

LEGAL NOTICE NO. 193

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

THE CIVIL AVIATION [(NO. 1) GENERAL APPLICATION AND  
PERSONNEL LICENSING] (AMENDMENT) REGULATIONS, 2009

1. These Regulations may be cited as the Civil Aviation [(No. 1) Citation  
General Application and Personnel Licensing] (Amendment)  
Regulations, 2009.

2. In these Regulations—

“the Act” means the Civil Aviation Act, 2001;

Interpretation

“the Regulations” means the Civil Aviation [(No. 1) General  
Application and Personnel Licensing] Regulations, 2004.

No. 11 of 2001

3. The Regulations are amended by revoking regulation 9 and  
substituting the following regulation: Regulation  
revoked and  
substituted

“ 9. (1) Where the holder of an aviation document issued under  
the Act or regulations made thereunder—

(a) changes his name;

(b) changes his permanent address; or

(c) discovers that the aviation document is lost, damaged  
or destroyed,

he shall, within thirty days, thereafter, make a written  
application in the prescribed form to the Authority for its  
replacement.

(2) A person in making an application for the replacement  
of an aviation document under subregulation (1), shall—

(a) pay the prescribed fee; and

(b) provide such documentary evidence as may be  
required by the Authority in support of his application.

(3) Where the Director General is satisfied that a person  
in making an application under subregulation (1), has met all  
the requirements for the replacement of an aviation document,  
he may recommend the Authority issue a duplicate aviation  
document to the applicant.

(4) A person upon receiving notification by facsimile or other medium from the Authority confirming that a duplicate of the lost, damaged or destroyed aviation document has been reissued, the facsimile or such other medium used by the Authority to confirm the issue of the aviation document may be used in lieu of the lost, damaged or destroyed aviation document for up to thirty days pending receipt of the duplicate aviation document.”.

Regulation 10  
revoked and  
substituted

4. The Regulations are amended by—
- (a) deleting the centre heading above regulation 10; and
  - (b) revoking regulation 10 and substituting the following regulation:

**“Falsification, Reproduction or Alteration of an  
Aviation Document, Record, Report and  
Application**

Falsification,  
Reproduction  
or Alteration  
of an Aviation  
Document,  
Record,  
Report and  
Application

10. (1) A person shall not make or cause to be made, in relation to any aviation document, logbook, record, report or application required by the Act or Regulations made thereunder, any—

- (a) fraudulent or intentionally false statement;
- (b) fraudulent or intentionally false entry in such aviation document, logbook, record or report or application used to show compliance with the requirements of the Act or Regulations made thereunder; or
- (c) reproduction or alteration for fraudulent purposes.

(2) A person who commits an act prohibited under this regulation may be liable to have his licenses, ratings and authorizations issued under the Act or Regulations made thereunder, revoked or suspended by the Authority.”.

Regulation 19  
amended

5. Regulation 19 of the Regulations is amended in subregulation (1)—
- (a) by deleting paragraphs (h) and (i);
  - (b) in paragraph (f) by inserting after the words “Engineer Licence,” the word “and”; and
  - (c) in paragraph (g) by deleting the semicolon and substituting a full stop.

Regulation 20  
amended

6. Regulation 20 of the Regulations is amended by deleting

subregulation (2) and substituting the following subregulation:

- “ (2) The authorization under subregulation (1) shall not—
- (a) be issued or renewed beyond the period of validity of the foreign licence or certificate; and
  - (b) exceed a maximum period of twelve months from the initial date of issue.”.

Regulation 23  
amended

7. Regulation 23 of the Regulations is amended—

- (a) by deleting paragraph (g);
- (b) in paragraph (e), by inserting after the words “Pilot Authorization;” the word “and”; and
- (c) in paragraph (f) by deleting the words “; and” and substituting a full stop.

Regulation 128  
amended

8. Regulation 128 of the Regulations is amended—

- (a) in subregulation (1)(e)(ii) by deleting the word “and”;
- (b) in paragraph (f) by deleting the full stop and substituting the words “; and”; and
- (c) by inserting after paragraph (f), the following paragraph:

“(g) hold a current Class 3 medical certificate in accordance with Part VIII of these regulations.”.

Part IX  
revoked and  
substituted

9. The Regulations are amended by revoking Part IX and substituting the following Part:

“PART IX  
**AIRCRAFT MAINTENANCE ENGINEER  
LICENCE**

Requirements  
of Part IX

*Requirements of Part IX*

159. This Part sets out the requirements for an Aircraft Maintenance Engineer Licence issued by the Authority.

General  
requirements  
for an  
Aircraft  
Maintenance  
Engineer  
Licence  
Category or  
Rating

*General Requirements for an Aircraft Maintenance  
Engineer Licence Category or Rating*

160. (1) A person wishing to obtain an Aircraft Maintenance Engineer Licence category or rating shall—

- (a) apply to the Authority in the prescribed form, for a category or rating set out in Part A of Schedule 13;
- (b) pay the prescribed fee;
- (c) be eighteen years of age or over;

- (d) except as provided in regulation 189, be able to read, write, speak, and understand the English Language;
- (e) provide evidence of having received training in the knowledge areas set out in Part B of Schedule 13;
- (f) provide evidence of having attained the required level of experience set out in Part C of Schedule 13; and
- (g) provide evidence of having satisfactorily met the skills requirements set out in Part D of Schedule 13.

(2) In providing evidence of the knowledge training required under subregulation (1)(e), an applicant shall submit—

- (a) an official document issued by an Aviation Training Organization approved by the Authority to conduct training in Aircraft Maintenance, stating that the applicant has successfully completed the knowledge training appropriate to the Aircraft Maintenance Engineer Licence category or rating sought; or
- (b) a document issued by an Aircraft Maintenance Engineer stating that the applicant, under his guidance and supervision has successfully completed a structured programme of self-study using such material as may be specified for a student on an approved course conducted by an Aviation Training Organization, appropriate to the Aircraft Maintenance Engineer Licence category or rating sought.

(3) In providing evidence of the experience required under subregulation (1)(f), an applicant shall submit—

- (a) an official document issued by an Aviation Training Organization approved by the Authority to conduct training in Aircraft Maintenance; or
- (b) a document issued by an appropriately qualified Aircraft Maintenance Engineer,

stating that the applicant has met the required level of experience appropriate to the Aircraft Maintenance Engineer Licence category or rating sought.

