

LEGAL NOTICE NO. 259

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER  
UNDER SECTION 33 OF THE CIVIL AVIATION ACT

THE CIVIL AVIATION [(NO. 5) AIRWORTHINESS]  
(AMENDMENT) REGULATIONS, 2004

1. These Regulations may be cited as the Civil Aviation [(No. 5) Citation  
Airworthiness] (Amendment) Regulations, 2004.
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 renumbering regulation 2(1) as regulation 2;
  - (b) by deleting the definition of “maintenance” and substituting  
the following new definition:
    - “ “maintenance” means the performance of tasks  
required to ensure the continuing airworthiness of  
an aircraft or aeronautical product including any  
one or combination of overhaul, inspection,  
replacement, defect rectification and the  
embodiment of a modification or repair;”.
4. Regulation 20 of the Regulations is amended— Regulation 20  
amended
  - (a) in subregulation (1)(a) and (b) by deleting the words “and  
State of Manufacture” where they occur; and
  - (b) in subregulation (6) by deleting paragraph (b).
5. Regulation 25 of the Regulations is amended— Regulation 25  
amended
  - (a) in subregulation (2) by deleting the words “subregulation  
(1)(c), unless he has received” and substituting the words  
“subregulation (1), unless he has received, where  
applicable—”; and
  - (b) in subregulation (2)(f) by deleting the word “recurrent” and  
substituting the word “continuing”.

Schedule 3  
amended

6. Schedule 3 of the Regulations is amended after the words “Regulation 23” by deleting the words “Major modification or major repairs to aeronautical products under regulation 23 shall meet the following minimum standards:” and substituting the following:

“ 1. Modifications and repairs under regulation 23 may be classified as major modification or major repair where a “yes” response is given to any of the question in the Table. Other modification or repair would be considered minor modification or minor repair.

TABLE

CRITERIA FOR ASSESSING A MODIFICATION OR REPAIR AS  
MAJOR OR MINOR

Item	Question
	<i>General</i>
1	Is the change being accomplished as an alternative means of compliance with an airworthiness directive or equivalent?
	<i>Mass and Balance</i>
2	Does the change involve a revision in the approved mass limitations or centre of gravity range limits?
3	Does the change require the installation of ballast or use of other methods to maintain the centre of gravity within the approved limits?
	<i>Performance and Flight Characteristics</i>
4	Does the change involve alterations to the configuration of the aircraft which may— (a) increase drag; (b) affect the thrust or power; (c) affect stability or controllability; (d) induce flutter or vibration; or (e) alter the stalling characteristics to an extent which necessitates analysis or test?
	<i>Structural Strength</i>
5	Does the change involve a principal component of the aircraft structure such as a frame, stringer, rib, spar or stressed skin?
6	Does the change involve a structural element which is addressed as part of a damage tolerance or fatigue/failsafe evaluation?
7	Is a pressure vessel penetration or change involved?

Item	Question
8	Does the change involve the installation of an item of mass necessitating structural re-evaluation?
9	Does the change involve the installation or alteration of a containment or restraint system intended for the stowage of items of significant mass?
10	Does the change involve repairs or modifications to the load-bearing structure of seats, harnesses or their means of attachment or any other occupant restraint equipment?
11	Does the change involve the substitution of materials?
	<i>Powerplant Operation</i>
12	Does the change significantly affect the powerplant or propeller or their accessories?
13	Does the change involve equipment for which there is no performance standard which has been approved or accepted by the airworthiness authority?
14	Does the change affect the probability of failure conditions that could impair or preclude continued safe flight or landing?
15	Does the change affect the pilot's visibility or impair the pilot's capability to control the aircraft?
16	Does the change involve alterations to the interior arrangement or cabin materials?
17	Does the change involve systems for cabin pressurization or the provision of breathing oxygen?
18	Does the change involve flight controls or an autopilot?
19	Does the change involve critical or essential components of the electrical system such as generators, alternators, inverters, batteries, distribution buses, or bus protection and control devices?
20	Does the change affect instrument or indicators or their subsystems that provide navigation information?
21	Does the change affect instruments, indicators or their subsystems that provide essential or critical information concerning the aircraft status?
22	Does the change affect a regulated placard?
23	Does the change affect any approved information contained in the flight manual or equivalent document?
	<i>Other Qualities Affecting Environmental Characteristics</i>
24	Does the change alter the aircraft noise or emission characteristics?
	<i>Non-Standard Practices</i>
25	Does the change involve practices or techniques which are novel or unproven in the proposed application?"

2. The following are typically classified as major modifications or major repairs where they meet the criteria in clause 1:”.

Made by the Authority this 18th day of August, 2004.

R. LUTCHMEDIAL  
*Civil Aviation Authority*

Approved by the Minister of Works and Transport.

F. A. KHAN  
*Minister of Works and Transport*

Laid in the House of Representatives this      day of      ,  
2004.

*Clerk of the House*

Laid in the Senate this      day of      , 2004.

*Clerk of the Senate*