

## PART VI

### MAINTENANCE REQUIREMENTS

72. This Part provides certification and maintenance requirements that apply to an air operator utilizing an Approved Maintenance Organization or an equivalent system of maintenance.

Applicability of  
Part VI

#### *Maintenance Responsibility*

73. (1) A national air operator shall ensure the airworthiness of an aircraft and the serviceability of both operational and emergency equipment by—

Maintenance  
Responsibility

- (a) assuring the accomplishment of pre-flight inspections;
- (b) assuring the correction of any defect and damage affecting safe operation of an aircraft to an approved standard, taking into account the Minimum Equipment List and where available, Configuration Deviation List for the aircraft type;
- (c) determining what maintenance, if any, is required, when it is to be performed, by whom and to what standard;
- (d) assuring the accomplishment of all maintenance in accordance with the approved aircraft maintenance programme of the national air operator;
- (e) the analysis of the effectiveness of the approved aircraft maintenance programme of national air operator;
- (f) assuring the accomplishment of any operational directive, airworthiness directive and any other continued airworthiness requirement made mandatory by the Authority; and
- (g) assuring the accomplishment of modifications in accordance with an approved standard and, for non-mandatory modifications, the establishment of an embodiment policy.

(2) A national air operator shall ensure that the certificate of airworthiness issued by the Authority for each aircraft operated remains valid in respect of—

- (a) the requirements under subregulation (1);
- (b) the expiration date of the Certificate of Airworthiness; and
- (c) any other maintenance condition specified in the Certificate of Airworthiness.

(3) A national air operator shall ensure that the requirements specified in subregulation (1), are performed in accordance with procedures approved by or acceptable to the Authority.

(4) A failure to perform any of the requirements under subregulation (1), in accordance with subregulation (3), shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

(4A) An air operator shall ensure that there is in effect a valid Certificate of Maintenance Review, issued in accordance with regulation 31A of the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004 on board each aircraft he operates, in accordance with the requirements of regulation 11 of the Civil Aviation [(No. 2) Operations] Regulations, 2004.

(5) A national air operator shall ensure that the maintenance, preventive maintenance, and modification of its aircraft and aeronautical products are performed in accordance with its Maintenance Control Manual of the national air operator and current instructions for continued airworthiness, and applicable aviation regulations.

(6) Notwithstanding any arrangements made by the national air operator with another person or entity for the performance of any maintenance, preventive maintenance, or modifications, the responsibility for all work performed under such arrangement shall remain that of the national air operator.

(7) A national air operator of an aeroplane over fifty-seven hundred kilogrammes, and a helicopter above three thousand one hundred and seventy five kilogrammes maximum certified take-off mass, shall monitor and assess maintenance and operational activities with respect to continuing airworthiness and provide the information as prescribed by the Director General.

(8) The national air operator of an aeroplane over fifty seven hundred kilogrammes, and a helicopter above three thousand one hundred and seventy five kilogrammes maximum certified take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the Organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.

### ***Equivalent System of Maintenance***

74. (1) A national air operator may conduct—

- (a) maintenance activities of aircraft and aircraft components through an arrangement with an Approved Maintenance Organization; or
- (b) its own maintenance, preventive maintenance, or modifications, on aircraft and aircraft components, so long as the maintenance system of the national air operator is approved by the Authority and is equivalent to that of an Approved Maintenance Organization.

National air  
operator  
maintenance  
activities

(2) Notwithstanding subregulation (1) (b), an approval for release to service of an aircraft and an aeronautical product may be made by an appropriately licensed Aircraft Maintenance Engineer or aviation repair specialist.

(3) Where a national air operator complies with subregulation (1) (b) and (2), such system shall be referred to as “an equivalent system of maintenance”.

***Approval and Acceptance of Maintenance Organization Systems***

75. (1) A national air operator shall not operate an aircraft, except for pre-flight inspections, unless it is maintained and released to service by an Approved Maintenance Organization or equivalent system of maintenance that is approved by the Authority.

Approval and acceptance of maintenance organization systems

(1A) The pre-flight inspection referred to in subregulation (1) may be performed by an operating flight crew member.

(1B) Where a repetitive airworthiness directive inspection is part of the pre-flight inspection specified in subregulation (1), the flight crew member performing such preflight inspection shall have a limited certification authorization for the repetitive airworthiness directive inspection issued under the Civil Aviation [(No. 6) Approved Maintenance Organization] Regulations, 2004, and a Certificate of Release to Service shall be issued by him in respect of that pre-flight inspection.