(4) In providing evidence of the skills required under subregulation (1)(g), an applicant shall submit—

- (a) an official document issued by an Aviation Training Organization approved by the Authority to conduct training in Aircraft Maintenance; or
- (b) a satisfactorily documented on-the-job training programme completed under the guidance and supervision of an Aircraft Maintenance Engineer,

stating that the applicant has met the skills requirements appropriate to the Aircraft Maintenance Engineer Licence category or rating sought.

(5) A structured programme of self-study under subregulation (2)(b) shall not be valid unless, prior to its commencement—

- (a) the programme of self-study was approved by the Director General; and
- (b) an Aircraft Maintenance Engineer was approved by the Director General for the supervision and guidance of the programme of self-study.

Knowledge  
Test

*Knowledge Test*

161. Where an applicant satisfies the requirements of regulation 160 for an Aircraft Maintenance Engineer Licence category, the Director General shall ensure that such person is given a written knowledge test in the areas set out in Part B of Schedule 13, appropriate to the category sought.

Interview to  
Test  
Knowledge  
and Practical  
Application

*Interview to Test Knowledge and Practical Application*

162. (1) Where an applicant passes a written knowledge test required under regulation 161 for an Aircraft Maintenance Engineer Licence category, the Director General shall ensure that such applicant is interviewed to test his knowledge and practical application of such knowledge in the category sought.

(2) Where an applicant satisfies the requirements of regulation 160 for an Aircraft Maintenance Engineer Licence type rating, the Director

General shall ensure that such applicant is interviewed, to test his knowledge and practical application of such knowledge in the type rating sought.

(3) Notwithstanding the requirements of subregulation (2), where the Director General is satisfied that an applicant has met the necessary requirements for an Aircraft Maintenance Engineer Licence type rating, he may at his discretion, waive the interview.

Issue of  
Aircraft  
Maintenance  
Engineer  
Licence

*Issue of Aircraft Maintenance Engineer Licence*

163. (1) Where an applicant is successful in the interview required under regulation 162(1), the Director General may recommend the Authority issue the applicant an Aircraft Maintenance Engineer Licence in the category sought.

(2) Where an applicant is successful in the interview required under regulation 162(2) or where the Director General exercises his discretion and waives the interview in accordance with regulation 162(3), the Director General may recommend the Authority issue the applicant an Aircraft Maintenance Engineer Licence in the type rating sought.

(3) A person who fails—

- (a) a written knowledge test for a category; or
- (b) an interview required under regulation 162 for a category or type rating,

is eligible to take the test or interview after such time period as specified in Part E of Schedule 13.

Privileges of a  
Person  
holding an  
Aircraft  
Maintenance  
Engineer  
Licence or  
Rating

*Privileges of a Person Holding an Aircraft Maintenance Engineer Licence or Rating*

164. The privileges of a person holding an Aircraft Maintenance Engineer Licence shall be in accordance with Part F of Schedule 13, as appropriate to the category and rating held.

Period of  
validity of an  
Aircraft  
Maintenance  
Engineer  
Licence

*Period of Validity of an Aircraft Maintenance Engineer Licence*

165. The period of validity of an Aircraft Maintenance Engineer Licence shall be two years from the date of issue or renewal of the licence unless the licence is surrendered by the holder or suspended or revoked by the Authority before the expiration of the

two year period.

Compass  
Compensation  
and  
Adjustment  
Rating

*Compass Compensation and Adjustment Rating*

166. (1) An applicant for a Compass compensation and adjustment rating shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) hold an Aircraft Maintenance Engineer Licence—
  - (i) E1 or E2—Avionics Systems category; or
  - (ii) A—Airframe category with a type rating;
- (d) provide documented evidence of training in direct-reading compass compensation, given by the holder of a valid Aircraft Maintenance Engineer Licence endorsed for such direct-reading compass compensation rating, or by a qualified instructor; and
- (e) provide evidence of having completed at least two supervised compass swings carried out on more than one aircraft during the preceding six months.

(2) Where the requirements of subregulation (1) have been satisfied, the Director General may recommend the Authority include the Compass compensation and adjustment rating in the applicant Aircraft Maintenance Engineer Licence.

Application  
for Renewal  
of an Aircraft  
Maintenance  
Engineer  
Licence

*Application for renewal of an Aircraft Maintenance  
Engineer Licence*

167. The Holder of an Aircraft Maintenance Engineer Licence who wishes to renew his Aircraft Maintenance Engineer Licence shall—

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee; and
- (c) provide evidence of having satisfied the

Renewal of an  
Aircraft  
Maintenance  
Engineer  
Licence

standards for renewal of his license set out in Part G of Schedule 13, applicable to the category or rating held.

*Renewal of an Aircraft Maintenance Engineer Licence*

168. (1) Where the Director General is satisfied that the holder of an Aircraft Maintenance Engineer Licence has met the requirements for renewal of his Aircraft Maintenance Engineer Licence under regulation 167, he may recommend the Authority renew such Aircraft Maintenance Engineer Licence for two years.

(2) In renewing an Aircraft Maintenance Engineer Licence under subregulation (1), the determination of the expiry date of the renewed Aircraft Maintenance Engineer Licence shall be in accordance with the standards set out in Part G of Schedule 13.

Application  
for validation  
of an Aircraft  
Maintenance  
Engineer  
Licence or  
Certificate  
issued by  
another  
Contracting  
State

*Application for Validation of an Aircraft Maintenance Engineer Licence or Certificate issued by Another Contracting State*

169. The holder of an Aircraft Maintenance Engineer Licence or certificate issued by another Contracting State, who wishes to have his Aircraft Maintenance Engineer Licence or certificate validated by the Authority shall—

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee;
- (c) be able to read, speak, write and understand the English language;
- (d) provide evidence that the—
  - (i) requirements under which the foreign Aircraft Maintenance Engineer Licence or certificate was issued are at least equal to the applicable standards under this Part and Schedule 13;
  - (ii) foreign Aircraft Maintenance Engineer Licence or certificate is



not under an order of revocation or suspension by the State that issued such Aircraft Maintenance Engineer Licence or certificate; and

- (iii) foreign Aircraft Maintenance Engineer Licence or certificate does not contain an endorsement, stating that the applicant has not met all the standards of the Chicago Convention for that Aircraft Maintenance Engineer Licence or certificate.

Knowledge test requirements for validation of an Aircraft Maintenance Engineer Licence or Certificate issued by another Contracting State

*Knowledge Test Requirements for Validation of an Aircraft Maintenance Engineer Licence or Certificate issued by Another Contracting State*

170. Where the Director General is satisfied that the requirements for the application for validation of a foreign Aircraft Maintenance Engineer Licence or certificate have been met, he shall ensure that the applicant is given a written knowledge test in the areas of civil aviation requirements, laws and regulations set out in Part B of Schedule 13.

