

LEGAL NOTICE NO

CIVIL AVIATION ACT
(CAP 354)
DRAFT CIVIL AVIATION (AIRWORTHINESS OF AIRCRAFT) REGULATIONS, 2019

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**PART I
PRELIMINARY PROVISIONS**

<p>Title</p>	<p>1. These Regulations may be cited as the Civil Aviation (Airworthiness of Aircraft) Regulations, 2019.</p>
<p>Interpretation</p>	<p>2. In these Regulations, unless the context otherwise requires-</p> <p><i>“Acceptable”</i> means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation;</p> <p><i>“Aeronautical product”</i> means any aircraft, aircraft engine, propeller or a part to be installed thereon;</p> <p><i>“Aeroplane”</i> means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.</p> <p><i>Aerial work”</i> means an aircraft operation used for specialized services such as agriculture, construction photography, surveying, observation and patrol, search and rescue, aerial advertisement.</p> <p><i>“Aircraft”</i> means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface.</p> <p><i>“Aircraft component”</i> means any component part of an aircraft up to and including a complete engine or any operational or emergency equipment;</p> <p><i>“Aircraft type”</i> means all aircraft of the same basic design;</p> <p><i>“Airframe”</i> means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces including rotors but excluding propellers and rotating airfoils of an engine, and landing gear of an aircraft and their accessories and controls;</p> <p><i>“Airworthy”</i> 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.</p> <p><i>“Anticipated operating conditions”</i> means conditions which are known from experience or which can be reasonably envisaged to occur during the operational life of the aircraft taking into account the operations for which the aircraft is made eligible, the conditions so considered being relative to the meteorological state of the</p>

atmosphere, to the configuration of terrain, to the functioning of the aircraft, to the efficiency of personnel and to all the factors affecting safety in flight. Anticipated operating conditions do not include:

a) those extremes which can be effectively avoided by means of operating procedures; and

b) those extremes which occur so infrequently that to require the Standards to be met in such extremes would give a higher level of airworthiness than experience has shown to be necessary and practical.

“appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration;

“Approved” means accepted by a Contracting State as suitable for a particular purpose.

“Approved by the Authority” means approved by the Authority directly or in accordance with a procedure approved by the Authority;

“Approved data” means technical information approved by the Authority;

“approved maintenance organisation” means an organisation approved to perform specific aircraft maintenance activities by the Authority;

“Approved Maintenance Programme” means a maintenance programme approved by the Authority;

“Associated aircraft systems” means aircraft systems drawing electrical/pneumatic power from an auxiliary power unit during ground operations.

“Authority” means the (state) Civil Aviation Authority;

“Auxiliary power unit” means a self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations.

“Balloon” means a non-power-driven lighter-than-air aircraft;

“Bypass ratio” means the ratio of the air mass flow through the bypass ducts of a gas turbine engine to the air mass flow through the combustion chambers calculated at maximum thrust when the engine

is stationary in an international standard atmosphere at sea level.

“Calendar day” means the period of elapsed time using Co- Ordinated Universal Time or local time, that begins at midnight and ends 24 hours later in the next midnight;

“Category A” with respect to helicopters, means a multi-engine helicopter designed with engine and system isolation features specified in Part IV B of Annex 8 and capable of operations using take-off and landing data scheduled under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight or safe rejected take-off.

“Category B” with respect to helicopters, means a single-engine or multi-engine helicopter which does not meet Category A standards. Category B helicopters have no guaranteed capability to continue safe flight in the event of an engine failure, and a forced landing is assumed.

“certificate of release to service” also referred to as maintenance release, means a document containing a certification that inspection and maintenance work has been performed satisfactorily in accordance with the methods prescribed by the Authority;

“Configuration (as applied to the aeroplane)” means a particular combination of the positions of the moveable elements, such as wing flaps and landing gear, that affect the aerodynamic characteristics of the aeroplane.

“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.

“Control system” A control system is an aircraft system by which the flight path, attitude, or propulsive force of the aircraft is changed, including the flight, engine and propeller controls, the related system controls and the associated operating mechanisms.

“Critical engine(s)” means any engine whose failure gives the most adverse effect on the aircraft characteristics relative to the case under consideration.

“Date of manufacture or Construction” means the date of issue of the document attesting that the individual aircraft or engine as

appropriate conforms to the requirements of the type or the date of an analogous document.

“Design landing mass” means the maximum mass of the aircraft at which, for structural design purposes, it is assumed that it will be planned to land.

“Design take-off mass” means the maximum mass at which the aircraft, for structural design purposes, is assumed to be planned to be at the start of the take-off run.

“Design taxiing mass” means the maximum mass of the aircraft at which structural provision is made for load liable to occur during use of the aircraft on the ground prior to the start of take-off.

Discrete source damage. Structural damage of the aeroplane that is likely to result from: impact with a bird, uncontained fan blade failure, uncontained engine failure, uncontained high-energy rotating machinery failure or similar causes.

“dry lease” means a lease of an aircraft without crew;

“Duplicate Inspection” A duplicate inspection is an inspection first made by an authorized person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work, before being subsequently inspected by a second independent competent person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found.

“Engine” means a unit used or intended to be used for aircraft propulsion, consisting of at least those components and equipment necessary for functioning and control, but excludes the propeller (if applicable);

“Heavier-than-air aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces.

“Helicopter” means heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

“Inspection” means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;

“Maintenance” means the performance of tasks on an aircraft, engine,

propeller or associated part required to ensure the continuing Airworthiness of an aircraft engine, propeller or associated part including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.

“Maintenance Control Manual” means a document which describes the operator’s procedures necessary to ensure that all scheduled and unscheduled maintenance is performed on the operator’s aircraft on time and in a controlled and satisfactory manner.

“Maintenance organization’s procedures manual” means a document endorsed by the head of the maintenance organization which details the maintenance organization’s structure and management responsibilities, scope of work, description of facilities, maintenance procedures and quality assurance or inspection systems.

“Maintenance Programme” means A document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to which it applies.

“Maintenance records” means Records that set out the details of the maintenance carried out on an aircraft, engine, propeller or associated part.

“major modification” In respect of an aeronautical product for which a type certificate has been issued, a change in the type design that has an appreciable effect, or other than a negligible effect, on the mass and balance limits, structural strength, engine operation, flight characteristics, reliability, operational characteristics, or other characteristics or qualities affecting the airworthiness or environmental characteristics of an aeronautical product.

“major repair” Any repair of an aeronautical product that might appreciably affect the structural strength, performance, engine, operation flight characteristics or other qualities affecting airworthiness or environmental characteristics.

“Modification” means a change to the type design of an aircraft, engine or propeller.

“Operator” means a person, organization or enterprise, engaged in or offering to engage in an aircraft operation.

“Organization responsible for the type design” means the

organization that holds the type certificate, or equivalent document, for an aircraft, engine or propeller type, issued by a Contracting State.

“Overhaul” means the restoration of an aircraft or aircraft component using methods, techniques and practices acceptable to the Authority, including disassembly, cleaning and inspection as permitted, repair as necessary, and reassembly; and testing in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under Parts Manufacturing Authorization (PMA) or Technical Standard Order (TSO);

“prescribed” means the Authority has issued written policy or methodology which imposes either a mandatory requirement, if the written policy or methodology states “shall,” or a discretionary requirement if the written policy or methodology states “may.”

“preventive maintenance” means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations;

“Propeller” means a device for propelling an aircraft that has blades on an engine driven shaft and that when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation; it includes control components normally supplied by its rotating airfoils of engine.

“rebuild” means the restoration of an aircraft or aircraft component by using methods, techniques, and practices acceptable to the Authority, when it has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits;

“recognized airworthiness code” means standards relating to the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component issued by the States of Design and accepted and prescribed by the Authority.

“Repair” The restoration of an aircraft, engine, propeller or associated part to an airworthy condition in accordance with the appropriate airworthiness requirements after it has been damaged or

subjected to wear.

“Satisfactory evidence” means a set of documents or activities that a Contracting State accepts as sufficient to show compliance with an airworthiness requirement.

“signature” means an individual’s unique identification used as a means of authenticating any record entry or a maintenance record; a signature may be hand-written, electronic or any other form acceptable to the Authority;

“smoke” means-

- (a) hot vapour or cloud like gases or visible gaseous or soot containing fine particles of carbon being produced by combustion;
- (b) the carbonaceous materials in exhaust emissions which obscure the transmission of light.

“specific operating provisions” means a document describing the ratings, Class and or Limited, in detail and containing or referencing material and process specifications used in performing repair work, along with any limitations applied to the approved maintenance organization;

“standard” means an object, artefact, tool, test equipment, system or experiment that stores, embodies, or otherwise provides a physical quantity which serves as the basis for measurement of the quantity; it also includes a document describing the operations and processes that must be performed in order for a particular end to be achieved;

“Standard atmosphere” means an atmosphere defined as follows:

- a) the air is a perfect dry gas;
- b) the physical constants are:

- Sea level mean molar mass:
 $M_0 = 28.964\ 420 \times 10^{-3} \text{ kg mol}^{-1}$
- Sea level atmospheric pressure:
 $P_0 = 1\ 013.250 \text{ hPa}$
- Sea level temperature:
 $t_0 = 15^\circ\text{C}$
 $T_0 = 288.15 \text{ K}$
- Sea level atmospheric density:
 $\rho_0 = 1.225\ 0 \text{ kg m}^{-3}$
- Temperature of the ice point:
 $T_i = 273.15 \text{ K}$
- Universal gas constant:
 $R^* = 8.314\ 32 \text{ JK}^{-1}\text{mol}^{-1}$

c) the temperature gradients are:

<i>Geopotential altitude</i> (km)		<i>Temperature gradient</i> (Kelvin per standard geopotential kilometre)
<i>From</i>	<i>To</i>	
-5.0	11.0	-6.5
11.0	20.0	0.0
20.0	32.0	+1.0
32.0	47.0	+2.8
47.0	51.0	0.0
51.0	71.0	-2.8
71.0	80.0	-2.0

“State of Design” means the State having jurisdiction over the organization responsible for the type design.

“State of Manufacture” means the State having jurisdiction over the organization responsible for the final assembly of the aircraft, engine or propeller.

