

PART V

ENGINE INSTRUMENTS

19. This Part prescribes the minimum engine instruments requirement for aircraft operating in Trinidad and Tobago.

Applicability
of Part V

Engine Instruments

20. (1) An air operator shall not conduct commercial air transport operations without the following engine instruments installed in his aircraft where such instrument is required to be installed by the applicable airworthiness code of the State of Design of the aircraft or engine-

Engine
instruments
requirements

- (a) a fuel pressure indicator for each engine;
- (b) a fuel flow meter;
- (c) a means for indicating fuel quantity in each fuel tank to be used;
- (d) an oil pressure indicator for each engine;
- (e) an oil quantity indicator for each oil-tank when a transfer or separate oil reserve supply is used;
- (f) an oil-in temperature indicator for each engine;
- (g) a tachometer for each engine; and
- (h) an independent fuel pressure warning device for each engine or a master warning device for all engines with a means for isolating the individual warning circuits from the master warning device.

(2) Notwithstanding subregulation (1), the Authority may require an air operator to have different instrumentation for turbine engine powered aeroplanes, which provides for an equivalent level of safety.

(3) In addition to the required engine instruments listed in subregulation (1), an air operator shall ensure that a reciprocating engine aircraft is operated with the following engine instruments installed in his aircraft where such instrument is required to be installed by the applicable airworthiness code of the State of Design of the aircraft or engine:

- (a) a carburetor air temperature indicator for each engine;
- (b) a cylinder head temperature indicator for each air-cooled engine;
- (c) a manifold pressure indicator for each engine; and

- (d) a device for each reversible propeller, to indicate to the pilot when the propeller is in reverse pitch, that complies with the following:
- (i) the device shall be capable of being actuated at any point in the reversing cycle between the normal low pitch stop position and full reverse pitch, but it shall not give an indication at or above the normal low pitch stop position; and
 - (ii) the source of the indication system shall be actuated by the propeller blade angle or be directly responsive to it.