Validation of an Aircraft Maintenance Engineer Licence or Certificate issued by another Contracting State

*Validation of an Aircraft Maintenance Engineer Licence or Certificate issued by Another Contracting State*

171. (1) Where an applicant under regulation 170 passes the knowledge test in civil aviation requirements, laws and regulations as set out in Part B of Schedule 13, the Director General may recommend the Authority issue a suitable authorization in accordance with the provisions of regulation 20.

(2) A person who fails a written knowledge test required under regulation 170 for a validation is eligible to take the test after such time period as specified in Part E of Schedule 13.

Application for Conversion of an Aircraft Maintenance Engineer Licence or Certificate issued by Another Contracting State

*Application for Conversion of an Aircraft Maintenance Engineer Licence or Certificate issued by Another Contracting State*

172. The holder of an Aircraft Maintenance Engineer Licence or certificate issued by another Contracting State, who wishes to have an Aircraft Maintenance Engineer Licence issued by the Authority based on such licence or certificate shall—

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee;
- (c) be able to read, speak, write and understand the English language; and
- (d) provide evidence that—
  - (i) the standards under which the foreign Aircraft Maintenance Engineer Licence or certificate was issued are at least equal to the applicable standards under this Part;
  - (ii) the foreign Aircraft Maintenance Engineer Licence or certificate is not under an order of revocation or suspension by the Contracting State that issued such Aircraft Maintenance Engineer Licence or certificate; and
  - (iii) the foreign Aircraft Maintenance Engineer Licence or certificate does not contain an endorsement, stating that the applicant has not met all the standards of the Chicago Convention for that Aircraft Maintenance Engineer Licence or certificate.

Knowledge  
test for  
conversion of  
an Aircraft  
Maintenance  
Engineer  
Licence or  
Certificate  
issued by  
Another  
Contracting  
State

*Knowledge Test for Conversion of an Aircraft  
Maintenance Engineer Licence or Certificate issued by  
Another Contracting State*

173. Where the Director General is satisfied that the application requirements for conversion of an Aircraft Maintenance Engineer Licence or certificate issued by another Contracting State have been met, he shall ensure that the applicant is given a written knowledge test in the areas set out in Part B of Schedule 13 which were not covered by the Aircraft Maintenance Engineer Licence or certificate issued by such Contracting State.

Interview to  
Test  
Knowledge  
and Practical  
Application  
for  
Conversion of  
an Aircraft  
Maintenance  
Engineer  
Licence

*Interview to Test Knowledge and Practical Application  
for Conversion of an Aircraft Maintenance Engineer  
Licence*

174. (1) Where an applicant passes a written knowledge test required by regulation 173, the Director General shall ensure that such applicant is interviewed to test his knowledge and practical application of such knowledge in the category or rating sought.

Conversion of  
an Aircraft  
Maintenance  
Engineer  
Licence or  
Certificate of  
another  
Contracting  
State

(2) Notwithstanding the requirements of subregulation (1), where the Director General is satisfied with the application for a conversion, he may at his discretion, waive the interview requirement.

*Conversion of an Aircraft Maintenance Engineer Licence or Certificate of Another Contracting State*

175. (1) Where an applicant is successful in the interview required under regulation 174(1) or where the Director General exercises his discretion and waives the interview in accordance with regulation 174(2), the Director General may recommend the Authority issue the applicant an appropriate Aircraft Maintenance Engineer Licence with or without limitations in the category or type rating sought.

(2) A person who fails—

(a) a written knowledge test required under regulation 173; or

(b) an interview required by regulation 174,  
is eligible to take the test or interview after such time period as specified in Part E of Schedule 13.

Aircraft  
Maintenance  
Engineer  
Rest and  
Duty  
Limitations

*Aircraft Maintenance Engineer Rest and Duty Limitations*

176. The holder on an Aircraft Maintenance Engineer Licence shall ensure that he complies with the rest and duty limitations set out in regulation 23 of the Civil Aviation [(No. 6, Approved Maintenance Organization] Regulations, 2004.

Aircraft  
Maintenance  
Personal  
Record

*Aircraft Maintenance Personal Record*

177. (1) An aircraft maintenance mechanic or technician shall keep a personal record of all aircraft maintenance work he accomplished which shall include the following details:

(a) Date;

(b) Aircraft Registration;

(c) Aircraft Maintenance Manual Reference;

(d) Description of work performed; and

(e) Name, Licence Number and signature of person authenticating the entry.

(2) The holder of an Aircraft Maintenance Engineer Licence shall keep a detailed personal record of all aircraft maintenance work he accomplished or

certify which shall include the following details:

- (a) Date;
- (b) Aircraft Registration;
- (c) Aircraft Maintenance Manual Reference;
- (d) Description of work performed or certified;  
and
- (e) Name, Licence Number and signature of  
person authenticating the entry.

(3) The following persons may authenticate  
entries as required under subregulations (1)(e) and (2)(e):

- (a) an Aircraft Maintenance Engineer who  
certified the aircraft maintenance work;
- (b) an Aircraft Maintenance Engineer who  
supervised the aircraft maintenance work;
- (c) an approved instructor of an Aviation  
Training Organization who supervised the  
aircraft maintenance work; and
- (d) an authorized engineer, shift supervisor, shift  
manager, quality manager or senior manager  
of an Approved Maintenance Organization.”.

Schedule 10  
amended

10. Schedule 10 of the Regulations is amended in Part D, paragraph  
(a), by inserting after the words “for which the rating is sought” the  
words “or a minimum of 10 hours providing the service at an aerodrome  
within the control zone for which the licence holder already holds an  
approach rating”.

Schedules 13  
and 13A  
amended

11. The Regulations are amended by deleting Schedules 13 and 13A  
and substituting the following:

“SCHEDULE 13

PART A

[Regulation 160(a)]

An Aircraft maintenance Engineer Licence may be issued with or without limitations  
in the following categories or ratings:

1. Categories:

- (a) A—Airframe, fixed wing;
- (b) A—Airframe, rotary wing;
- (c) C—Engine, piston;
- (d) C—Engine, turbo-jet, turbo-prop and turbo-shaft;
- (e) E1—Avionics Systems, Electrical, Instruments and Radio; and
- (f) E2—Avionics Systems, Electrical, Instruments, Radio, Auto Flight and  
Flight Management.