	<p>“State of Registry” means the State on whose register the aircraft is entered.</p> <p>“Type Certificate” means A document issued by a Contracting State to define the design of an aircraft, engine or propeller type and to certify that this design meets the appropriate airworthiness requirements of that State.</p> <p>“Type design” means the set of data and information necessary to define an aircraft, engine or propeller type for the purpose of airworthiness determination.</p> <p>“Validation” means confirmation by a contracting state on the basis of satisfactory evidence that the specific intended use or application complies with the requirements or standards of the state.</p>
Application	<p>3. These Regulations are applicable to all persons operating or maintaining the following-</p> <ul style="list-style-type: none"> (a) Uganda registered aircraft, wherever operated; (b) aircraft registered in another Contracting State that are operated by a person licensed in Uganda, and must be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed; and (c) aircraft of other Contracting States operating in Uganda.

PART II
AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION AND
SUPPLEMENTAL TYPE CERTIFICATES

Acceptance of type certificate	<p>4. (1) The Authority may accept a type certificate or equivalent document issued by a state of design in respect of an aircraft or aircraft component if-</p> <ul style="list-style-type: none"> (a) the type certificate or equivalent document was issued based on an airworthiness code recognised by the Authority; or (b) the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to- <ul style="list-style-type: none"> (i) meet the required standards of the recognised airworthiness code; or (ii) has complied with any recommendations required by the Authority.
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(2) Upon acceptance of the type certificate by the Authority, the Authority may, prior to issue of certificate of airworthiness or restricted certificate of airworthiness, require the applicant to comply with any additional requirements as prescribed by the Authority.

Recognized Airworthiness Codes

5. (1) The Authority may recognize an Airworthiness code issued by a state of design in respect of an aircraft or aircraft component if the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation has been carried out by the Authority and has been found to:

- (a) meet the required standards of the recognised airworthiness code; and
- (b) comply with any recommendations required by the Authority.

(2) the following Airworthiness codes are recognized by the Authority:

(i) USA (FAA-FAR's):

- a) Part 23 – Airworthiness standards: Normal, utility, acrobatic and commuter category airplanes;
- b) Part 25 – Airworthiness standards: Transport category airplanes;
- c) Part 26 – Continued airworthiness and safety improvements for transport category airplanes;
- d) Part 27 – Airworthiness standards: Normal category rotorcraft;
- e) Part 29 – Airworthiness standards: Transport category rotorcraft;
- f) Part 33 – Airworthiness standards: Aircraft engines; and
- g) Part 35 – Airworthiness standards: Propellers;

(ii) UK (CAA-BCAR Section A- CAP 553);

(iii) CANADA (TCAA-CARs 2015-2, Part V-Standard 561);

(iii) BRAZIL (ANAC –RBHA);

- a) RBHA 21—Aeronautical Product Certification
- b) RBHA 22- Normal, Utility, Aerobatic
- c) RBHA 27- Normal Rotorcraft

(iv) EU- EASA:

- a) CS-23 – Normal, Utility, Aerobatic and Commuter Aeroplanes;
- b) CS-25 – Large Aeroplanes;
- c) CS-26 – Continued airworthiness and safety improvements for transport category airplanes;
- d) CS-27 – Small Rotorcraft;
- e) CS-29 – Large Rotorcraft;
- f) CS-E – Engines; and
- g) CS-P – Propellers.

(v) AUSTRALIA (CASA-CASRs):

- a. CARs Part 21—Certification and Airworthiness requirements for aircraft and parts
- b. CASR Part 23 – Airworthiness standards for aeroplanes in the normal, utility, acrobatic or commuter category;
- c. CASR Part 25 – Airworthiness standards for aeroplanes in the

	<p>transport category;</p> <p>d. CASR Part 27 – Airworthiness standards for rotorcraft in the normal category;</p> <p>e. CASR Part 29 – Airworthiness standards for rotorcraft in the transport category;</p> <p>f. CASR Part 33 – Airworthiness standards for aircraft engines;</p> <p>g. CASR Part 35 – Airworthiness standards for aircraft propellers;</p> <p>(vi) CHINA (CAAC-CAR 25)</p>
Supplemental type certificate	<p>6. A person who alters a product by introducing a major modification in type design, not great enough to require a new application for a type certificate shall apply for a supplemental type certificate to the regulatory agency of the State of Design that approved the type certificate for that product.</p>
<p>PART III: CERTIFICATES OF AIRWORTHINESS</p>	
Application of certificate of airworthiness	<p>7. (1) An owner of an aircraft registered in Uganda or agent of the owner may apply to the Authority for issue of a certificate of airworthiness for that aircraft.</p>
	<p>(2) An applicant for a certificate of airworthiness shall apply on a form prescribed by the Authority.</p>
Certificate of airworthiness to be in force	<p>8. (1) A person shall not fly an aircraft unless there is in force in respect of that aircraft a certificate of airworthiness or restricted certificate of airworthiness or a special flight permit duly issued or rendered valid under the law of the State of Registry and any conditions subject to which the certificate was issued or rendered valid are complied with.</p>
	<p>(2) The Certificate of Airworthiness shall contain the information shown in Figure 1 in the First Schedule to these Regulations.</p>
	<p>(3) When Certificates of Airworthiness are issued in a language other than English, they shall include an English translation.</p>

	<p>(4) The Authority shall furnish to the person or persons in whose name or names the aircraft is registered, in this regulation referred to as the “registered owner”, a certificate of airworthiness, which shall include the particulars specified in this regulation and the date on which the certificate was issued:</p>
Classification of certificates of airworthiness	<p>9. The certificates of airworthiness shall be classified as follows;</p> <ul style="list-style-type: none"> (a) a certificate of airworthiness; (b) a restricted certificate of airworthiness; (c) a special flight permit; and (d) export certificate of airworthiness.
Amendment of Certificates of airworthiness	<p>10. (1) The Authority may amend or modify any type of certificate of airworthiness issued under these Regulations upon application by an Owner, Operator or on the Authority’s own initiative.</p> <p>(2) Amendment may be made under the following conditions:</p> <ul style="list-style-type: none"> (a) Modification (STC or amended TC) (b) A change to the authority and basis for issue (c) A change in the aircraft model (d) A change in the operating limitations for an aircraft with a restricted airworthiness certificate
Surrender of certificate of airworthiness	<p>11. An owner of an aircraft who sells the aircraft shall surrender the certificate of airworthiness as applicable-</p> <ul style="list-style-type: none"> (a) to the buyer upon sale of the aircraft within Uganda; or (b) to the Authority in the case of an aircraft sold outside Uganda.
Validity and renewal of a Certificate of airworthiness	<p>12. (1) A certificate of airworthiness or restricted certificate of airworthiness issued under these Regulations is valid for 12 months from the date of issue.</p> <p>(2) The certificates referred to in sub-regulation (1) above shall be valid from the dates of issue for the periods specified unless:</p> <ul style="list-style-type: none"> (a) a shorter period is specified by the Authority; (b) the Authority amends, extends, suspends, revokes or otherwise terminates the certificate; and (c) the aircraft Owner or Operator surrenders the certificate to the Authority. <p>(3) A special flight permit shall be valid for a period of time specified in the permit.</p>

	<p>(4) A certificate of airworthiness or restricted certificate of airworthiness issued in respect of an aircraft shall cease to be in force if-</p> <p>(a) The aircraft or such of its equipment as is necessary for the airworthiness of the aircraft is maintained or if any part of the aircraft or such equipment is removed or is replaced, otherwise than in a manner and with material of a type not approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;</p> <p>(b) the aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority in relation to that aircraft;</p> <p>(c) an inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any such equipment as aforesaid, has not, been completed to the satisfaction of the Authority; or</p> <p>(d) the aircraft or any such equipment as aforementioned sustains damage and the damage is ascertained during inspection which affects the airworthiness of the aircraft.</p> <p>(5) (a) An application for renewal of a certificate of airworthiness shall be made in a form and manner prescribed by the Authority not earlier than sixty days before the certificate expires and not later than fourteen days before the certificate expires;</p> <p>(a) The Authority shall be under no obligation to process a renewal of certificate of airworthiness before its expiry if the application is submitted later than fourteen days before the certificate expires.</p>
Aircraft identification	<p>13. An applicant for a certificate of airworthiness or a restricted certificate of airworthiness or special flight permit shall show that the aircraft is properly registered and marked and has identification plates affixed to the aircraft.</p>
Aircraft limitations and information	<p>14. All aircraft shall be provided with a flight manual, placards or other documents stating the approved limitations within which the aircraft is considered airworthy as defined by the appropriate airworthiness requirements and additional instructions and information necessary for the safe operation of the aircraft.</p>
Issue of certificates of airworthiness	<p>15. (1) A certificate of airworthiness shall be issued for aircraft in the specific category and model designated by the state of design in the type certificate.</p> <p>(2) The Authority shall issue a certificate of airworthiness if-</p> <p>(a) the applicant presents evidence to the Authority that the aircraft conforms to a type design approved under a type Certificate or a supplemental type certificate, the applicable airworthiness directives of the state of manufacture or design and complies with appropriate airworthiness requirements prescribed by the Authority.</p>

(c) The aircraft has been inspected in accordance with this regulation and found airworthy by persons authorized by the Authority to make such determinations within the last 30 calendar days.

(d) the Authority finds, after an inspection, that the aircraft conforms to type design and is in condition for safe operation;

(e) the aircraft when operated in accordance with the requirements specified in the flight manual or equivalent document for the aircraft conforms to the approved type specifications specified in the approved type certificate or equivalent document;

(f) the maintenance determined by the Authority as a prerequisite for issue of a certificate of airworthiness has been carried out and certified by a person acceptable to the Authority in accordance with these Regulations; and

(g) the results of flying trials, and such other tests of the aircraft as the Authority may require, are complied with.

(h) the applicant submits an Export Certificate of Airworthiness that shall be valid for 45 days from the date of issue or satisfactory evidence of airworthiness status of the aircraft as applicable issued by the state of manufacture or previous state of registry or satisfactory evidence, in whole or in part, that the aircraft complies with the applicable Standards of the regulation through compliance with the appropriate airworthiness requirements.

(3) The Authority may issue a certificate of airworthiness subject to such other conditions relating to the airworthiness of the aircraft as the Authority thinks fit.

