

PART II

AIRCRAFT MAINTENANCE REQUIREMENTS

26. (1) This Part applies to all general aviation, large complex aircraft operated in Trinidad and Tobago, whether or not the aircraft is registered in Trinidad and Tobago.

Applicability
of Part II

(2) Regulations 28 and 29 do not apply to an aircraft subject to an approved aircraft maintenance programme approved by the Authority for a national air operator under Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulations, 2004.

(3) Where any aircraft, not registered in Trinidad and Tobago and operating under an inspection programme approved or accepted by the State of Registry, does not have the equipment required by the Authority for operations within Trinidad and Tobago, the operator of such aircraft shall ensure that such equipment is installed and inspected in accordance with the requirements of the State of Registry, acceptable to the Authority prior to operation of that aircraft in Trinidad and Tobago.

General Aircraft Requirements

27. (1) An operator of an aircraft shall be primarily responsible for maintaining such aircraft in an airworthy condition, including compliance with all airworthiness directives.

General
requirements
in respect of
aircraft

(2) A person shall not perform maintenance, preventive maintenance, or alterations to an aircraft other than as prescribed by these Regulations, the Act or Regulations made thereunder.

(3) A person shall not certify an aircraft as airworthy unless he is qualified in accordance with the Act or Regulations made thereunder to issue such certification.

(4) A person shall not operate an aircraft for which a maintenance manual of the manufacturer or instructions for continued airworthiness containing an airworthiness limitations section has been issued unless—

(a) the mandatory replacement times;

(b) inspection intervals; and

(c) related procedures set forth in the specific operating provisions, are approved by the Authority under the Act or Regulations made thereunder.

Requirements of operator in respect of aircraft

Requirements
of operator in
respect of
aircraft

28. An operator shall—

- (a) have his aircraft inspected as prescribed under this Part and discrepancies rectified as required under the Performance Rules prescribed under the Act or Regulations made thereunder;
- (b) inspect, repair, replace or remove an inoperative instrument or item of equipment at the next required inspection, except when permitted under the provisions of an approved Minimum Equipment List;
- (c) ensure that a placard has been installed on the aircraft when listed discrepancies include inoperative instruments or equipment;
- (d) ensure that all maintenance, overhaul, alterations and repairs that affect airworthiness are performed as prescribed in accordance with the Act or Regulations made thereunder;
- (e) ensure that maintenance personnel make appropriate entries in the maintenance records in accordance with this Part; and
- (f) ensure that the appropriate maintenance personnel complete and sign the Certificate of Release to Service, after the maintenance has been accomplished satisfactorily and in accordance with prescribed methods.

Inspections of Aircraft

Requirements
for inspection
of aircraft

29. (1) Except as provided in regulation 6, a person shall not operate an aircraft unless—

- (a) an annual inspection was conducted on the aircraft in accordance with the Act or Regulations made thereunder and issued with a Certificate of Release to Service by a person authorized under the Act or Regulations made thereunder; or
- (b) an inspection was conducted for the issuance of an Airworthiness Certificate in accordance with the Act or Regulations made thereunder; and
- (c) the aircraft's records for the preceding six months have been inspected in accordance with the requirements of regulation 31A of the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004 and a Certificate of Maintenance Review issued in respect of such aircraft.

(2) An inspection performed under subregulation (1)(b), shall not be substituted for any other inspection required by this regulation unless it is performed by a person authorized to perform annual inspections and is entered as an “annual” inspection in the required maintenance record.

(3) Except as provided in subregulation (6), a person shall not operate for hire—

(a) an aircraft carrying any person, other than a crew member; or

(b) give flight instruction in an aircraft which that person provides,

unless within the preceding one hundred hours of time in service, the aircraft has—

(c) received an annual or one hundred hour inspection and has been issued a Certificate of Release to Service in accordance with the Act or Regulations made thereunder;

(d) received an inspection for the issuance of an Airworthiness Certificate in accordance with the Act or Regulations made thereunder.

(4) The one hundred hour limitation under subregulation (3), may be exceeded by no more than ten hours while en route to reach a place where the inspection can be done.

(5) The excess time, under subregulation (4), used to reach a place where the inspection can be done shall be included in computing the next one hundred hours of time in service.

(6) Subregulations (1) through (5), shall not apply to—

(a) an aircraft that carries a Special Flight Permit;

(b) an aircraft subject to the requirements of subregulation (7) or (9); or

(c) turbine-powered rotorcraft when the operator elects to inspect such rotorcraft in accordance with subregulation (9).

(7) An operator of an aircraft desiring to use a progressive inspection programme shall submit a written request to the Authority.

(8) A written request under subregulation (7), shall be accompanied by—

(a) details of—

(i) the Aircraft Maintenance Engineer who shall be conducting inspections and maintenance and who holds a type rating required by the Act or Regulations made thereunder;

(ii) the approved Aircraft Maintenance Organization appropriately rated in accordance with the Act or Regulations made thereunder; or

(iii) where applicable, the manufacturer of the aircraft who will be supervising or conducting the progressive inspection;

(b) a current inspection procedures manual available and readily understandable to flight crew and maintenance personnel containing—

(i) an explanation of the progressive inspection, including the continuity of inspection responsibility, the making of reports, and the keeping of records and technical reference material;

(ii) an inspection schedule, specifying the intervals in hours or days when routine and detailed inspections will be performed and including instructions for exceeding an inspection interval by not more than ten hours while en-route and for changing an inspection interval based on service experience;

(iii) a sample of the routine and detailed inspection form and instructions for its use; and

(iv) a sample of the report and record and instructions for their use;

(c) details of the housing and equipment required for disassembly and proper inspection of the aircraft; and

(d) appropriate current technical information for the aircraft.