2. Ratings:

- (a) A—Airframe Type Rating issued specific to an—
  - (i) aeroplane type of 5,700 kgs or less, maximum certified take-off mass; or
  - (ii) a helicopter type of 2,730 kgs or less, maximum certified take-off mass;
- (b) C—Engine Type Rating issued specific to an engine type certified for—
  - (i) an aeroplane type of 5,700 kgs or less, maximum certified take-off mass;
  - (ii) a helicopter type of 2,730 kgs or less, maximum certified take-off mass;
- (c) E1—An Avionics Systems group rating issued generally for the electrical systems, radio systems and instrument systems, for—
  - (i) an aeroplane of 5,700 kgs or less, maximum certified take-off mass; and
  - (ii) a helicopter of 2,730 kgs or less, maximum certified take-off mass;
- (d) E2—An Avionics Systems group rating issued generally for the electrical systems, radio systems, instrument systems, auto flight systems and flight management systems for—
  - (i) an aeroplane of 5,700 kgs or less, maximum certified take-off mass; and
  - (ii) a helicopter of 2,730 kgs or less, maximum certified take-off mass;
- (e) E1—An Avionics Systems Type Rating issued specifically for the electrical systems, radio systems and instrument systems, for—
  - (i) an aeroplane over 5,700 kgs maximum certified take-off mass; or
  - (ii) a helicopter over 2,730 kgs maximum certified take-off mass; and
- (f) E2—An Avionics Systems Type Rating issued specifically for the electrical systems, radio systems, instrument systems, auto flight systems and flight management systems for—
  - (i) an aeroplane over 5,700 kgs maximum certified take-off mass; or
  - (ii) a helicopters over 2,730 kgs maximum certified take-off mass.

**PART B**

[Regulation 160(e)]

The following are the knowledge training areas for the Aircraft Maintenance Engineer Licence categories:

(a) A—Airframe, Fixed wing:

| <i>Civil aviation requirements, laws and regulations</i> | <i>Hours</i> | <i>Level</i> |
|--|--------------|--------------|
| 1 International and State aviation law                   | 10           | 3            |
| 2 Airworthiness requirements                             | 10           | 3            |
| 3 Civil aviation operating regulations                   | 10           | 3            |
| 4 Air transport operations                               | 10           | 3            |
| 5 Organization and management of the operator            | 10           | 3            |
| 6 Operator economics related to maintenance              | 10           | 3            |
| 7 Approved maintenance organizations (AMOs)              | 30           | 3            |

*Civil Aviation [(No. 1) General Application and Personnel Licensing]  
(Amendment) Regulations, 2009*

|   |              |              |
|---|--------------|--------------|
| 8 Aircraft maintenance licence requirements   | 10           | 3            |
| 9 The role of the State aviation regulatory body                                      | 10           | 3            |
| 10 Aircraft certification, documents and maintenance                                  | 10           | 3            |
| <i>Natural science and general principles of aircraft</i>                             | <i>Hours</i> | <i>Level</i> |
| 1 Mathematics   | 75           | 1            |
| 2 Physics   | 70           | 1            |
| 3 Technical drawing   | 70           | 1            |
| 4 Chemistry   | 30           | 1            |
| 5 Fixed wing aerodynamics and flight control  | 100          | 2            |
| <i>Aircraft engineering and maintenance: Airframe</i>                                 |              |              |
| 1 Maintenance practices and materials: Airframe/<br>Power plant                       | 200          | 3            |
| 2 Aircraft systems and structures: Fixed wing   | 250          | 3            |
| 3 Airship systems and structures  | 100          | 3            |
| <i>Human performance and limitations—Required knowledge,<br/>skills and attitudes</i> |              |              |
| 1 General programme overview  | 3            | 3            |
| 2 Human factors knowledge   | 3            | 3            |
| 3 Communications skills   | 3            | 3            |
| 4 Teamwork skills   | 3            | 3            |
| 5 Performance management  | 3            | 3            |
| 6 Situation awareness   | 3            | 3            |
| 7 Human error   | 3            | 3            |
| 8 Reporting and investigating errors  | 3            | 3            |
| 9 Monitoring and auditing   | 3            | 3            |
| 10 Document design  | 3            | 3            |
| <i>(b) A—Airframe, Rotary wing:</i>   |              |              |
| <i>Civil aviation requirements, laws and regulations</i>                              | <i>Hours</i> | <i>Level</i> |
| 1 International and State aviation law  | 10           | 3            |
| 2 Airworthiness requirements  | 10           | 3            |
| 3 Civil aviation operating regulations  | 10           | 3            |
| 4 Air transport operations  | 10           | 3            |
| 5 Organization and management of the operator   | 10           | 3            |
| 6 Operator economics related to maintenance   | 10           | 3            |
| 7 Approved maintenance organizations (AMOs)   | 30           | 3            |
| 8 Aircraft maintenance licence requirements   | 10           | 3            |
| 9 The role of the State aviation regulatory body                                      | 10           | 3            |
| 10 Aircraft certification, documents and maintenance                                  | 10           | 3            |
| <i>Natural science and general principles of aircraft</i>                             |              |              |
| 1 Mathematics   | 75           | 1            |
| 2 Physics   | 70           | 1            |

|  |   |                 |   |
|--|---|-----------------|---|
| 3  | Technical drawing                           | 70 <sup>1</sup> | 1 |
| 4  | Chemistry                                   | 30              | 2 |
| 5  | Rotary wing aerodynamics and flight control | 100             | 2 |
| <i>Human performance and limitations—Required knowledge, Hours</i> |   |                 |   |
| <i>skills and attitudes</i>  |   |                 |   |
| 1  | General programme overview                  | 3               | 3 |
| 2  | Human Factors knowledge                     | 3               | 3 |
| 3  | Communications skills                       | 3               | 3 |
| 4  | Teamwork skills                             | 3               | 3 |
| 5  | Performance management                      | 3               | 3 |
| 6  | Situation awareness                         | 3               | 3 |
| 7  | Human error                                 | 3               | 3 |
| 8  | Reporting and investigating errors          | 3               | 3 |
| 9  | Monitoring and auditing                     | 3               | 3 |
| 10   | Document design                             | 3               | 3 |