(4) A certificate of airworthiness shall specify one of the following categories as are, in the opinion of the Authority, appropriate to the aircraft operation-

(a) commercial air transport (passenger);

(b) commercial air transport (cargo);

(c) general aviation; or

(d) aerial work.

(5) certificate of airworthiness shall be issued subject to the condition that the aircraft shall be flown only for the following purposes-

(a) commercial air transport (passenger): any purpose;

(b) commercial air transport (cargo): any purpose other than commercial air transport of passengers;

(c) aerial work: purpose includes` such tasks as aerial

	<p>photography, aerial survey (geological and ordinance survey), electrical power line and gas pipeline inspections, carriage of external loads and flight training. Aerial Work does not include the carriage of passengers for hire or reward. Aerial Work Permissions are specific to an Operator and a nominated aircraft.</p> <p>(d) general aviation: any purpose other than commercial air transport or aerial work.</p> <p>(6) The Authority may in the process of issuing a certificate of airworthiness demand that reports be furnished by a person qualified to furnish such reports.</p> <p>(7) The aircraft shall be subjected to such inspections and ground and flight tests as are deemed necessary by the State to show compliance with the design aspects of the appropriate airworthiness requirements.</p>
<p>Temporary loss of airworthiness</p>	<p>16. Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.</p>
<p>Airworthiness directives and service bulletins</p>	<p>17. (1) A person shall not operate an aircraft or aircraft components to which an airworthiness directive applies except in accordance with the requirements of airworthiness directive.</p> <p>(2) Upon registration of an aircraft in Uganda, the Authority shall notify the State of Design of the registration of the aircraft in Uganda, and request that the Authority receive all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance or component.</p> <p>(3) Where the State of Design considers that a condition in an aircraft, airframe, engine, propeller, appliance or component is unsafe as shown by the issue of an airworthiness directive by that State, such directives shall apply to Ugandan registered aircraft of the type identified in that airworthiness directive.</p> <p>(4) Where a manufacturer identifies a service bulletin as mandatory, such bulletin shall apply to Ugandan registered aircraft of the type identified in that bulletin.</p> <p>(5) The Authority may identify manufacturer's service bulletins and other sources of data or develop and prescribe inspections, procedures and limitations for mandatory compliance pertaining to affected aircraft in Uganda.</p>

	<p>(6) A person shall not operate any Ugandan registered aircraft to which the measures of this regulation apply, except in accordance with the applicable directives and bulletins.</p>
<p>Issue of restricted certificates of airworthiness</p>	<p>18.(1) The Authority may issue a restricted certificate of airworthiness to the aircraft that does not qualify for a certificate of airworthiness including micro light, experimental amateur and kit built aircraft, an aircraft used for air races, aircraft flying for exhibition purpose a kite and any non-type certificated aircraft.</p> <p>(2) An aircraft holding a restricted certificate of airworthiness shall be subject to operating limitations within Uganda and shall not make international flights.</p> <p>(3) The Authority shall issue specific operating limitations for each restricted certificate of airworthiness.</p>
<p>Issue of special flight permits</p>	<p>19. (1) The Authority may issue a special flight permit for an aircraft that is capable of safe flight but unable to meet applicable airworthiness requirements for the purpose of-</p> <ul style="list-style-type: none"> (a) flying to a base where weighing, painting, repairs, modifications, maintenance, or inspections are to be performed or to a point of storage; (b) flying for the purpose of experimenting with or testing the aircraft including its engines and equipment; (c) flying for the purpose of qualifying for the issue, renewal or validation of certificate of airworthiness or restricted certificate of airworthiness and the approval of a modification of the aircraft; (d) delivering or exporting the aircraft; (e) evacuating aircraft from areas of impending danger; and (f) operating at mass in excess of the aircraft's maximum certified takeoff mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel are unavailable with the excess mass limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight. <p>(2) The Authority shall issue a special flight permit if the applicant submits:</p> <ul style="list-style-type: none"> (a) an application made in a form and manner prescribed by the

	<p>Authority indicating at least the following;</p> <ul style="list-style-type: none"> i) the make, model, serial number and registration marks of the aircraft; ii) the purpose of the flight; iii) the proposed itinerary; iv) the details of crew required to operate the aircraft; v) details of non-compliance with applicable airworthiness requirements; vi) any restriction the applicant considers necessary for safe operation of the aircraft; and vii) any other information considered necessary for the purpose of prescribing operating limitations. <ul style="list-style-type: none"> (b) a certificate of registration (c) a valid certificate of insurance (d) a certificate of fitness for flight signed by an authorised person (e) any other requirement requested by the authority
Damage to aircraft	<p>20. (1) When an aircraft has sustained damage, the State of Registry shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.</p> <p>(2) If the damage is sustained or ascertained when the aircraft is in the territory of another Contracting State, the authorities of the other Contracting State shall be entitled to prevent the aircraft from resuming its flight on the condition that they shall advise the State of Registry immediately, communicating to it all details necessary to formulate the judgement referred to in sub-regulation (1).</p> <p>(3) When the State of Registry considers that the damage sustained is of a nature such that the aircraft is no longer Airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition.</p> <p>(4) The State of Registry may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an</p>

	aerodrome at which it will be restored to an airworthy condition.
	(5) In prescribing particular limiting conditions, the State of Registry shall consider all limitations proposed by the Contracting State that had originally, in accordance with sub-regulation (2), prevented the aircraft from resuming its flight.
	(6) Notwithstanding sub-regulation (4) that Contracting State shall permit such flight or flights within the prescribed limitations
	(7) When the State of Registry considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.
Export certificate of airworthiness	<p>21. (1) An owner of an aircraft registered in Uganda or an agent of the owner may apply to the Authority for issue of an export certificate of airworthiness for aeronautical products or article.</p>
	(2) An application for an export certificate of airworthiness shall be made on a form prescribed by the Authority at least 14 days before the intended date of export of the aircraft out of Uganda.
	<p>(3) The Authority shall issue an export certificate of airworthiness if-</p> <ul style="list-style-type: none"> (a) the applicant submits a statement of compliance with the full intents of the approved maintenance programme or schedule; (b) the applicant submits a statement of compliance with the mandatory airworthiness directives and service bulletins applicable to the aircraft and its equipment; (c) the aircraft has been inspected in accordance with these regulations and found airworthy by persons authorised by the Authority to make such determination within the last 14 days; (d) the maintenance determined by the Authority as a prerequisite for issue of the export certificate of airworthiness has been carried out and certified by person acceptable to the Authority in accordance with these regulations; (e) the result of test flight, and such other tests as the Authority may determine are acceptable to the Authority; (f) historical records establish the production, modification and maintenance standard of the aircraft; or (g) a weight and balance report with a loading schedule, where applicable, for each aircraft in accordance with the applicable regulations is furnished to the Authority.

	<p>(4) Export certificate of airworthiness shall not be used for the purpose of flight but for confirmation of recent satisfactory review of the airworthiness status of the aircraft.</p>
	<p>(5) Any extension or variations granted to an aircraft in accordance with an approved maintenance programme or schedule shall be automatically revoked before issue of the export certificate of airworthiness.</p>
<p>Conditions on the special flight permit</p>	<p>22. (1) A person shall not fly an aircraft on a special flight permit unless that person has complied with conditions of this Regulation.</p> <p>(2) A person who flies an aircraft on a special flight permit referred to under regulation 20 shall ensure that-</p> <p>(a) the flight is made under the supervision of a person approved by the Authority for such flight, subject to any additional conditions which may be specified in the permit;</p> <p>(b) a copy of the permit is carried on board the aircraft at all times when the aircraft is operating under the conditions of the permit;</p> <p>(c) the aircraft registration markings assigned to the aircraft by the Authority shall be displayed on the aircraft in conformity with the requirements of that State;;</p> <p>(d) no persons or property are carried on board for compensation or hire;</p> <p>(e) only persons essential for the safe operation of the aircraft are carried on the aircraft and the person must be advised of the contents of the permit and the airworthiness status of the aircraft</p> <p>(f) the aircraft is operated only by flight crew:</p> <p>(i) holding appropriate license acceptable to the Authority</p> <p>(ii) with sufficient experience, to appreciate the reasons for the aircraft non-compliance to the prescribed airworthiness standards;</p> <p>(iii) aware of the purpose of the flight and any limitations imposed</p> <p>(g) the flight is conducted in accordance with applicable flight operating rules and procedures of the states of the intended routing;</p> <p>(h) the routing is such that areas of heavy air traffic, areas of heavy human concentration of a city, town settlement or any other areas where the flight might create hazardous exposure to persons or property are avoided;</p> <p>(i) the flight is performed in accordance to the performance limitations prescribed in the aircraft flight manual and any other limitation that the Authority may impose on such flight;</p>

	<p>(j) all flights are conducted prior to the expiry date of the special flight permit or at any other time the Authority declares so in writing; and</p> <p>(k) the aircraft shall not depart for the flight on a special flight permit unless the aircraft has on board authorizations from the State of intended routing.</p> <p>(3) Where the aircraft is not fully in compliance with these regulations and the flight involves operations over States other than Uganda, the Operator of the aircraft shall obtain the necessary overfly authorizations from the respective authorities of each of those States prior to undertaking the flight.</p> <p>(4) The aircraft should be maintained to a degree necessary to ensure safe flight, and a maintenance release should be signed by a person licensed in accordance with the civil aviation (personnel licensing) regulations or a maintenance organization approved in accordance with the civil aviation (approved maintenance organization) regulations.</p> <p>(5) The special flight issued under these regulations shall be valid for a single flight as prescribed in the routing.</p>
<p>Certificate of fitness for flight</p>	<p>23. (1) A person shall not fly an aircraft for the purpose of flight testing after repair, modification or maintenance unless that aircraft has been issued with a Certificate of Fitness for Flight containing a maintenance endorsement statement.</p> <p>(2) The maintenance endorsement statement referred to in sub regulation (1) shall constitute a certificate of fitness for flight and shall be issued on each subsequent flight after the issue of the special flight permit.</p> <p>(3) A certificate of fitness for flight must be issued prior to each flight for the purpose of flight testing after repair, modification or maintenance, during the validity of the special flight permit.</p> <p>(4) A certificate of fitness for flight shall be issued by an appropriate qualified person in accordance with these Regulations and the Civil Aviation (Personnel Licensing) Regulations,</p> <p>(5) A certificate of fitness for flight is the basis under which the Authority may issue a special flight permit under regulation 19 for the purpose of allowing the aircraft to be ferried.</p>
<p>PART IV</p> <p>CONTINUING AIRWORTHINESS OF AIRCRAFT AND AIRCRAFT COMPONENTS</p>	

