensuring continuing airworthiness and compliance with the maintenance programme;
- maintenance arrangements for the aircraft;
- available facilities;
- any computer based systems and data to be utilised for the purpose of continued airworthiness management; and
- any subcontracted activities.

The Maintenance Control Manual, or equivalent, according to the Air Navigation (Jersey) Law, Article 7(1)(a) and (b), must be approved by the Director of Civil Aviation.

END