(9) An operator of a large aeroplane, turbojet multi-engine aeroplane, turbo propeller-powered multi-engine aeroplane and turbine-powered rotorcraft shall select and use one of the following programmes appropriate to the aircraft:

(a) a current inspection programme recommended by the manufacturer;

(b) a continuous maintenance programme that is part of a continuous maintenance programme for that make and model of aircraft currently approved by the Authority for use by an operator; or

(c) any other inspection programme established by the operator of that aircraft and approved by the Authority.

(10) An operator shall—

(a) include in the programme selected under subregulation (9), the name and address of the person responsible for the scheduling of the inspections required by the programme; and

(b) provide a copy of the programme selected under subregulation (9), to the person performing inspection on the aircraft.

(11) An aircraft shall not be issued a Certificate of Release to Service, unless the replacement times for life-limited parts specified in the aircraft specification-type data sheets are complied with and the aircraft and its associated aeronautical products including survival and emergency equipment are inspected in accordance with an inspection programme selected under subregulation (9).

(12) A person wishing to establish or change an approved inspection programme shall submit the new programme for approval to the Authority for approval.

(13) A request for an approval under subregulation (12), shall be accompanied by—

(a) instructions and procedures for the conduct of inspection for the particular make and model aircraft, including necessary tests and checks and details of the parts and areas of the aeronautical products, including survival and emergency equipment required to be inspected; and

(b) a schedule of the inspections required to be performed which may be expressed in terms of time in service, time and cycles of operation of any combination thereof.

(14) Where an operator changes from one inspection programme to another, he shall apply the time in service, calendar times, or cycles of operation accumulated under the previous programme, in determining when an inspection becomes due under the new programme.

(15) The frequency and detail of the progressive inspections under this regulation shall be as set out in Schedule 1.

Schedule 1

Amendment to Aircraft Inspection Programme

30. (1) Where the Director General finds a revision to an approved inspection programme is necessary for the continued adequacy of such programme, he shall recommend the Authority notify the operator of the changes required to the inspection programme prior to its approval.

Required changes to aircraft inspection programmes

(2) Where an operator receives a notification under subregulation (1), he shall make any change in the inspection programme as recommended by the Authority.

(3) Notwithstanding subregulation (2), an operator may petition the Authority to reconsider the notification, within thirty days of receipt thereof.

(4) A petition under subregulation (3), shall include justification or an alternate method of compliance with an equivalent level of safety being maintained for the decision to be revoked.

(5) Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notification pending a decision by the Authority.

Maintenance Records of Aircraft

Owner, lessee
or operator to
keep
maintenance
records

31. (1) An operator of an aircraft shall keep a maintenance record of—

(a) the entire aircraft to include—

- (i) the total time in service which shall include hours, calendar time and cycles, as appropriate, of the aircraft and all life limited parts;
- (ii) the current inspection status of the aircraft, including the time since required or approved inspection was last performed;
- (iii) the current empty mass and the location of the centre of gravity when empty;
- (iv) addition or removal of equipment;
- (v) the type and extent of maintenance and alteration, including the time in service and date;
- (vi) the date when work was performed; and
- (vii) a chronological list of compliance with Airworthiness Directives, including methods of compliance;

(b) life limited aeronautical products including survival and emergency equipment to include—

- (i) total time in service;
- (ii) date of the last overhaul;
- (iii) time in service since the last overhaul; and
- (iv) date of the last inspection;

(c) instruments and equipment, the serviceability and operating life of which are determined by their time in service to include—

- (i) records of the time in service as are necessary to determine their serviceability or to compute their operating life; and
- (ii) date of last inspection.

Maintenance Records Retention

32. (1) Except for records maintained by an air operator, an operator shall retain, until the work is repeated or superseded by other work of equivalent scope and detail, the following:

Owner, lessee
or operator to
retain
maintenance
records

- (a) records of the maintenance, preventive maintenance, minor modifications, and records of the one hundred hour, annual and other required or approved inspections, as appropriate for each aircraft, including the airframe and each engine, propeller, rotor and appliance of an aircraft to include—
 - (i) a description or reference to data acceptable to the Authority, of the work performed;
 - (ii) the date of completion of the work performed; and
 - (iii) the signature and licence number of the person issuing the Certificate of Release to Service;
- (b) records containing the following information—
 - (i) the total time in service of the airframe, each engine, each propeller and each rotor;
 - (ii) the current status of all life-limited aeronautical products;
 - (iii) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis;
 - (iv) the addition and removal of equipment;
 - (v) the current empty mass and the location of the center of gravity of the aircraft when empty;
 - (vi) the current inspection status of the aircraft, including the time since the last inspection required by the inspection programme under which the aircraft and its appliances are maintained;
 - (vii) the current status of applicable Airworthiness Directives including, for each, the method of compliance, the Airworthiness Directive number, and revision date;
 - (viii) where the Airworthiness Directive involves recurring action, the time and date when the next action is required; and

(ix) copies of the prescribed forms for each major repair and major modification to the airframe and currently installed engines, rotors, propellers, and appliances.

(2) The records specified in subregulation (1), shall be retained and transferred with the aircraft at the time the aircraft is sold or leased.

(3) An operator shall make all maintenance records required by this regulation available for inspection by the Director General.

(4) The records specified in subregulation (1), shall be preserved by an operator for two years after the aircraft has been permanently withdrawn from service or destroyed.

Transfer of Maintenance Records

33. An operator who sells or leases a Trinidad and Tobago aircraft shall transfer to the purchaser or lessor at the time of sale or lease, the records identified in regulation 32 in respect of such aircraft, in plain language form or in coded form at the option of the purchaser or lessor, where the coded form provides for the preservation and retrieval of information in a manner acceptable to the Authority.

Procedure on
transfer of
maintenance
records