(c) C—Engine, Piston:

| <i>Civil aviation requirements, laws and regulations</i>                          |   | <i>Hours</i> | <i>Level</i> |
|---|---|--------------|--------------|
| 1   | International and State aviation law              | 10           | 3            |
| 2   | Airworthiness requirements                        | 10           | 3            |
| 3   | Civil aviation operating regulations              | 10           | 3            |
| 4   | Air transport operations                          | 10           | 3            |
| 5   | Organization and management of the operator       | 10           | 3            |
| 6   | Operator economics related to maintenance         | 10           | 3            |
| 7   | Approved maintenance organizations (AMOs)         | 30           | 3            |
| 8   | Aircraft maintenance licence requirements         | 10           | 3            |
| 9   | The role of the State aviation regulatory body    | 10           | 3            |
| 10  | Aircraft certification, documents and maintenance | 10           | 3            |
| <i>Natural science and general principles of aircraft</i>                         |   |              |              |
| 1   | Mathematics                                       | 75           | 1            |
| 2   | Physics   | 70           | 1            |
| 3   | Technical drawing                                 | 70           | 1            |
| 4   | Chemistry   | 30           | 1            |
| <i>Aircraft engineering and maintenance: Engines / Power plants</i>               |   |              |              |
| 1   | Piston engines                                    | 250          | 3            |
| 2   | Propellers  | 100          | 3            |
| 3   | Fuel systems                                      | 100          | 3            |
| <i>Human performance and limitations—Required knowledge, skills and attitudes</i> |   |              |              |
| 1   | General programme overview                        | 3            | 3            |
| 2   | Human Factors knowledge                           | 3            | 3            |
| 3   | Communications skills                             | 3            | 3            |
| 4   | Teamwork skills                                   | 3            | 3            |
| 5   | Performance management                            | 3            | 3            |
| 6   | Situation awareness                               | 3            | 3            |

|   |              |              |
|---|--------------|--------------|
| 7 Human error   | 3            | 3            |
| 8 Reporting and investigating errors  | 3            | 3            |
| 9 Monitoring and auditing   | 3            | 3            |
| 10 Document design  | 3            | 3            |
| <br>(d) C—Engine, Turbo-jet, turbo-shaft and turbo-propeller:                     |              |              |
| <i>Civil aviation requirements, laws and regulations</i>                          | <i>Hours</i> | <i>Level</i> |
| 1 International and State aviation law  | 10           | 3            |
| 2 Airworthiness requirements  | 10           | 3            |
| 3 Civil aviation operating regulations  | 10           | 3            |
| 4 Air transport operations  | 10           | 3            |
| 5 Organization and management of the operator                                     | 10           | 3            |
| 6 Operator economics related to maintenance                                       | 10           | 3            |
| 7 Approved maintenance organizations (AMOs)                                       | 30           | 3            |
| 8 Aircraft maintenance licence requirements                                       | 10           | 3            |
| 9 The role of the State aviation regulatory body                                  | 10           | 3            |
| 10 Aircraft certification, documents and maintenance                              | 10           | 3            |
| <i>Natural science and general principles of aircraft</i>                         |              |              |
| 1 Mathematics   | 75           | 1            |
| 2 Physics   | 70           | 1            |
| 3 Technical drawing   | 70           | 1            |
| 4 Chemistry   | 30           | 1            |
| <i>Aircraft engineering and maintenance: Engines/Power plants</i>                 |              |              |
| 1 Propellers  | 100          | 3            |
| 2 Gas turbine engines   | 300          | 3            |
| 3 Fuel systems  | 100          | 3            |
| <i>Human performance and limitations—Required knowledge, skills and attitudes</i> |              |              |
| 1 General programme overview  | 3            | 3            |
| 2 Human Factors knowledge   | 3            | 3            |
| 3 Communications skills   | 3            | 3            |
| 4 Teamwork skills   | 3            | 3            |
| 5 Performance management  | 3            | 3            |
| 6 Situation awareness   | 3            | 3            |
| 7 Human error   | 3            | 3            |
| 8 Reporting and investigating errors  | 3            | 3            |
| 9 Monitoring and auditing   | 3            | 3            |
| 10 Document design  | 3            | 3            |
| <br>(e) E1—Avionics Systems, Electrical, Instruments and Radio Systems:           |              |              |
| <i>Civil aviation requirements, laws and regulations</i>                          | <i>Hours</i> | <i>Level</i> |
| 1 International and State aviation law  | 10           | 3            |
| 2 Airworthiness requirements  | 10           | 3            |
| 3 Civil aviation operating regulations  | 10           | 3            |
| 4 Air transport operations  | 10           | 3            |
| 5 Organization and management of the operator                                     | 10           | 3            |



|   |  |              |              |
|---|--|--------------|--------------|
| 6   | Operator economics related to maintenance            | 10           | 3            |
| 7   | Approved maintenance organizations (AMOs)            | 30           | 3            |
| 8   | Aircraft maintenance licence requirements            | 10           | 3            |
| 9   | The role of the State aviation regulatory body       | 10           | 3            |
| 10  | Aircraft certification, documents and maintenance    | 10           | 3            |
| <i>Natural science and general principles of aircraft</i>                             |  | <i>Hours</i> | <i>Level</i> |
| 1   | Mathematics  | 75           | 1            |
| 2   | Physics  | 70           | 1            |
| 3   | Technical drawing                                    | 70           | 1            |
| 4   | Chemistry  | 30           | 1            |
| <i>Aircraft engineering and maintenance: Avionics—<br/>Electrical and instrument</i>  |  |              |              |
| 1   | Maintenance practices and materials                  | 200          | 3            |
| 2   | Electrical and electronic fundamentals               | 450          | 2            |
| 3   | Digital techniques, computers and associated devices | 200          | 2            |
| 4   | Aircraft electrical systems                          | 250          | 3            |
| 5   | Aircraft instrument systems                          | 250          | 3            |
| <i>Aircraft engineering and maintenance: Avionics—<br/>Navigation / Radio</i>         |  |              |              |
| 1   | Aircraft inertial navigation systems (INS)           | 60           | 3            |
| 2   | Aircraft radio and radio navigation systems          | 450          | 3            |
| <i>Human performance and limitations—Required knowledge,<br/>skills and attitudes</i> |  |              |              |
| 1   | General programme overview                           | 3            | 3            |
| 2   | Human Factors knowledge                              | 3            | 3            |
| 3   | Communications skills                                | 3            | 3            |
| 4   | Teamwork skills                                      | 3            | 3            |
| 5   | Performance management                               | 3            | 3            |
| 6   | Situation awareness                                  | 3            | 3            |
| 7   | Human error  | 3            | 3            |
| 8   | Reporting and investigating errors                   | 3            | 3            |
| 9   | Monitoring and auditing                              | 3            | 3            |
| 10  | Document design                                      | 3            | 3            |