<p>Responsibility for maintenance</p>	<p>24. (1) An Owner or Operator of an aircraft shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that-</p> <ul style="list-style-type: none"> (a) all maintenance which affect airworthiness are performed as prescribed by the State of Registry; (b) maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy; (c) the certificate of release to service is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the prescribed methods including an approved maintenance program as approved by the Authority; and (d) in the event there are open discrepancies, the certificate of release to service includes a list of the uncorrected maintenance for which temporary relief is provided in the Minimum equipment list and these items are made a part of the aircraft permanent record. <p>(2) In the event that an aircraft registered in Uganda is continuously operated outside the Uganda for a period exceeding thirty days, the owner or operator of the aircraft shall be responsible for maintaining the aircraft in an airworthy condition and ensuring that-</p> <ul style="list-style-type: none"> (a) notice in a form prescribed by the Authority, is given to the Authority prior to the aircraft undertaking such operations; and (b) arrangements acceptable to the Authority for ongoing inspection and oversight of the airworthiness of that aircraft are made. <p>(3) The owner or operator of an aeroplane over 5700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.</p>
<p>Continuing airworthiness information</p>	<p>25. (1) An owner or operator of an aircraft shall-</p> <ul style="list-style-type: none"> (a) monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the Authority and report through a specified system; and (b) obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.

	<p>(2) Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.</p> <p>(3) Information for use in developing procedures for maintaining the aeroplane in an airworthy condition shall be made readily available.</p> <p>(4) Maintenance information shall include a description of the aeroplane and recommended methods for the accomplishment of maintenance tasks. Such information shall include guidance on defect diagnosis and ageing aircraft maintenance requirements.</p>
<p>Responsibilities of State of Registry in respect of continuing airworthiness</p>	<p>26. (1) The State of Registry shall, -</p> <ul style="list-style-type: none"> (a) where it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues or validates a Certificate of Airworthiness in accordance with regulation 16, notify the State of Design that it has entered such an aircraft on its register; (b) determine the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements in force for that aircraft; (c) ensure that aircraft continue to be maintained in an airworthy condition and in compliance with the maintenance requirements of civil aviation (Operation of Aircraft) regulations; (d) ensure that aircraft continue to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; (e) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action; (f) ensure that all mandatory continuing airworthiness information which , as the State of Registry, originated in respect of that aircraft, is transmitted to the appropriate State of Design; (g) ensure that, in respect of aeroplanes over 5,700 kg and helicopters over 3,175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft. (h) establish, in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass,

	<p>the type of information that is to be reported to its airworthiness authority by operators, organizations responsible for type design and maintenance organizations. Procedures for reporting this information shall also be established.</p> <ul style="list-style-type: none"> (i) Subject to these regulation whenever this information relates to an engine or propeller, such information shall be transmitted to both the organization responsible for engine or propeller type design and the organization responsible for aircraft type design. (j) Where a continuing airworthiness safety issue is associated with a modification, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the organization responsible for the design of the modification. (k) when approving a maintenance organization or accepting the approval of a maintenance organization issued by another Contracting State, the Authority shall ensure compliance with the civil Aviation (Approved Maintenance Organization) regulations. (l) The Authority shall ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information. (m) The Authority shall ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design in accordance with the civil Aviation (Security) regulations.
<p>Compliance with the manufacturer's instructions</p>	<p>27. An aircraft registered in Uganda shall not engage in commercial air transport operations, unless-</p> <ul style="list-style-type: none"> (a) the aircraft, including its engines, equipment and radios has been maintained in accordance with the approved maintenance programme and maintenance procedures recommended by the aircraft manufacturer; (b) a certificate of release to service has been completed and signed by a licensed aircraft maintenance engineer to certify that all maintenance work has been completed satisfactorily and in accordance with the approved maintenance programme and procedures; and (c) there is an approved flight manual available in the aircraft for the use of the flight crew, containing the limitations within which the aircraft is considered airworthy, together with such additional instructions and information as may be necessary to show compliance with the specified regulations relating to performance and for the safe operation of the aircraft, except that if the aircraft has a maximum take-off certificated mass of 5,700 kg or less, the limitations may be made available by means of placards or other documents approved by the Authority.
<p>Reporting of failures, malfunctions, and defects</p>	<p>28. (1) An owner or operator of an aircraft registered in Uganda shall report to the Authority any failures, malfunctions, or defects that</p>

may result in at least one of the following-

- (a) fires during flight and whether the related fire-warning system properly operated;
- (b) fires during flight not protected by a related fire-warning system;
- (c) false fire warning during flight;
- (d) an engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;
- (e) an aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;
- (f) engine shutdown during flight because of flameout;
- (g) engine shutdown during flight when external damage to the engine or aircraft structure occurs;
- (h) engine shutdown during flight due to foreign object ingestion or icing;
- (i) shutdown during flight of more than one engine on a multi-engine aircraft;
- (j) a propeller feathering malfunction or inability of the system to control over-speed during flight;
- (k) a fuel or fuel-dumping system malfunction that affects fuel flow or causes hazardous leakage during flight;
- (l) an uncommented landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- (m) brake system components malfunction that result in loss of brake actuating force when the aircraft is in motion on the ground;
- (n) aircraft structure damage that requires major repair;
- (o) failure or malfunction of any flight control system, flap, slat or spoiler;
- (p) any excessive unscheduled removals of essential equipment on account of defects;
- (q) cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
- (r) aircraft components or systems malfunctions that result in taking emergency actions during flight except action to shut down an engine;
- (s) emergency evacuation systems or components including all exit doors, passenger emergency evacuating lighting systems, or evacuation equipment that are found defective, or that fail to perform the intended functions during an actual emergency or during training, testing, maintenance, demonstration, or inadvertent deployments;
- (t) each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by

	<p>known or suspected technical difficulties or malfunctions;</p> <ul style="list-style-type: none"> (u) any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure; (v) failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft; (w) the number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or (x) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed. <p>(2) A report required under this regulation shall-</p> <ul style="list-style-type: none"> (a) be made within 3 days after determining that the failure, malfunction, or defect required to be reported has occurred; and (b) include as much of the following information as is available and applicable- <ul style="list-style-type: none"> (i) type and registration mark of the aircraft; (ii) name of the operator; (iii) aircraft serial number; (iv) where the failure, malfunction, or defect is associated with an article approved under a Technical Standard Order (TSO) authorisation, the article serial number and model designation, as appropriate; (v) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate; (vi) product model; (vii) identification of the part, component, or system involved; (viii) the nature of the failure, malfunction, or defect. <p>(3) The Authority, upon receipt of the report specified in sub-regulation (2) for aircraft registered in Uganda, shall submit the reports to the State of Design.</p>
	<p>(4) The Authority, upon receipt of the report specified in sub-regulation (2) for foreign registered aircraft, shall submit the reports to the State of Design.</p>
<p>PART V: AIRCRAFT MAINTENANCE AND INSPECTION</p>	
<p>General requirements for maintenance and inspections</p>	<p>29. (1) A person shall not operate an aircraft unless the aircraft and its components are maintained in accordance with a maintenance program and the aircraft is inspected according to an inspection program approved by the Authority.</p> <p>(2) The maintenance program shall include a description of the aircraft and components and recommended methods for the accomplishment of maintenance tasks. Such information shall</p>

	<p>include guidance on defect diagnosis.</p> <p>(3) The maintenance program shall include the maintenance tasks and the recommended intervals at which these tasks are to be performed.</p> <p>(4) Maintenance tasks and frequencies that have been specified as mandatory by the State of Design in approval of the type design shall be identified in the maintenance program.</p> <p>(5) The maintenance program shall have a maintenance release process, including signed documentation, in a manner satisfactory to the Authority, indicating that the maintenance performed has been completed satisfactorily.</p> <p>(6) A maintenance release shall contain a certification statement including:</p> <ul style="list-style-type: none"> (a) Basic details of the maintenance carried out; (b) Date such maintenance was completed; (c) When applicable, the identity of the approved maintenance organisation, approved training organization or air operator certificate holder; and (d) The identity of the person or persons signing the release.
<p>Persons authorised to perform maintenance, preventive maintenance and modification</p>	<p>30. (1) A person shall not perform any task defined as maintenance on an aircraft or aircraft components, except as provided in these regulation.</p>
	<p>(2) The following are the persons authorised to perform maintenance, preventive maintenance and modification-</p> <ul style="list-style-type: none"> (a) a pilot licensed by the Authority; (b) a person performing maintenance under the supervision of a licensed aircraft maintenance engineer; (c) a licensed aircraft maintenance engineer; and (d) an Approved maintenance organization
	<p>(3) A pilot licensed by the Authority may perform preventive maintenance on an aircraft of maximum certificated take-off mass of 2,730 kg or less issued with or eligible for a restricted certificate of airworthiness and owned or operated by that pilot who has attended maintenance course on the type of aircraft;</p>
	<p>(4) A pilot licensed by the Authority operating a balloon listed for use by an Air Operator Certificate holder may perform maintenance, preventive maintenance and modification on balloons, provided that pilot has been trained on the appropriate balloon maintenance;</p>
	<p>(5) A person working under the supervision of a licensed aircraft maintenance engineer may perform the maintenance, preventive maintenance, or modifications that the licensed aircraft maintenance engineer is authorized to perform if the supervising licensed aircraft maintenance engineer -</p> <ul style="list-style-type: none"> (a) personally observes the work being done to the extent necessary