(2) The Director General may recommend that the Authority approve a Maintenance Organization or an equivalent system of maintenance in respect of aircraft registered in Trinidad and Tobago.

(3) The State of Registry of an aircraft shall, in respect of such an aircraft which is not registered in Trinidad and Tobago approve an Aircraft Maintenance Organization or an equivalent system of maintenance, and the Director General may recommend that the Authority accept such approval.

(4) When the Authority or the State of Registry accepts an equivalent system of maintenance, the persons designated to sign the certificate of release to service shall meet the requirements set out by the Authority, as appropriate to his licence.

***Maintenance Control Manual***

76. (1) A national air operator shall submit to the Authority for review and acceptance, a Maintenance Control Manual and all its subsequent amendments, which is to be used for the guidance of his maintenance and operational personnel.

National air operator to provide Maintenance Control Manual

(1A) The design of the Maintenance Control Manual required by subregulation (1) shall observe human factors principles.

(2) The manual under subregulation (1), shall contain details of the structure of the Organization including—

- (a) the accountable manager and designated person responsible for the maintenance system as required by regulation 14;
- (b) procedures to be followed to satisfy the maintenance requirements under regulation 73, except where the air operator is an approved Maintenance Organization, the quality functions of regulation 78 may be included in the Approved Maintenance Organization Procedures Manual;
- (c) procedures for the reporting of failures, malfunctions, and defects in accordance with regulation 22 of the Civil Aviation [(No.5) Airworthiness] Regulations, 2004, to the Authority, the aircraft manufacturer and the State of Design within seventy-two hours of discovery.

(5) In addition to the matters set out in subregulation (2), the Maintenance Control Manual under this regulation shall include items set out in Schedule 9 as well as the following information which may be issued in separate parts:

- (a) a description of the administrative arrangements between the national air operator and the approved Maintenance Organization, or a description of the maintenance procedures and the procedures for completing and signing a certificate of release to service when maintenance is based on a system other than that of an Approved Maintenance Organization;
- (b) a description of the procedures to ensure that each aircraft he operates is in an airworthy condition;
- (c) a description of the procedures to ensure that the operational emergency equipment for each flight is serviceable;
- (d) the names and duties of the person or persons required to ensure that all maintenance is carried out in accordance with the Maintenance Control Manual;
- (e) a reference to the maintenance programme required in regulation 85;
- (f) a description of the methods for completion and retention of the maintenance records of the national air operator required by regulation 80;
- (g) a description of the procedures for monitoring, assessing and reporting maintenance and operational experience for all aeroplane over fifty-seven hundred kilogrammes maximum certified take-off mass and helicopter over three thousand, and one hundred and seventy five kilogrammes certified take-off mass;

- (h) a description of the procedures for obtaining and assessing continued airworthiness information from the Organization responsible for the type design and implementing any resulting actions for all aeroplane over fifty-seven hundred kilogrammes maximum certified take-off mass and helicopter over three thousand, and one hundred and seventy five kilogrammes certified take-off mass;
- (i) a description of the procedures for implementing mandatory continuing airworthiness information as required in regulation 73(1)(f);
- (j) a description of how a system of analysis shall be established and maintained for the continued monitoring of the performance and efficiency of the maintenance programme in order to correct any deficiency in that programme;
- (k) a description of aircraft types and models to which the manual applies;
- (l) a description of procedures for ensuring that unserviceabilities affecting airworthiness are recorded and rectified; and
- (m) a description of the procedures for advising the Authority of significant in-service occurrences.

(6) A national air operator shall not provide for the use of his personnel in commercial air transport any Maintenance Control Manual or portion thereof which has not met the requirements of subregulation (1).

(7) A national air operator shall ensure that the Maintenance Control Manual under this regulation is amended as necessary to keep the information therein up to date and shall incorporate in it such mandatory material as the Authority may require.

(8) Copies of all amendments under this regulation shall be furnished promptly to all Organizations or persons to whom the manual has been issued.

(9) A national air operator shall provide the Authority and the State of Registry with a copy of his Maintenance Control Manual together with all amendments and revisions to it.

### ***Maintenance Management***

77. (1) An air operator that is approved as an Approved Maintenance Organization, may carry out the requirements specified in section 73(1)(b), (c), (e) and (f).

Maintenance  
management

(2) Where a national air operator is not an Approved Maintenance Organization, he shall meet his responsibilities under regulation 73(1)(b), (c), (e) and (f) by using —

(a) an equivalent system of maintenance approved or accepted by the Authority; or

(b) through an arrangement with an Aircraft Maintenance Organization with a written maintenance contract agreed between the national air operator and the contracting approved Maintenance Organization detailing the required maintenance functions and defining the support of the quality functions approved or accepted by the Authority.