(f) E2—Avionics Systems, Electrical, Instruments, Auto-Flight, Flight Management and Radio Systems:

| <i>Civil aviation requirements, laws and regulations</i> |   | <i>Hours</i> | <i>Level</i> |
|--|---|--------------|--------------|
| 1  | International and State aviation law              | 10           | 3            |
| 2  | Airworthiness requirements                        | 10           | 3            |
| 3  | Civil aviation operating regulations              | 10           | 3            |
| 4  | Air transport operations                          | 10           | 3            |
| 5  | Organization and management of the operator       | 10           | 3            |
| 6  | Operator economics related to maintenance         | 10           | 3            |
| 7  | Approved maintenance organizations (AMOs)         | 30           | 3            |
| 8  | Aircraft maintenance licence requirements         | 10           | 3            |
| 9  | The role of the State aviation regulatory body    | 10           | 3            |
| 10   | Aircraft certification, documents and maintenance | 10           | 3            |

|   |     |   |
|---|-----|---|
| <i>Natural science and general principles of aircraft</i>                             |     |   |
| 1 Mathematics   | 75  | 1 |
| 2 Physics   | 70  | 1 |
| 3 Technical drawing   | 70  | 1 |
| 4 Chemistry   | 30  | 1 |
| <i>Aircraft engineering and maintenance: Avionics—<br/>Electrical and instrument</i>  |     |   |
| 1 Maintenance practices and materials   | 200 | 3 |
| 2 Electrical and electronic fundamentals  | 450 | 2 |
| 3 Digital techniques, computers and associated devices                                | 200 | 2 |
| 4 Aircraft electrical systems   | 250 | 3 |
| 5 Aircraft instrument systems   | 250 | 3 |
| <i>Aircraft engineering and maintenance: Avionics—<br/>AFCS/Navigation/ Radio</i>     |     |   |
| 1 Automatic flight control systems (AFCS): Fixed wing                                 | 200 | 3 |
| 2 Automatic flight control systems (AFCS): Rotary wing                                | 75  | 3 |
| 3 Aircraft inertial navigation systems (INS)  | 60  | 3 |
| 4 Aircraft radio and radio navigation systems   | 450 | 3 |
| <i>Human performance and limitations—Required knowledge,<br/>skills and attitudes</i> |     |   |
| 1 General programme overview  | 3   | 3 |
| 2 Human Factors knowledge   | 3   | 3 |
| 3 Communications skills   | 3   | 3 |
| 4 Teamwork skills   | 3   | 3 |
| 5 Performance management  | 3   | 3 |
| 6 Situation awareness   | 3   | 3 |
| 7 Human error   | 3   | 3 |
| 8 Reporting and investigating errors  | 3   | 3 |
| 9 Monitoring and auditing   | 3   | 3 |
| 10 Document design  | 3   | 3 |

PART C

[Regulation 160(f)]

1. The following are the experience requirements for the Aircraft Maintenance Engineer Licence categories and ratings:

- (a) A—Airframe, Fixed wing—without type rating:  
Forty-eight months minimum experience of which twelve months experience shall be on fixed wing aircraft.
- (b) A—Airframe, Fixed wing—type rating:  
Six months experience on the fixed wing airframe type sought which may be obtained simultaneously within the forty-eight months minimum experience requirement of subclause (a).
- (c) A—Airframe, Rotary wing—without type rating:  
Forty-eight months minimum experience of which twelve months experience shall be on rotary wing aircraft.
- (d) A—Airframe, Rotary wing—type rating:

Six months experience on the rotary wing airframe type sought which may be obtained simultaneously within the forty-eight months minimum experience requirement of subclause (c).

- (e) C—Engine, Piston—without type rating:

Forty-eight months experience of which twelve months experience shall be on piston engines.

- (f) C—Engine, Piston—type rating:

Six months experience on the piston engine type sought which may be obtained simultaneously within the forty-eight months minimum experience requirement of subclause (e).

- (g) C—Engine, Turbo-jet, Turbo-prop and Turbo-shaft—without type rating:

Forty-eight months minimum experience of which twelve months experience shall be on turbo-jet, turbo-prop or turbo-shaft engines.

- (h) C—Engine, Turbo-jet, Turbo-prop and Turbo-shaft—type rating:

Six months experience on the turbo-jet, turbo-prop and turbo-shaft engine type sought which may be obtained simultaneously within the forty-eight months minimum experience requirement of subclause (g).

- (i) E1—Avionics Systems without type rating limited to electrical, instruments and radio systems:

Forty-eight months minimum experience working on aircraft electrical systems, radio systems and instrument systems.

- (j) E2—Avionics Systems without type rating:

Forty-eight months minimum experience working on aircraft electrical systems, radio systems, instrument systems, auto-flight systems and flight management systems.

- (k) E1—Avionics Systems with group rating for an aeroplane of 5,700 kgs or less maximum certified take-off mass and a helicopter of 2,730 kgs or less maximum certified take-off mass:

Twelve months working experience on aircraft electrical systems, radio systems and instrument systems which may be acquired simultaneously with the experience required by paragraph (i).

- (l) E2—Avionics Systems with group type rating for an aeroplane of 5,700 kgs or less maximum certified take-off mass and a helicopter of 2,730 kgs or less maximum certified take-off mass:

Twenty-four months working experience on aircraft electrical, instrument, radio, auto-flight and flight management systems which may be acquired simultaneously with the experience required by paragraph (j).

- (m) E2—Avionics Systems type rating limited to a specific aeroplane type over 5,700 kgs certified take-off mass or a helicopter over 2,730 kgs maximum certified take-off mass:

Successful completion of the aircraft manufacturer's type avionics systems course for electrical, radio, instrument, auto flight and flight management systems and twelve months working experience on the aircraft type which may be acquired simultaneously with the experience required in paragraph (j).

2. An applicant for a type rating shall provide a record of work he performed over the time period specified as evidence of the maintenance work performed in support of the type rating sought.