	<p>to ensure that it is being done properly; and</p> <p>(b) is readily available, in person, for consultation.</p>
	<p>(6) A licensed aircraft maintenance engineer may perform or supervise the maintenance or modification of an aircraft or aircraft component for which he or she is rated in accordance with the Civil Aviation (Personnel Licensing) Regulation.</p>
	<p>(7) An approved maintenance organization may perform aircraft maintenance within the limits specified by the Authority.</p>
<p>Personnel authorized to approve for return to service</p>	<p>(8) A manufacturer holding an approved maintenance organization certificate may-</p> <p>(a) maintain or modify any aircraft component manufactured by that manufacturer under a type or production certificate;</p> <p>(b) maintain or modify any aircraft component manufactured by that manufacturer under a Technical Standard Order (TSO) Authorization, a Parts Manufacturer Approval (PMA) by the State of Design, or product and process specification issued by the State of Design; and</p> <p>(c) perform any inspection required by the Civil Aviation (Operation of Aircraft) Regulations, on aircraft that the manufacturer manufactures, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft</p>
	<p>31. (1) Except as authorized by the Authority, a person shall not approve an aircraft, airframe, engine, propeller, appliance, or component for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or modification.</p>
	<p>(2) The following persons are authorized to approve for return to service-</p> <p>(a) a pilot licensed by the Authority who may return his or her aircraft to service of maximum certificated take-off mass of 2,730 kg or less issued with or eligible for a restricted certificate of airworthiness and owned or operated by that pilot who has attended maintenance course on the type of aircraft;</p> <p>(b) a pilot licensed by the Authority operating a balloon listed for use by an Air Operator Certificate holder may return to service the</p>

	<p>balloons, provided that pilot has been trained on the appropriate balloon maintenance</p> <p>(c) a licensed aircraft maintenance engineer who may approve aircraft and aircraft components for return to service after the licensed aircraft maintenance engineer has performed, supervised, or inspected its maintenance subject to the limitations specified in the Civil Aviation (Personnel Licensing) Regulations and Civil Aviation (Air Operator Certification and Administration) Regulations.</p> <p>(d) an Approved Maintenance organization that may approve aircraft and aircraft components for return to service as provided in the operations specific operating provisions approved by the Authority.</p>
<p>Persons authorized to perform inspections</p>	<p>32. (1) Except as authorized by the Authority, a person shall not perform the inspections required by these Regulations, for aircraft and aircraft components prior to or after the aircraft has undergone maintenance, preventive maintenance, rebuilding, or modification.</p> <p>(2) The following persons are authorized to carry out inspections-</p> <p>(a) a licensed aircraft maintenance engineer licensed aircraft maintenance engineer who may conduct the required inspections of aircraft and aircraft components for which the licensed aircraft maintenance engineer is rated and current; or</p> <p>(b) an Approved Maintenance Organization that may perform the required inspections of aircraft and aircraft components as provided in the specific operating provisions approved by the Authority.</p>
<p>Preventive Maintenance; Limitations</p>	<p>33. Preventive maintenance is limited to the following work provide it does not involve complex assembly operations-</p> <p>(a) removal, installation and repair of landing gear tires;</p> <p>(b) replacing elastic shock absorber cords on landing gear;</p> <p>(c) servicing landing gear shock struts by adding oil, air, or both;</p> <p>(d) servicing landing gear wheel bearings, such as cleaning and greasing;</p> <p>(e) replacing defective safety wiring or cotter keys;</p> <p>(f) lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings;</p> <p>(g) making simple fabric patches not requiring rib stitching or the</p>

removal of structural parts or control surfaces;

(h) replenishing hydraulic fluid in the hydraulic reservoir;

(i) refinishing decorative coating of fuselage, wings, tail group surfaces excluding balanced control surfaces, fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required;

(j) applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices;

(k) repairing upholstery and decorative furnishings of the cabin or cockpit when the repair does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft;

(l) making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper airflow;

(m) replacing side windows where that work does not interfere with the structure of any operating system such as controls and electrical equipment;

(n) replacing safety belts;

(o) replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system;

(p) troubleshooting and repairing broken circuits in landing light wiring circuits;

(q) replacing bulbs, reflectors, and lenses of position and landing lights;

(r) replacing wheels and skis where no mass and balance computation is involved;

(s) replacing any cowling not requiring removal of the propeller or disconnection of flight controls;

(t) replacing or cleaning spark plugs and setting of spark plug gap clearance;

(u) replacing any hose connection except hydraulic connections;

(v) replacing prefabricated fuel lines;

(w) cleaning fuel and oil strainers;

(x) replacing and servicing batteries;

(y) replacement or adjustment of non-structural fasteners incidental to operations; and

(z) the installation of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft

	<p>manufacturer, the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and installation does not involve the disassembly of the existing filler opening.</p>
<p>Performance rules: maintenance</p>	<p>34. (1) A person performing maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall use the methods, techniques, and practices prescribed in-</p> <ul style="list-style-type: none"> (a) the current manufacturer's maintenance manual or instructions for continued airworthiness issued by its manufacturer; and (b) additional methods, techniques and practices required by the Authority; or methods, techniques and practices approved by the Authority where the manufacturer's documents were not available. <p>(2) A person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices.</p> <p>(3) If the involved manufacturer recommends special equipment or test apparatus, the person performing maintenance shall use that equipment or apparatus, or its equivalent acceptable to the Authority.</p> <p>(4) A person performing maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall do that work in such a manner, and use materials of such a quality, that the condition of the aircraft or aircraft component worked on will be at least equal to its original or properly modified condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness.</p> <p>(5) The methods, techniques, and practices contained in an Air Operator Certificate holder's maintenance control manual and, maintenance programme, as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this regulation.</p> <p>(6) The methods, techniques, and practices contained in an Approved Maintenance Organization Maintenance Procedures Manual as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this Regulation.</p>

**Performance rules:
inspection**

35. (1) A person performing an inspection required by the Authority shall-

- (a) perform the inspection so as to determine whether the aircraft or portion(s) of the aircraft under inspection meets all applicable airworthiness requirements; and
- (b) if there is an inspection programme required or accepted for the specific aircraft being inspected, perform the inspection in accordance with the instructions and procedures specified in the inspection programme.

(2) A person performing an inspection required on a rotorcraft shall inspect, in accordance with the maintenance manual or instructions for continued airworthiness, the systems which shall include, but not limited to –

- (a) the drive shafts or similar systems;
- (b) the main rotor transmission gear box for obvious defects;
- (c) the main rotor and centre section or the equivalent area;
- and
- (d) the auxiliary rotor on helicopters.

(3) A person performing an inspection shall use a checklist while performing the inspection, which-

- (a) may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source; and
- (b) shall include the scope and detail of the items prescribed or approved by the Authority.

(4) A person approving a reciprocating-engine-powered aircraft for return to service after an inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of-

- (a) power output (static and idle revolutions per minute);
- (b) magnetos;
- (c) fuel and oil pressure; and
- (d) cylinder and oil temperature.

(5) A person approving a turbine-engine-powered aircraft for return to service shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance

with the current manufacturer's recommendations.

(6) A person performing an inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all necessary inspection plates, access doors, fairings, and cowlings.

(7) A person performing an inspection shall inspect, where applicable, the following components-

(a) fuselage and hull group--

- (i) fabric and skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings; and
- (ii) systems and components for improper installation, apparent defects, and unsatisfactory operation;

(b) cabin and cockpit group-

- (i) generally for uncleanliness and loose equipment that might foul the controls;
- (ii) seats and safety belts for poor condition and apparent defects;
- (iii) leakage;
- (iv) instruments for poor condition, mounting, marking, and where practicable for improper operation;
- (v) flight and engine controls for improper installation and improper operation;
- (vi) batteries for improper installation and improper charge;
- (vii) all systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(c) engine and nacelle group-

- (i) engine section for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks;
- (ii) studs and nuts for improper torquing and obvious defects;
- (iii) internal engine for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs, if there is weak cylinder compression, for improper internal condition and improper internal tolerances;
- (iv) engine mount - for cracks, looseness of mounting, and looseness of engine to mount;
- (v) flexible vibration dampeners - for poor condition and deterioration;
- (vi) engine controls for defects, improper travel, and improper safetying;

- (vii) lines, hoses, and clamps for leaks, improper condition, and looseness;
 - (viii) exhaust stacks for cracks, defects, and improper attachment;
 - (ix) accessories for apparent defects in security of mounting;
 - (x) all systems for improper installation, poor general condition, defects, and insecure attachment;
 - (xi) cowling for cracks and defects;
- (d) landing gear group-
- (i) all units for poor condition and insecurity of attachment;
 - (ii) shock absorbing devices for improper oleo fluid level;
 - (iii) linkages, trusses, and members for undue or excessive wear, fatigue, and distortion;
 - (iv) retracting and locking mechanism for improper operation;
 - (v) hydraulic lines for leakage;
 - (vi) electrical system for chafing and improper operation of switches;
 - (vii) wheels for cracks, defects, and condition of bearings;
 - (viii) tires for wear and cuts;
 - (ix) brakes for improper adjustment;
 - (ix) floats and skis for insecure attachment and obvious or apparent defects;

- (e) wing and centre section assembly for;
- (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecurity of attachment;

- (f) complete empennage assembly for-
- (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecure attachment;
 - (vi) improper component installation;
 - (vii) improper component operation;

- (g) propeller group-
- (i) propeller assembly - for cracks, nicks, binds, and oil leakage;
 - (ii) bolts - for improper torquing and lack of safety;
 - (iii) anti-icing devices - for improper operations and obvious

	<p>defects;</p> <p>(iv) control mechanisms - for improper operation, insecure mounting, and restricted travel;</p> <p>(h) avionics and instrument equipment –</p> <p>(i) for improper installation and insecure mounting;</p> <p>(ii) wiring and conduits - for improper routing, insecure mounting, and obvious defects;</p> <p>(iii) bonding and shielding - for improper installation and poor condition;</p> <p>(iv) antenna including trailing antenna - for poor condition, insecure mounting, and improper operation;</p> <p>(i) electronic/electrical group-</p> <p>(i) wiring and conduits - for improper routing, insecure mounting, and obvious defects;</p> <p>(ii) bonding and shielding - for improper installation and poor condition; and</p> <p>(j) each installed miscellaneous item that is not otherwise covered by this listing or has instructions for continued airworthiness - for improper installation and improper operation.</p>
Airworthiness limitation performance rules	<p>36. A person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or instructions for continued airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specific operating provisions approved by the Authority.</p>
Aircraft mass schedule	<p>37. (1) An aircraft in respect of which a certificate of airworthiness is issued under these Regulations shall be weighed and the position of the aircraft's centre of gravity determined, in accordance with these regulations</p> <p>(2) An aircraft shall be weighed to determine their basic weight and the corresponding Centre of Gravity position when all manufacturing processes have been completed.</p> <p>(3) Aircraft exceeding 5700 kg (12500 lb) MTMA must be re-weighed 2 years after the date of manufacture and thereafter at intervals not exceeding 5 years and at such times as the Authority may require.</p> <p>(4) Aircraft not exceeding 5700 kg (12500 lb) shall be weighed at</p>