(3) A national air operator shall employ such person or persons, acceptable to the Authority, to ensure that all maintenance is carried out to an approved standard such that the maintenance requirements of this Part and requirements of the Maintenance Control Manual of the national air operator are satisfied, and to ensure the functioning of the quality system.

(4) In employing persons under subregulation (3), the national air operator shall designate one person to be accountable for any corrective action resulting from the quality monitoring.

(5) The person designated under subregulation (5), for maintenance shall not be employed by an Approved Maintenance Organization under contract, unless specifically agreed by the Authority.

(6) Where a national air operator is not appropriately approved by the Authority written arrangements shall be made with such an Organization to carry out the requirements specified in regulation 73.

(7) The arrangement under subregulation (6), shall be in the form of a written Maintenance Contract between the national air operator and the approved maintenance Organization detailing the functions specified in regulation 73 and defining the support of the quality functions.

(8) The written Maintenance Contracts under subregulation (7), shall include either an—

(a) aeroplane base and scheduled line maintenance; or

(b) engine maintenance contracts, together with all amendments, which shall be acceptable to the Authority.

(9) Notwithstanding subregulations (6), (7) and (8), in the case of an aircraft needing occasional line maintenance, the contract may be in the form of individual work orders to the Approved Maintenance Organization.

(10) Notwithstanding subregulations (6), (7) and (8), in the case of aircraft component maintenance, including engine maintenance the contract may be in the form of individual work orders to the Approved Maintenance Organization.

(11) A national air operator shall provide suitable office accommodation at appropriate locations for the personnel specified in subregulation (3).

### ***Quality Management System***

78. (1) A quality system of an national air operator required by regulation 16 shall, for maintenance purposes, additionally include at least the following functions:

Quality management system and quality manager

- (a) monitoring that the activities of regulation 73 are being performed in accordance with the accepted procedures;
- (b) ensure that all contracted maintenance is carried out in accordance with the contract;
- (c) monitoring the continued compliance with the requirements of this Part;
- (d) monitoring compliance with, and adequacy of, procedures required; and
- (e) ensuring safe maintenance practices, airworthy aircraft and aeronautical products.

(2) Compliance monitoring under subregulation (1)(d), shall include a feedback system to the Accountable Manager to ensure corrective action is taken.

(3) A quality system of a national air operator required by regulation 16 shall, for maintenance purposes, include a quality assurance that contains procedures designed to verify that all maintenance operations are being conducted in accordance with all applicable requirements, standards and procedures.

(4) Where the air operator is also an approved Maintenance Organization, the quality management system of the air operator may be combined with the quality management system requirements of an approved Maintenance Organization and submitted for approval and acceptance to the Authority, and State of Registry for an aircraft not registered in Trinidad and Tobago.

### ***Aircraft Technical Log Entries***

79. (1) A person who takes action in the case of a reported or observed failure or malfunction of an aircraft and an aeronautical product, that is critical to the safety of flight shall make, or have made, a record of that action in the maintenance section of the aircraft technical log.

Aircraft technical log entries

(2) A national air operator shall have a procedure for keeping adequate copies of required records to be carried on board an aircraft, in a place readily accessible to each member of the flight crew and shall ensure that such procedures are recorded in the Operations Manual of a national air operator.

*Preservation of Technical Records*

Requirement for  
maintenance of  
records

80. (1) A national air operator shall ensure that the Aircraft Technical Log is retained for twenty-four months after the date of the last entry.

(2) A national air operator shall establish a system and keep in a form acceptable to the Authority—

- (a) all detailed maintenance records in respect of the aircraft and any aircraft component fitted thereto to show that all the requirements for the signing of a maintenance release has been met, for twelve months after the aircraft or aircraft component was released to service;
- (b) the total time and flight cycles as appropriate, of the aircraft and all life limited aircraft components for ninety days after the aircraft has been permanently withdrawn from service;
- (c) the time and flight cycles as appropriate, since the last overhaul of the aircraft or aircraft component subject to mandatory overhaul life for ninety days after the aircraft or aircraft component has been permanently withdrawn from service;
- (d) the current aircraft inspection status such that compliance with the approved operator's aircraft maintenance can be established for ninety days after the aircraft or aircraft component has been permanently withdrawn from service;
- (e) the current status of airworthiness directives and all mandatory continuing airworthiness information applicable to the aircraft and aircraft component for ninety days after the aircraft had been permanently withdrawn from service; and
- (f) details of current modifications and repairs to the aircraft, engines, propellers and any other aircraft component vital to the flight safety for ninety days after the aircraft has been permanently withdrawn from service.

