

LEGAL NOTICE No. 141

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, CHAP. 49:03

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER
UNDER SECTION 33 OF THE CIVIL AVIATION ACT AND SUBJECT TO
NEGATIVE RESOLUTION OF PARLIAMENT

THE CIVIL AVIATION [(NO. 5) AIRWORTHINESS]
(AMENDMENT) REGULATIONS, 2011

1. These Regulations may be cited as the Civil Aviation [(No. 5) Citation Airworthiness] (Amendment) Regulations, 2011.
2. In these Regulations, “the Regulations” means the Civil Aviation Interpretation [(No. 5) Airworthiness] Regulations, 2004.
3. Regulation 2 of the Regulations is amended—Regulation 2
amended
 - (a) by deleting the definition of “airworthy” and substituting the following definition:

““airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;”;
 - (b) by inserting in the appropriate alphabetical sequence, the following definitions:

““continuing airworthiness” means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life;

“critical engine” means an engine whose failure gives the most adverse effect on aircraft characteristics relative to the case under consideration;

“powerplant” means the system consisting of all the engines, drive system components, where applicable, and where installed, propellers, their accessories, ancillary parts, and fuel and oil systems installed on the aircraft but excluding the rotors for helicopters;” and

(c) in the definition of “engine”, by inserting after the words “excludes the propeller” the words “and rotors”.

Regulation 22
amended

4. Regulation 22 of the Regulations is amended—

(a) by inserting after subregulation (1), the following subregulations:

“ (1A) An operator shall report to the Director General, in respect of an aircraft over five thousand and seven hundred kilogrammes maximum certified take-off mass and a helicopter over three thousand one hundred and seventy-five kilogrammes maximum certified take-off mass, information on faults, malfunctions, defects and other occurrences associated with a modification that cause or might cause adverse effects on the continuing airworthiness of an aircraft.

(1B) An operator shall ensure that a report under subregulation (1A) is also transmitted on a timely basis, to the organization responsible for the design of the modification.”; and

(b) in subregulation (3)—

(i) by deleting the words “subregulation (1)” and substituting the words “subregulations (1) and (1A)”;

(ii) in paragraph (b), by deleting the word “and”;

(iii) in paragraph (c), by deleting the full stop and substituting the words “; and”; and

(iv) by inserting after paragraph (c), the following paragraph:

“(d) the organization responsible for the design of the modification referred to in subregulation (1A).”.

Made by the Civil Aviation Authority this 8th day of July, 2011.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport this 8th day of July, 2011.

J. WARNER
Minister of Works and Transport