	<p>intervals not exceeding 5 years and at such times as the Authority may require.</p> <p>(5) Upon the aircraft being weighed, the owner or operator of the aircraft shall prepare a mass schedule showing-</p> <p>(a) the basic mass of the aircraft, namely the mass of the empty aircraft together with the mass of unusable fuel and unusable oil in the aircraft and of such items of equipment as are indicated in the mass schedule, or such other mass as may be approved by the Authority in the case of that aircraft; or</p> <p>(b) the position of the centre of gravity of the aircraft when the aircraft contains only the items included in the basic mass or such other position of the centre of gravity as may be approved by the Authority in the case of that aircraft.</p> <p>(c) the loading information shall include the empty mass of the aircraft, together with a definition of the condition of the aircraft at the time of weighing, the corresponding centre of gravity position, and the reference points and datum lines to which the centre of gravity limits are related.</p> <p>(d) The loading limitations shall include all limiting masses, centers of gravity positions, mass distributions, and floor loadings.</p> <p>(6) The mass schedule shall be preserved by the operator of the aircraft until the expiration of a period of six months following the next occasion on which the aircraft is weighed for the purpose of this Regulation.</p>
<p>Markings and Placards</p>	<p>38. An operator shall ensure that markings and placards -</p> <p>(a) on instruments, equipment, controls and any such items shall include such limitations or information as necessary for the direct attention of the flight crew during flight; and</p> <p>(b) provide instructions with information that is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing such as towing and refueling that could pass unnoticed and that could jeopardize the safety of the aircraft in subsequent flights.</p>
<p>PART VI AIRCRAFT NOISE CERTIFICATION</p>	

Requirement of noise certification	39. (1) An aircraft to which this regulation applies shall not land or take off in Uganda unless there is in force a noise certificate issued or rendered valid by the Authority in which the aircraft is registered.
	(2) Noise certification shall be granted or validated by the State of Registry of an aircraft on the basis of satisfactory evidence that the aircraft complies with requirements of these Regulations.
	(3) The document attesting noise certification shall be required by Uganda to be carried on board the aircraft.
	(4) Application for noise certificate shall include— (a) with regard to a new aircraft— (i) a statement of conformity issued by State of Manufacture or exporting Authority; (ii) the noise information determined in accordance with the applicable noise requirements. (b) with regard to a used aircraft— (i) the noise information determined in accordance with applicable noise requirements, and (ii) historical records to establish the production, modification and maintenance standard of the aircraft.
Noise Certificate	40. (1) The documents attesting noise certification for an aircraft shall provide at least the information contained in Part A in the Second Schedule to these Regulations.
	(2) Item headings on the noise certification documents shall be uniformly numbered in Arabic numerals, as indicated in sub-regulation (1), so that on any noise certification document the number will, under any arrangement, refer to the same item heading, except where the information in Items 1 to 6 and Items 18 to 20 is given in the certificate of airworthiness, in which case the numbering system of the certificate of airworthiness according to Civil Aviation (Airworthiness) regulations shall prevail.
	(3) Noise Certificate shall be classified in accordance with Part B of the Second Schedule to these Regulations.
	(4) The Authority shall recognize as valid a noise certification granted by another Contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in these Regulations.

Suspension and revocation of aircraft noise certificate	<p>41. (1)The Authority shall-</p> <ul style="list-style-type: none"> (a) suspend or revoke the noise certificate of aircraft on the civil aircraft register if the aircraft ceases to comply with the applicable noise standards and (b) not re-instate or grant a new noise certificate unless the aircraft is found on reassessment to comply with the applicable noise standards.
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PART VII MAINTENANCE RECORDS AND ENTRIES

Certificate of release to service records	<p>42. (1) A certificate of release to service shall be maintained by an owner or operator in duplicate.</p>
	<p>(2) A certificate of release to service issued shall-</p> <ul style="list-style-type: none"> (a) be effective from the date of issue; (b) cease to be effective upon expiration of the period in calendar days or flight time, whichever is earlier as specified in the maintenance schedule; and (c) be kept on board the aircraft and the original kept by the operator elsewhere as approved by the Authority.
Technical Logbook	<p>43. (1) A technical logbook shall be kept in respect of every aircraft registered in Uganda in respect of which a certificate in either commercial air transport or aerial work category is in force.</p>
	<p>(2) Technical logbook entries on defects which affect the airworthiness and safe operation of the aircraft shall be made as specified in the Civil Aviation (Operation of aircraft) Regulations.</p>
	<p>(3) Upon rectification of any defect which has been entered in the technical logbook in accordance with sub-regulation (2) of this regulation, a person issuing a certificate of release to service under Civil Aviation (Approved Maintenance Organization) Regulations, in respect of that defect shall enter that certificate in the technical logbook.</p>
Aircraft, engine and propeller logbooks	<p>44. (1) In addition to any other log books required by or under these Regulations, the following log books shall be kept in respect of aircraft registered in [state]-</p> <ul style="list-style-type: none"> (a) an aircraft log book; (b) a separate log book in respect of each engine fitted in the aircraft; and

	(c) a separate log book in respect of each variable pitch propeller fitted to the aircraft;
	(2) The log books shall include the particulars respectively specified in the Second Schedule to these Regulations and in the case of an aircraft having a maximum certificated take-off mass of 2730 kg or less, shall be of a type approved by the Authority.
	(3) An entry in a log book other than such an entry as is referred to in sub-paragraphs 2(d) (ii) or 3 (d)(ii) of the Second Schedule to these Regulations shall be made as soon as practicable after the occurrence to which it relates, but not more than 7 days after the expiration of the certificate of release to service, in force in respect of the aircraft at the time of the occurrence.
	(4) An entry in a log book, being such an entry as is referred to in sub-paragraphs 2(d) (ii) or 3(d)(ii) of the Second Schedule to these Regulations shall be made upon each occasion that any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the engine or propeller as the case may be.
	(5) Entries in the log book may refer to other documents which shall be clearly identified, and any other documents so referred to shall be deemed, for the purposes of these regulations to be part of the log book.
	(6) A clear record of continued compliance with all applicable mandatory requirements shall be recorded in the logbook
	(7) Whenever a Certificate of Fitness for Flight is issued the aircraft log book shall be endorsed with the reason for its issue and a copy included in the log book.
	(8) Duplicate inspections certified in accordance with these regulations must be recorded in the appropriate log book except that, if made elsewhere such as in the Technical Log, they may be cross-referred to in the log book
	(9) It is the duty of the operator or owner of every aircraft in respect of which log books are required to be kept to keep the log books or cause them to be kept in accordance with these regulations.
	(10) Subject to this regulation, every log book shall be preserved by the operator of the aircraft for 2 years after the aircraft, the engine or the variable pitch propeller as the case may be, has been destroyed or has been permanently withdrawn from use.
Duplicate Inspection	45. (1) A duplicate inspection shall be carried out after any flight safety

	<p>sensitive maintenance tasks involving the assembly or any disturbance of a control system that, if errors occurred, could result in a failure, malfunction, or defect endangering the safe operation of the aircraft.</p> <p>(2) Duplicate inspections shall be carried out by at least two persons, to ensure correct assembly, locking and sense of operation and a technical record of the inspections shall contain the signatures of both persons before the relevant certificate of release is issued.</p>
<p>Maintenance Records</p>	<p>46. (1) A person who performs maintenance on an aircraft or aircraft component shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows-</p> <p>(a) a description or reference to data acceptable to the authority of work performed;</p> <p>(i) The total time in services (hours, calendar time, and cycles, as appropriate) of the aircraft and all life-limited components; (ii) The current status of compliance with all mandatory continuing airworthiness information;</p> <p>(iii) Appropriate details of modifications and repairs</p> <p>(iv) Time in service (hours, calendar time, and cycles, as appropriate) since last overhaul of the aircraft or its components subject to a mandatory overhaul life;</p> <p>(v) The current status of the aircraft's compliance with the maintenance program, and the detailed maintenance records to show that all requirements for signing of a maintenance release have been met.</p> <p>(b) completion date of the work performed; and</p> <p>(c) name, signature and license number of the person approving the work.</p> <p>(2) The signature required by sub-regulation (1) (c) shall constitute the approval for return to service only for the work performed.</p> <p>(3) major repair or modification performed under these regulations shall be inspected by a LAME or approved maintenance organization.</p> <p>(4) A person performing the work referred to in sub- regulation (1) shall enter records of major repairs and major modifications, in a form prescribed by Authority.</p> <p>(5) A person performing a major repair or major modification shall-</p> <p>(a) execute the appropriate form prescribed by the Authority at least in duplicate;</p> <p>(b) give a signed copy of that form to the aircraft owner or operator; and</p> <p>(c) forward a copy of that form to the Authority, in accordance with Authority instructions, within forty-eight hours</p>

	<p>after the aircraft or aircraft component is approved for return to service</p> <p>(6) Maintenance records shall be available for all aircraft, particularly compliance with all mandatory continuing airworthiness inspections including description and certification of all major repairs and modifications</p> <p>(7) An Approved Maintenance organization performing a major repair or major modification shall-</p> <p>(a) use the aircraft owner or operator 's work order upon which the repair is recorded;</p> <p>(b) give the aircraft owner or operator's a signed copy of the work order and retain a duplicate copy for at least one year from the date of approval for return to service of the aircraft or aircraft component;</p> <p>(c) give the aircraft owner or operator a certificate of release to service signed by an authorized representative of the Approved Maintenance Organization and incorporating the following information-</p> <p>(i) identity of the aircraft or aircraft component-</p> <p>(ii) the make, model, serial number, nationality and registration marks, and location of the repaired area of an aircraft;</p> <p>(iii) the manufacturer's name, name of the part, model, and serial numbers if any of an aircraft component; and</p> <p>(iv) signature of the authorized representative, the name and address of the Approved Maintenance Organization and Approved Maintenance Organization certificate number</p>
<p>Records of overhaul and rebuilding</p>	<p>47. (1) A person shall not record in any required maintenance entry or form; an aircraft or aircraft component as being overhauled unless the aircraft or aircraft component has been-</p> <p>(a) disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and</p> <p>(b) tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or</p>