(3) Where an aircraft is temporarily transferred from one air operator to another, the records specified in subregulations (1) and (2), shall be made available to the new air operator.

(4) An air operator shall ensure that when an aircraft is permanently transferred from one air operator to another air operator the records specified in subregulations (1) and (2), are also transferred.

***Air Operator's Aircraft Technical Log***

81. (1) A national air operator shall use an aircraft technical log which shall include an aircraft maintenance record section containing the following for each aircraft:

Maintenance records section of aircraft technical log

- (a) information about each previous flight necessary to ensure continued flight safety;
- (b) the current certificate of release to service;
- (c) the current inspection status of the aircraft, to include inspections due to be performed on an established schedule and inspections that are due to be performed that are not on an established schedule;
- (d) the current maintenance status of the aircraft, to include maintenance due to be performed on an established schedule and maintenance that is due to be performed that is not on an established schedule except that the Authority may agree to the maintenance statement being kept elsewhere; and
- (e) all deferred defects that affect the operation of the aircraft.

(2) An Aircraft Technical Log and any subsequent amendment shall be approved by the Authority.

***Release to Service***

82. (1) A national air operator shall not operate an aircraft unless it is maintained and released to service by an approved Maintenance Organization or under an equivalent system, either of which shall be acceptable to the Authority.

Release to service after maintenance

(2) A national air operator using an equivalent system shall not operate an aircraft after release under subregulation (1), unless a certificate of release to service is prepared or caused to be prepared by an appropriately licensed and rated individual.

(3) The certificate of release to service shall be made in accordance with the national air operator maintenance control manual procedures.

(4) A national air operator using an Aircraft Maintenance Organization shall not operate an aircraft after it is released to service, under subregulation (1) unless an appropriate entry is made in accordance with the national air operator Maintenance Control Manual procedures acceptable to the Authority.

(5) A national air operator shall give a copy of the certificate of release to service for an aircraft to the pilot in command or ensure that an entry, noting the release is made in the maintenance section of the aircraft technical log.

***Modifications and Repairs***

Modification and repairs

83. (1) All modifications and repairs to an aircraft shall comply with airworthiness requirements acceptable to the Authority.

(2) Procedures shall be established to ensure that the substantiating data supporting compliance with the airworthiness requirements are retained.

(3) In the case of a major repair or major modification, such repairs and modifications shall be done in accordance with approved technical data approved or accepted by the Authority.

(4) An air operator who is authorized to perform maintenance, preventive maintenance, and modifications of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, in accordance with the approved operations specifications of the air operator, and wishes to issue Certificates of Release to Service for major repairs or major modifications to an aircraft registered in Trinidad and Tobago, shall use personnel who hold current and valid aircraft maintenance licence.

(5) An air operator shall, promptly upon its completion of repairs and modifications, prepare a report of each major modification or major repair of an airframe, aircraft engine, propeller, or appliance of an aircraft it operated.

(6) An air operator shall submit a copy of each report of a major modification to the Authority, and shall keep a copy of each report of a major repair available for inspection.

(7) Repetitive maintenance tasks that are specified in mandatory intervals as a condition of approval of the type design shall be identified as such.

***Continued Airworthiness***

Continuing airworthiness information

84. (1) A national air operator of an aeroplane over fifty-seven hundred kilogrammes maximum certified take-off mass or helicopter over three thousand, one hundred and seventy-five kilogrammes maximum certified take-off mass shall monitor and assess maintenance and operational experience with respect to continued airworthiness and provide the information as prescribed by the State of Registry.

(2) A national air operator of an aeroplane over fifty-seven hundred kilogrammes maximum certified take-off mass or helicopter over three thousand, one hundred and seventy-five kilogrammes maximum certified take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the Organization responsible for the type design and shall implement resulting actions considered necessary in accordance with the procedures acceptable to the Authority.

### *Aircraft Maintenance Programme*

Aircraft  
maintenance

85. (1) A national air operator shall provide for the use and guidance of maintenance and operational personnel an aircraft maintenance programme, the design and application of which shall observe human factors principles.

(2) An aircraft maintenance programme of a national air operator and any subsequent amendments shall be submitted to the Authority for approval

(3) An aircraft maintenance programme under subregulation (2), shall only be accepted by the Authority where it has first been approved by the State of Registry or where appropriate, upon the air operator complying with recommendations provided by the State of Registry.

(4) The Authority shall require a national air operator to include a reliability programme when the Authority determines that such a reliability programme is necessary.