#### PART D

[Regulation 160(g)]

The following are the skills training areas for the Aircraft Maintenance Engineer Licence categories:

| <i>(a) Practical Maintenance Skills—Airframe</i>   | <i>Hours</i> | <i>Level</i> |
|--|--------------|--------------|
| 1 Basic workshop and maintenance practices—Airframe  | 725          | 3            |
| 2 Basic workshop and maintenance practices—Repair, maintenance and function testing of aircraft systems and components | 1000         | 3            |
| 3 Job and task documentation and control practices   | 100          | 3            |
| <i>(b) C—Engine, Piston and Turbo-jet, Turbo-prop and Turbo-shaft;</i>   |              |              |
| <i>Practical Maintenance Skills—Engine and Propeller</i>   | <i>Hours</i> | <i>Level</i> |
| 1 Basic workshop and maintenance practices—Engine and propeller  | 450          | 3            |
| 2 Basic workshop and maintenance practices—Engine, propeller systems, component and function testing                   | 450          | 3            |
| 3 Job and task documentation and control practices   | 100          | 3            |
| <i>Practical Maintenance Skills—Electrical, Instruments and Radio</i>  | <i>Hours</i> | <i>Level</i> |
| 1 Basic workshop and maintenance practices—Avionics Electrical   | 775          | 3            |
| 2 Basic workshop and maintenance practices—Avionics Instruments  | 1000         | 3            |
| 3 Basic workshop and maintenance practices—Avionics Radio  | 875          | 3            |
| 4 Repair, maintenance and function testing of aircraft avionics systems and components                                 | 100          | 3            |
| 5 Job and task documentation and control practices   | 100          | 3            |
| <i>Practical Maintenance Skills—Electrical, Instruments, Auto-flight and Radio</i>                                     | <i>Hours</i> | <i>Level</i> |
| 1 Basic workshop and maintenance practices—Avionics Electrical   | 775          | 3            |
| 2 Basic workshop and maintenance practices—Avionics Instruments  | 1000         | 3            |
| 2 Basic workshop and maintenance practices—Avionics Auto Flight  | 225          | 3            |
| 3 Basic workshop and maintenance practices—Avionics Radio  | 875          | 3            |
| 4 Repair, maintenance and function testing of aircraft avionics systems and components                                 | 100          | 3            |
| 5 Job and task documentation and control practices   | 100          | 3            |

E2—Avionics Systems.

**PART E**

[Regulation 163(3)]

1. The pass mark for an Aircraft Maintenance Engineer Licence written test shall be 75 per cent.

2. A person who fails a written test for an Aircraft Maintenance Engineer Licence is eligible to retake such test after the time period specified in the following table from the date of notification:

| <i>Percentage Scored</i> | <i>Examination may be rewritten—</i> |
|--------------------------|--------------------------------------|
| 70–74.99%                | no sooner than one week;             |

|               |                                |
|---------------|--------------------------------|
| 65–69%        | no sooner than two weeks;      |
| 60–64%        | no sooner than four weeks;     |
| 50–59%        | no sooner than three months;   |
| 30–50%        | no sooner than six months; and |
| less than 30% | no sooner than twelve months.  |

3. Where an applicant was not successful at an interview for an Aircraft Maintenance Engineer Licence, the Director General may, at his discretion, determine the minimum time period after which such applicant may return for another interview.

#### PART F

(Regulation 164)

1. A holder of an Aircraft Maintenance Engineer Licence—

- (a) in the Airframe and Engine categories without a type rating shall have no certification privileges; and
- (b) in the Airframe, Engine and Avionics Systems categories with type rating shall have no certification privileges for an aircraft engaged in commercial air transport operations.

*NOTE: An Approved Maintenance Organization and an operator approved by the Authority to perform maintenance under an equivalent system shall be responsible for the certification of an aircraft engaged in commercial air transport operations, an aeroplane of over 5,700 kgs maximum certified take-off mass not engaged in commercial air transport operations and a helicopter of over 2,730 kgs maximum certified take-off mass not engaged in commercial air transport operations.*

2. A holder of an Aircraft Maintenance Engineer Licence shall not issue a Certificate of Release to Service for maintenance work, except where such work was successfully accomplished in accordance with the Aircraft Maintenance Manual or document referenced in the Aircraft Maintenance Manual.

3. A holder of an Aircraft Maintenance Engineer Licence with an Airframe category and type rating shall have the following certification privileges appropriate to the type rating held:

- (a) issue a Certificate of Release to Service for—
  - (i) work completed on an aircraft or component, including duplicate inspections, repairs, component and accessories replacement, modifications, servicing and system tests on the airframe and systems of an aircraft on which the person holds the rating;
  - (ii) the replacement of avionics components where no specialized test equipment or procedures such as soldering or connector pin replacement is required and the license holder has received training on the affected system as part of his approved type course, on an aircraft on which the person holds a type rating;
  - (iii) for the satisfactory completion of a scheduled or unscheduled inspection and return of the aircraft to service; and
- (b) issue a Certificate of Maintenance Review in accordance with regulation 31A of the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004.

4. An Aircraft Maintenance Engineer Licence with an Engine category and type rating shall have the privileges appropriate to the type rating held to issue a Certificate of Release to Service for work completed on a power plant, or power plant component including duplicate inspections, repairs, component and accessory replacements, modifications, servicing and system tests on any power plant on which the person holds a type rating.

5. A holder of an Aircraft Maintenance Engineer Licence with Airframe and Engine categories and type ratings for an aircraft shall be eligible to make a statement in the aircraft permanent record that such aircraft was inspected and found to be safe for the intended flight and affix his signature against such statement as required by a Special Flight Permit issued by the Authority under regulation 12(5) of the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004.

6. (1) The holder of an Aircraft Maintenance Engineer Licence with an E1 Avionics Systems category shall have the privilege to issue a Certificate of Release to Service for work completed on electrical systems or components, radio systems or components, and instrument systems or components, including duplicate inspections, repairs, component and accessory replacements, modifications, scheduled and unscheduled inspections for an—

- (a) aeroplane 5,700 kgs or less maximum certified take-off mass and a helicopter 2,730 kgs or less maximum certified take-off mass, appropriate to the category held; and
- (b) aeroplane over 5,700 kgs maximum certified take-off mass and a helicopter over 2,730 kgs maximum certified take-off mass, appropriate to a type rating held.

(2) The holder of an Aircraft Maintenance Engineer Licence with an E2 Avionics Systems category shall have the privilege to issue a Certificate of Release to Service for work completed on electrical systems or components, radio systems or components, instrument systems or components, auto flight systems and components and flight management systems and components, including duplicate inspections, repairs, component and accessory replacements, modifications, scheduled and unscheduled inspections for an—

- (a) aeroplane 5,700 kgs or less maximum certified take-off mass and a helicopter 2,730 kgs or less maximum certified take-off mass, appropriate to the category held; and
- (b) aeroplanes over 5,700 kgs maximum certified take-off mass and a helicopter over 2,730 kgs maximum certified take-off mass, appropriate to a type rating held.

(3) The privileges under paragraphs (1) and (2) shall be—

- (a) limited to the removal and replacement of components, system testing, trouble-shooting, repairs to wiring, connectors, or installations, as well as calibrations or adjustments described in the Aircraft Maintenance Manuals; and
- (b) restricted from reassembling or carrying out any repair on a component, except where such repair is specifically defined in the Aircraft Maintenance Manual or document referenced by the Aircraft Maintenance Manual.