	<p>appliance manufacturing approval.</p> <p>(2) A person shall not record in any required maintenance entry or form an aircraft or aircraft component as being rebuilt unless the aircraft or aircraft component has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.</p>
<p>Approval for return to service</p>	<p>48. A person shall not approve for return to service any aircraft or aircraft component that has undergone maintenance, preventive maintenance, rebuilding, or modification unless-</p> <ul style="list-style-type: none"> (a) the appropriate maintenance record entry has been made in accordance with these Regulations; (b) the major repair or major modification form authorised by the Authority has been executed in a manner prescribed by the Authority; (c) if a repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set out as prescribed.
<p>Content, form, and disposition of records for inspections</p>	<p>49.(1) A person approving the return to service of an aircraft or aircraft component after any inspection performed in accordance with the Civil Aviation (Operation of Aircraft) Regulations, shall make an entry in the maintenance record of that equipment containing the following information-</p> <ul style="list-style-type: none"> (a) type of inspection and a brief description of the extent of the inspection; (b) date of inspection; (c) aircraft or component total time and cycles in service; (d) signature, the license number held by the person approving return to service the aircraft or aircraft component; (e) if the aircraft is found to be airworthy and approved for return to service, the person shall include a statement certifying that the aircraft has been inspected in accordance with the type of inspection and was determined to be in an airworthy condition; (f) if the aircraft is not approved for return to service because the aircraft needs maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, a statement that the aircraft has been inspected in accordance with inspection and a dated list of discrepancies and airworthy items have been provided to the aircraft owner or operator; and (g) if an inspection is conducted under an inspection

programme provided for in the Civil Aviation (Operation of Aircraft) Regulations, the person performing the inspection shall make an entry identifying the inspection program accomplished, and containing a statement that the inspection was performed in accordance with the type of inspections and procedures for that particular programme.

(2) A person performing any inspection required in the Civil Aviation (Operation of Aircraft) Regulations, who finds that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives or other approved data upon which the aircraft's airworthiness depends, shall give the owner or operator a signed and dated list of those discrepancies.

PART VIII GENERAL PROVISIONS

50. Possession of the licence, certificate or authorization

(1) A holder of a license, certificate or authorization issued by the Authority shall have in his or her physical possession or at the work site when exercising the privileges of that licence, certificate or authorization.

(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorization and have in his or her physical possession or at the work site when exercising the privileges of that licence, certificate or authorization.

51. Inspection of licences, certificates and authorization

A person who holds a licence, certificate, or authorization required by these Regulations shall present it for inspection upon a request from the Authority or any other person authorized by the Authority.

52. Change of Address

(1) A holder of a certificate, or any other such document issued under these Regulations shall notify the Authority of the change in the physical and mailing address and shall do so in the case of-

(a) physical address, at least fourteen days before the change;

and

(b) mailing address, upon the change;

(2) A person who does not notify the Authority of the change in the physical address within the time frame specified in sub-regulation (1) shall not exercise the privileges of the certificate or authorization.

52. Replacement of documents

A person may apply to the Authority in a prescribed form and manner for replacement of documents issued under these Regulations if such documents are lost or destroyed.

<p>Suspension and revocations of certificates</p>	<p>53. (1) The Authority may, where it considers it to be in the public interest, suspend provisionally, pending further investigation, any certificate or any such other document issued under these Regulations-</p> <p>(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction and where it considers it to be in the public interest, revoke, suspend, or vary any certificate or any other document issued or granted under these Regulations.</p> <p>(3) The Authority may, where it considers it to be in the public interest, prevent any person or aircraft from flying.</p> <p>(4) A holder or any person having the possession or custody of any certificate or any such other documents which have been revoked, suspended or varied under these Regulations shall surrender the certificate, licence or such other documents to the Authority within 14 days from the date of revocation, suspension or variation.</p> <p>(5) The breach of any condition subject to which any certificate or any such other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.</p>
<p>Use and retention of certificates and records</p>	<p>54. (1) A person shall not-</p> <p>(a) use any certificate, or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended, or to which that person is not entitled;</p> <p>(b) forge or alter any certificate or any such other document issued or required by or under these Regulations;</p> <p>(c) lend any certificate or any such other document issued or required under these Regulations to any other person;</p> <p>(d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of the certificate or any such other document.</p> <p>(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or willfully omit</p>

	<p>to make a material entry in such record.</p> <p>(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.</p> <p>(4) A person shall not purport to issue any certificate or any such other document for the purpose of these Regulations unless he is authorized to do so under these Regulations.</p> <p>(5) A person shall not issue any certificate of the kind referred to in sub-regulation unless he has satisfied himself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.</p>
Reports of violation	<p>55. (1) A person who knows of a violation of the Civil Aviation Act, or any rule, regulation or order made there-under, shall report it to the Authority.</p> <p>(2) The Authority will determine the nature and type of any additional investigation or enforcement action that needs be taken.</p>
Enforcement of directions	<p>56. A person who fails to comply with any direction given to him or her by the Authority or by any authorized person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.</p>
Aeronautical user fees	<p>57. (1) The Authority shall notify the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or such other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.</p> <p>(2) Upon an application being made in connection with which any fee is chargeable in accordance with sub-regulation (1), the applicant shall be required, before the application is entertained, to pay the fee so chargeable.</p> <p>(3) If, payment of a fee has been made, the application is withdrawn by the applicant or otherwise ceases to have effect or is refused, the Authority, shall not refund the payment made.</p>
Application of regulations to Government and visiting forces, etc.	<p>58. (1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government, and for the purposes of such application, the Department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.</p>

	<p>(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these regulations to the same extent as if the visiting force formed part of the military force of Uganda.</p>
<p>Extra- territorial application of Regulations</p>	<p>59. Except where the context otherwise requires, the provisions of these Regulations shall-</p> <p>(a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in Uganda, apply to such aircraft wherever they may be;</p> <p>(b) in so far as they apply, whether by express reference or otherwise, to other aircraft, apply to such aircraft when they are within Uganda;</p> <p>(c) in so far as they prohibit, require or regulate ,whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in Uganda, shall apply to such persons and crew, wherever they may be; and</p> <p>(d) in so far as they prohibit, require or regulate ,whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be.</p>
<p>PART IX OFFENCES AND PENALTIES</p>	
<p>Contravention of Regulations</p>	<p>60. A person who contravenes any provision of these Regulations may have his licence, certificate, approval, authorization, exemption or such other document revoked or suspended.</p>
<p>Penalties</p>	<p>61. (1) If any provision of these Regulations, orders, notices or proclamations made there under is contravened in relation to an aircraft, the operator of that aircraft and the pilot-in-command, if the operator or, the pilot in command is not the person who contravened that provision he shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of the following provisions of this Regulation to have contravened that provision unless he proves that the contravention occurred without his consent or connivance and that he exercised all due diligence to prevent the contravention.</p>

(2) If it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, orders, notices or proclamations made there under was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

(3) Where a person is charged with contravening a provision of these Regulations orders, notices or proclamations made there under by reason of his having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose if he proves that he neither knew nor had reason to know that the flight was for that purpose.

(4) A person who contravenes any provision of these Regulations, orders, notices or proclamations made thereunder not being a provision referred to in sub-regulation (9) shall, upon conviction, be liable to a fine, and in the case of a continuing contravention, each day of the contravention shall constitute a separate offence.

(5) In case an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.

(6) Any aircraft subject to alien for the purpose of sub- regulation (5) may be seized by and placed in the custody of the Authority;

(7) The aircraft shall be released from custody of the Authority Upon-

- (a) payment of the penalty or the amount agreed upon in compromise;
- (b) deposit of a bond in such amount as the Authority may prescribe, conditioned upon payment of the penalty or the amount agreed upon in compromise;
- (c) receiving an order of the court to that effect.

(8) The Authority and any person specifically authorized by name by him or any police officer not below the rank of inspector specifically authorized by name by the Minister, may compound offences under **Part A of the Fourth Schedule to these Regulations** by assessing the contravention and requiring the person reasonably suspected of having committed the offence to pay to the Authority a sum equivalent in Uganda shillings of one

hundred United States dollars and three hundred United States dollars for provisions referred to in sub-part (i) and sub-part (ii) respectively in Part A of the Fourth Schedule to these Regulations.

(9) If any person contravenes any provision specified in Part B of the Fourth Schedule to these Regulations, upon conviction is liable to a fine not less than the equivalent in Uganda Shillings of one thousand United States Dollars or to imprisonment for a term of twelve months or to both.

(10) Where any person is aggrieved by any order made under sub-regulation (8), he may, within twenty-one days of such order being made, appeal against the order to a higher court and the relevant provisions of the Criminal Procedure Act, shall apply *mutatis mutandis*, to every such appeal as if it were an appeal against a sentence passed by a district court in the exercise of its original jurisdiction.

(11) A person who contravenes any provision specified as an “A” provision in the Fourth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding one million shillings for each offence and or to imprisonment for a term not exceeding one year or to both.

(12) A person who contravenes any provision specified as a “B” provision in the Fourth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding two million shillings for each offence and or to imprisonment for a term not exceeding three years or to both.

(13) A person who contravenes any provision of these Regulations not being a provision referred to in the Fourth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding two million shillings, and in the case of a second or subsequent conviction for the like offence to a fine not exceeding four million shillings.

**Revocation of
S.I.**

(2) The Civil Aviation (Airworthiness) Regulations, 2014 are revoked.