(5) Where a determination that a reliability programme is necessary, is made by the Authority under subregulation (4), the national air operator shall provide such procedures and information in the maintenance control manual of the national air operator.

(6) A national air operator shall ensure that each aircraft is maintained in accordance with an approved aircraft maintenance programme of a national air operator which shall include—

- (a) maintenance tasks and the intervals in which these are to be performed, taking into account the anticipated utilization of the aircraft;
- (b) where applicable, a continuing structural integrity programme;
- (c) procedures for changing or deviating from paragraphs (a) or (b); and
- (d) where applicable, condition monitoring and reliability programme, descriptions for aircraft systems, components, and power plants.

(7) A national air operator shall not provide for the use of its personnel in commercial air transport maintenance programme or portion thereof which has not been reviewed and approved for the national air operator by the Authority.

(8) Copies of all amendments to the maintenance programme shall be furnished promptly to all Organizations or persons to whom the maintenance programme has been issued.

(9) Approval by the Authority of a maintenance programme of a national air operator and any subsequent amendments shall be noted in the Trinidad and Tobago Air Operator Certificate pursuant to regulation 7(4)(d).

(10) A national air operator shall have an inspection programme and a programme covering other maintenance, preventive maintenance and modifications to ensure that—

- (a) maintenance, preventive maintenance and modifications performed by it, or by other persons, are performed in accordance with the maintenance control manual of a national air operator; and
- (b) each aircraft released to service is airworthy and has been properly maintained for operation.

(11) The Authority may amend any specifications issued to a national air operator to permit deviation from those provisions of these regulations that would prevent the return to service and use of airframe components, power-plants, appliances, and spare parts thereof because those items have been maintained, modified or inspected by persons employed outside Trinidad and Tobago who do not hold a Trinidad and Tobago Aircraft Maintenance Licence.

(12) A national air operator who is granted authority to deviate under subregulation (11), shall provide for surveillance of facilities and practices to assure that all work performed under these Regulations is accomplished in accordance with the maintenance control manual of a national air operator.

***Maintenance, Preventive Maintenance and Modification***

Authority to perform and approve maintenance, preventive maintenance and modification

86. (1) A national air operator who is not an Approved Maintenance Organization may perform and approve maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or a part thereof for return to service, where approved in the specific operating provisions, as provided in its maintenance programme and maintenance control manual.

(2) A national air operator may make arrangements with an appropriately rated Aircraft Maintenance Organization for the performance of maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or part thereof as provided in its maintenance programme and maintenance control manual.

(3) A national air operator which is not approved as an Aircraft Maintenance Organization may use an appropriately licenced and authorized individual to approve maintenance, preventive maintenance, or modifications of any aircraft, airframe, aircraft engine, propeller, or appliance for return to service after performing or supervising in accordance with technical data approved by the Authority.

***Aircraft Maintenance Licence***

87. (1) A person who is directly in charge of maintenance, preventive maintenance, or modification, of any aircraft, airframe, aircraft engine, propeller, appliance, or component, or part thereof and each person performing required inspections and approving release to service shall be a appropriately licensed and acceptable to the Authority.

Aircraft maintenance licence requirements for a national air operator using equivalent system

(2) A person who is directly in charge shall be on site but need not physically observe and direct each worker constantly, but shall be available for consultation and decision on matters requiring instruction or decision from higher authority than that of the persons performing the work.

(3) In this regulation “a person directly in charge” means a person who is assigned to a position in which he is responsible for the work of a shop or station that performs maintenance modification or other functions affecting the airworthiness of an aircraft.

***Rest and Duty Limitations and Maintenance Personnel***

88. (1) A national air operator shall not assign, nor shall any person perform maintenance functions for aircraft certified for commercial air transport, unless that person has had a minimum rest period of eight hours prior to the beginning of duty.

Rest and duty limitations for persons performing maintenance functions on aircraft of national air operator

(2) A national air operator shall not schedule a person performing maintenance functions for aircraft certified for commercial air transport for more than twelve consecutive hours of duty.

(3) In situations involving unscheduled aircraft unserviceabilities, persons performing maintenance functions for aircraft certified for commercial air transport may continue on duty for—

(a) up to sixteen consecutive hours; or

(b) twenty cumulative hours in twenty-four consecutive hours.

(4) Following unscheduled duty periods, the person performing maintenance functions for aircraft shall have a mandatory rest period of ten hours.

(5) A national air operator shall relieve the person performing maintenance functions from all duties for twenty-four consecutive hours during any seven consecutive day periods.

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