7. A holder of an Aircraft Maintenance Engineer Licence with compass compensation and adjustment rating may issue a Certificate of Release to Service for maintenance work performed on an aircraft compass system appropriate to the rating held.

8. (1) The certification privileges of a holder of an Aircraft Maintenance Engineer Licence category with a type rating is restricted to repairs, replacements, modifications, mandatory inspections, scheduled and unscheduled maintenance inspections or any other tasks described in the Aircraft Manufacturer's Maintenance and Service Manuals, FAA Advisory Circular AC43.13-1B/2B as amended from time to time or the equivalent publication issued by the European Aviation Safety Agency (EASA), Transport Canada, UK CAA or Trinidad and Tobago CAA.

(2) Where certification is done under subclause (1), a holder of an Aircraft Maintenance Engineer Licence in a category with a type rating shall be responsible for the condition, assembly, installation and functioning of all parts of the airframe, power plant or avionics systems, as applicable, affected by the work carried out.

9. A holder of an Aircraft Maintenance Engineer Licence in the Airframe category with a type rating shall not issue a Certificate of Release to Service, in respect of an airframe or component where work has been done involving the repair, replacement or modification by riveting, bonding, welding, laminating, or the manufacture of—

- (a) a fuselage longeron (stringer) or frame;
- (b) a box or truss beam, wing stringer or chord member, wing main rib or spar;
- (c) a seat support brace or bracket;
- (d) an engine mount assembly or part thereof;
- (e) repairs to fiber-reinforced plastic and epoxy primary structures;
- (f) covering a fuselage or airfoil with cotton, linen, polyester or glass-fibre fabric;
- (g) disturbing of individual parts of units which are supplied as bench-tested units, except for replacement or adjustment of items normally replaceable or adjustable in service where subsequent functioning may be proved without the use of test apparatus used for normal functioning check;
- (h) repair of any surface, of damage extending more than six inches in length in any direction, where the surface is subject to pressurization loads; and
- (i) any repair to aircraft skin, whether or not subject to pressurization loads, where the use of support, jig or fixture is required.

10. A holder of an Aircraft Maintenance Engineer Licence in the Engine category with a type rating shall not issue a Certificate of Release to Service for—

- (a) repairs to a wooden, or composite blade or propeller;
- (b) reassembly of the crankcase of a reciprocating engine;
- (c) overhaul or reassembly of a turbine engine or turbine engine module;
- (d) repairs to a propeller that is beyond the limits recommended in the manufacturer's maintenance manual or service instructions;
- (e) reassembly of a controllable pitch or variable-pitch propeller; and
- (f) an engine mount assembly or part thereof.

11. A holder of an Aircraft Maintenance Engineer Licence may provide guidance and supervision for a structured programme of self-study for the knowledge and skills training of personnel preparing for an Aircraft Maintenance Licence in a category, where he—

- (a) has been engaged in the maintenance of aircraft for at least twelve months in the previous two years;
- (b) has received training on the fundamentals of instructing which includes—
  - (i) the learning process;
  - (ii) elements of effective teaching;
  - (iii) student evaluation and testing;
  - (iv) course development;
  - (v) lesson planning;
  - (vi) classroom training techniques;
  - (vii) assessment of student performance; and
  - (viii) analysis and correction of student errors;
- (c) has been approved by the Authority prior to commencement of the programme of self-study.

12. A holder of an Aircraft Maintenance Engineer Licence may conduct skills testing of

personnel for an Aircraft Maintenance Licence in a category or rating, where he—

- (a) holds a valid Aircraft Maintenance Engineer Licence in such category or rating for more than five years;
- (b) has been engaged in the aircraft maintenance activities for at least twenty-four months in the previous five years;
- (c) has received training on the fundamentals of instructing which includes—
  - (i) the learning process;
  - (ii) elements of effective teaching;
  - (iii) student evaluation and testing;
  - (iv) course development;
  - (v) lesson planning;
  - (vi) classroom training techniques;
  - (vii) assessment of student performance;
  - (viii) analysis and correction of student errors; and
- (d) is approved by the Authority to conduct skills testing of personnel applying for an Aircraft Maintenance Engineer Licence in the category or rating sought.

#### **PART G**

(Regulation 167)

The following are the standards for the renewal of an Aircraft Maintenance Engineer Licence:

1. The holder shall provide to the Authority documented records that demonstrate that, over a period of six months during the preceeding twenty-four months he has—
  - (a) performed maintenance on aircraft;
  - (b) supervised the performance of aircraft maintenance;
  - (c) supervised, in an executive capacity, an aircraft maintenance function;
  - (d) served as an aviation maintenance instructor;
  - (e) supervised another aviation maintenance instructor in an aircraft maintenance training course provided by an Aviation Training Organization; or
  - (f) carried out inspections on aircraft for the purpose of determining airworthiness.
2. Where an Aircraft Maintenance Engineer is unable to meet the requirements of clause 1 for renewal of his Aircraft Maintenance Engineer Licence, he may regain eligibility for renewal by—
  - (a) performing aircraft maintenance under the supervision the holder of a valid Aircraft Maintenance Engineer Licence for a minimum period of six months, provided that the supervising Aircraft Maintenance Engineer is the person signing the renewal application form attesting to his competency; and
  - (b) successfully completing a written test in the areas of civil aviation requirements, laws and regulations set out in Part B of Schedule 13.
3. Where an application for renewal of an Aircraft Maintenance Engineer Licence is made—
  - (a) prior to expiration of the licence and the requirements of clause 1 is satisfied, the licence shall be renewed for a period of two years;
  - (b) two years or less after the licence has expired and the requirements of



clause 1 is satisfied, the licence shall be renewed for two years from the date the renewal was approved; or  
(c) more than two years after the licence has expired, the application may be approved where the applicant demonstrates that during the elapsed period he has been performing one of the functions in clause 1 while holding a valid aircraft maintenance licence from another Contracting State.”

Implementing  
Standard 190(3)  
in Schedule 14  
deleted

13. The Regulations is amended in Schedule 14 by deleting the implementing standards to Regulation 190(3).

Made by the Civil Aviation Authority this 8th day of July, 2009.

R. LUTCHMEDIAL  
*Civil Aviation Authority*

Approved by the Minister of Works and Transport this 13th day of July, 2009.

C. IMBERT  
*Minister of Works and Transport*

Laid in the House of Representatives this      day of      , 2009.

*Clerk of the House*

Laid in the Senate this      day of      , 2009.

*Clerk of the Senate*