FIRST SCHEDULE

CERTIFICATE OF AIRWORTHINESS
(Regulation 9)

*	<i>State of Registry</i> <i>Issuing Authority</i>	*
CERTIFICATE OF AIRWORTHINESS		
1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft**	3. Aircraft serial number
4. Categories and/or operation***		
5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and †..... in respect of the above-mentioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations. Date of issue..... Signature		
† Insert reference to appropriate Airworthiness Code.		
6. ****		

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- * For use of the State of Registry.
 - ** Manufacturer's designation of aircraft should contain the aircraft type and model.
 - *** This space is normally used to indicate the certification basis, i.e. certification code, with which the particular aircraft complies and/or its permitted operational category, e.g. commercial air transportation, aerial work or private.
 - ***
* This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the aircraft is being maintained under a system of continuous inspection.

SECOND SCHEDULE

PART A: AIRCRAFT NOISE CERTIFICATE (Regulation 41)

The documents attesting noise certification for an aircraft shall provide at least the following information:

- Item 1. Name of State.
- Item 2. Title of the noise document.
- Item 3. Number of the document.
- Item 4. Nationality or common mark and registration marks.
- Item 5. Manufacturer and manufacturer's designation of aircraft.
- Item 6. Aircraft serial number.
- Item 7. Engine manufacturer, type and model.
- Item 8. Propeller type and model for propeller-driven aeroplanes.
- Item 9. Maximum take-off mass in kilograms.
- Item 10. Maximum landing mass, in kilograms, for certificates issued under Chapters 2, 3, 4, 5, 12 and 14 of Annex 16 Vol. 1
- Item 11. The chapter and section of Annex 16 Vol. 1 according to which the aircraft was certificated.

Item 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards.

Item 13. The lateral/full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 12 and 14 of Annex 16, Vol. 1.

Item 14. The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 8, 12, 13 and 14 of Annex 16 Vol. 1.

Item 15. The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 12 and 14 of Annex16 Vol. 1.

Item 16. The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8, 11 and 13 of Annex 16 Vol. 1.

Item 17. The take-off noise level in the corresponding unit for documents issued under Chapters 8, 10 and 13 of Annex 16 Vol. 1.

Item 18. Statement of compliance, including a reference to Annex 16, Volume I.

Item 19. Date of issuance of the noise certification document.

Item 20. Signature of the officer issuing it.

For use by State of Registry		1. <State of Registry>		3	Document number:
		2.	NOISE CERTIFICATE		
4	Nationality and registration marks:	5	Manufacturer and manufacturer's designation of aircraft:		6
					Aircraft serial number:
7	Engine:		8	Propeller:*	
9	Maximum take-off mass:	10. Maximum landing mass:*		11. Noise certification Standard:	
		kg		kg	
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification Standards:					

13. Lateral/full-power noise level:*	14. Approach noise level:*	15. Flyover noise level:*	16. Overflight noise level:*	17. Take-off noise level:*
Remarks:				
18. This noise certificate is issued pursuant to Volume I of Annex 16 to the Convention on International Civil Aviation, in respect of the above-mentioned aircraft, which is considered to comply with the indicated noise Standard when maintained and operated in accordance with the relevant requirements and operating limitations. 19. Date of issue 20. Signature				
* These boxes may be omitted depending on the noise certification Standard.				

PART B: AIRCRAFT NOISE CERTIFICATION CLASSIFICATIONS

(Regulation 41)

Classifications as per ICAO Annex 16, Volume I to the Chicago Convention

Annex Chapter	Details
Chapter 2	<p>all subsonic jet aeroplanes for which the application for a Type Certificate was submitted before 6 October 1977, except those aeroplanes:</p> <ul style="list-style-type: none"> a) requiring a runway length¹ (with no stop way or clearway) of 610 m or less at maximum certificated mass for airworthiness; or b) powered by engines with a bypass ratio of 2 or more and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 March 1972; or c) powered by engines with a bypass ratio of less than 2 and for which the application for a Type Certificate was submitted before 1 January 1969, and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 January 1976.

<p>Chapter 3</p>	<p>shall, with the exception of those propeller-driven aeroplanes specifically designed and used for agricultural or firefighting purposes, be applicable to:</p> <p>a) all subsonic jet aeroplanes, including their derived versions, other than aeroplanes which require a runway1 length (with no stop way or clearway) of 610 m or less at maximum certificated mass for airworthiness, for which the application for a Type Certificate was submitted on or after 6 October 1977 and before 1 January 2006; and</p> <p>b) all propeller-driven aeroplanes, including their derived versions, of over 8 618 kg maximum certificated take-off mass, for which the application for a Type Certificate was submitted on or after 1 January 1985 and before 1 January 2006.</p>
<p>Chapter 4</p>	<p>shall, with the exception of those aeroplanes which require a runway1 length (with no stop way or clearway) of 610 m or less at maximum certificated mass for airworthiness or propeller-driven aeroplanes specifically designed and used for agricultural or firefighting purposes, be applicable to:</p> <p>a) all subsonic jet aeroplanes and propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of 55 000 kg and over for which the application for a Type Certificate was submitted on or after 1 January 2006 and before 31 December 2017;</p> <p>b) all subsonic jet aeroplanes, including their derived versions, with a maximum certificated take-off mass of less than 55 000 kg for which the application for a Type Certificate was submitted on or after 1 January 2006 and before 31 December 2020;</p> <p>c) all propeller-driven aeroplanes, including their derived versions, with a maximum certificated take-off mass of over 8 618 kg and less than 55 000 kg, for which the application for a Type Certificate was submitted on or after 1 January 2006 and before 31 December 2020; and</p> <p>d) all subsonic jet aeroplanes and all propeller-driven aeroplanes certificated originally as satisfying Chapter 3 or Chapter 5, for which recertification to Chapter 4 is requested.</p>
<p>Chapter 5</p>	<p>The Standards defined hereunder are not applicable to:</p> <p>a) aeroplanes requiring a runway1 length (with no stop way or clearway) of 610 m or less at maximum certificated mass for airworthiness;</p> <p>b) aeroplanes specifically designed and used for firefighting purposes; and</p> <p>c) aeroplanes specifically designed and used for agricultural purposes.</p> <p>shall be applicable to all propeller-driven aeroplanes, including their derived versions, of over 8 618 kg maximum certificated take-off mass for which either the application for a Type Certificate was submitted on or after 6 October 1977 and before 1 January 1985.</p>

Chapter 6	shall be applicable to all propeller-driven aeroplanes, except those aeroplanes specifically designed and used for aerobatic, agricultural or firefighting purposes, having a maximum certificated take-off mass not exceeding 8 618 kg for which either: a) the application for the Type Certificate was submitted on or after 1 January 1975 and before 17 November 1988, except for derived versions for which the application for certification of the change in type design was submitted on or after 17 November 1988, in which case the Standards of Chapter 10 apply; or b) a certificate of airworthiness for the individual aeroplane was first issued on or after 1 January 1980.
Chapter 7	Propeller-driven stol aeroplanes: used for noise certification of propeller-driven STOL aeroplanes for which a certificate of airworthiness for the individual aeroplane was first issued on or after 1 January 1976.
Chapter 8	Helicopters.
Chapter 9	Installed auxiliary power units (APU) and associated aircraft systems during ground operations.
Chapter 10	Propeller-driven aeroplanes not exceeding 8 618 kg — application for type certificate or derived version submitted on or after 17 November 1988
Chapter 11	Helicopters not exceeding 3 175 kg maximum certificated take-off mass
Chapter 12	Supersonic aeroplanes.
Chapter 13	Tilt-rotor aircraft.

THIRD SCHEDULE
AIRCRAFT, ENGINE AND PROPELLER LOGBOOKS
(Regulation 43)

Aircraft log book:

- (1) The following entries shall be included in the aircraft log book-
- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of construction of the aircraft;
 - (b) the nationality and registration marks of the aircraft;
 - (c) the name and address of the operator of the aircraft;
 - (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day;
 - (e) particulars of all maintenance work carried out on the aircraft or its equipment;
 - (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried in it by or under these Regulations, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by these Regulations.
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid.

Provided that entries shall not be required to be made under subparagraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.

(2) The following entries shall be included in the engine log book-

(a) the name of the constructor, type of engine, the number assigned to it by the constructor and the date of the construction of the engine;

(b) the nationality and registration marks of each aircraft in which the engine is fitted;

(c) the name and address of the operator of each such aircraft-

(d) either-

(i) the date of each flight and the duration of the period between takeoff and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or

(ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since, the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine.

(a) Particulars of all maintenance work done on the engine;

(b) Particulars of any defects occurring in the engine, and of the rectification of such defects,

including reference to the relevant entries in the technical log required by these Regulations;

(c) Particulars of all overhauls, repairs, replacement and modifications relating to the engine or any of its accessories.

(3). The following entries shall be included in the variable pitch propeller log book-

(a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;

(b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;

(a) the name and address of the operator of each such aircraft;

(b) either-

(i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or

(ii) the aggregated duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;

(c) particulars of all maintenance work done on the propeller;

(d) particulars of any defects occurring in the propeller, and of the rectification of such defects,

including a reference to the relevant entries in the technical log required by these Regulations;
(e) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

FOURTH SCHEDULE

REGULATION 61

PENALTIES

REG. NO.	TITLE	PART
6	Issue of supplemental type certificate	A
8	Certificate of airworthiness to be in force.	A
15	Airworthiness directives and service bulletins.	A
19	Conditions on the special flight permit.	B
20(1)	Certificate of fitness for flight.	A
21	Responsibility for maintenance.	B
22	Continued airworthiness information	A
24	Compliance with the manufacturer's instructions and airworthiness directives.	A
25	Reporting of failures, malfunctions, and defects.	A
26	Persons authorised to perform maintenance, preventive maintenance and modification.	B
27	Personnel authorised to approve for return to service.	B
28	Persons authorised to perform inspections.	B
30	Performance rules: maintenance.	A
31	Performance rules: inspection.	A
32	Airworthiness limitation performance rules.	A
33	Aircraft mass schedule	B
34	Requirements of noise certification	A
36	Keeping of maintenance release records.	A
37	Technical Log entries.	A
38	Aircraft ,engine and propeller log books	A
39	Maintenance, rebuilding, and modification records.	A
40	Description of overhaul and rebuilding records.	A
41	Approval for return to service.	A

48	Use and retention of certificates and records.	B
50	Enforcement of directions	A

Made on the2019.