

**STATUTORY INSTRUMENTS
SUPPLEMENT No.....**

**STATUTORY INSTRUMENTS SUPPLEMENT
TO THE UGANDA GAZETTE NO. 11 VOLUME CXIII, DATED.....
PRINTED BY UPPC, ENTEBBE, BY ORDER OF THE GOVERNMENT.**

**STATUTORY INSTRUMENTS
THE CIVIL AVIATION (AIRWORTHINESS OF
AIRCRAFT) REGULATIONS,**

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1.	Title	These Regulations may be cited as the Civil Aviation (Airworthiness of Aircraft) Regulations, 2021.
2.	Application	<p>These Regulations are applicable to all persons operating or maintaining the following:</p> <p>(a) Uganda registered aircraft, wherever operated;</p> <p>(b) aircraft registered in another Contracting State that is operated by a person licensed in Uganda, and must be maintained in accordance with the regulations of the aircraft State of Registry, wherever that maintenance is performed; and</p> <p>(c) aircraft of other Contracting States operating in Uganda; and</p> <p>(d) Except where the context otherwise requires, these Regulations shall in so far as the Regulations prohibit, require or regulate the doing of anything by any person in or by any of the crew of an aircraft registered in Uganda, apply to those persons and crew, wherever they may be.</p>
3.	Interpretation	<p>In these Regulations, unless the context otherwise requires— “Act” means the Civil Aviation Authority Act, Cap. 354;</p> <p>“acceptable” means the Authority has reviewed the method, procedure or policy and has neither objected to nor approved its proposed use or implementation;</p> <p>“aerial work” means an aircraft operation in which an aircraft is used for specialized</p>

services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement;

“Aeronautical product” means any aircraft, engine, propeller, component or part to be installed thereon;

“aeroplane” 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;

“aircraft” means any machine that derives support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface

“aircraft type” means all aircraft of the same basic design;

“airframe” 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;

“airworthy” means the status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation;

“appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, engine or propeller;

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

“article” means any item, and includes an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or a part;

“Authority” means the Uganda Civil Aviation Authority established under Section 3 of the Civil Aviation Authority Act, Cap. 354;

“auxiliary power-unit” means a self-contained power-unit on an aircraft providing electrical or pneumatic power to aircraft systems during ground operations;

“balloon” means a non-powered- driven lighter-than-air aircraft;

“calendar day” means the period of time from midnight to the next midnight;

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

“configuration” means a particular combination of the positions of the moveable elements 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” means 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;

“contracting State” means a member state of the International Civil Aviation Organisation (ICAO);

“currency point” has the value assigned to it in Schedule 1;

“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;

“duplicate inspection” means an inspection first made by an authorised 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;

“EPNdB” means effective perceived noise in decibels;

“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 verticle axes;

“ICAO” means the International Civil Aviation Organisation; “maintenance” means the performance of tasks on an aircraft, “duplicate inspection” means an inspection first made by an authorised 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, 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 release” means a document which contains a certification confirming that the maintenance work to which it relates has been completed in a satisfactory manner in accordance with appropriate airworthiness requirements;

“major modification” means a type design change which is not listed in the aircraft engine, or propeller specifications and which may significantly affect the mass and balance limits,

structural strength, performance, power plant operation, flight characteristics, or the other qualities that affect airworthiness or environmental characteristics, or that will be embodied in the product according to non- standard practices;

“major repair” means a repair of an aeronautical product that may significantly affect the structural strength, performance, power plant, operation flight characteristics or other qualities affecting airworthiness or environmental characteristics or that will be embodied in the product using non-standard practices;

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

‘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

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

“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 are 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 Authorisation or Technical Standard Order;

“power plant” means the system consisting of all the engines, drive system components (if applicable), and propellers (if installed), their accessories, ancillary parts, and fuel and oil systems installed on an aircraft but excluding the rotors for a helicopter;

“rating” means an authorisation entered on or associated with a license or certificate and forming part of the licence or certificate, stating special conditions, privileges or limitations pertaining to such license or certificate;

“rated thrust” for engine emissions purposes, means the maximum take-off thrust expressed in kilo newtons approved by the certificating authority for use under normal operating conditions at ISA sea level static conditions, and without the use of water injection;

“satisfactory evidence” means a set of documents or activities that the Authority accepts as sufficient to show compliance with an airworthiness requirements

“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;

“recertification” means the certification of an aircraft with or without a revision to its certification noise levels, to a Standard different to that to which it was originally certificated;

recognised 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;

“reference pressure ratio” means the ratio of the mean total pressure at the last compressor discharge plane of the compressor to the mean total pressure at the compressor entry plane when the engine is developing take-off thrust rating in ISA sea level static conditions;

“repair” means 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 the Authority accepts as sufficient to show compliance with an airworthiness requirements;

“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 organisation;

“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;

“State of design” means the state with jurisdiction over the organisation responsible for the type design of an aircraft;

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

“State of registry” means the State on whose register the aircraft is entered;

		<p>“subsonic jet aeroplane” means an aeroplane that is incapable of sustaining level flight at speeds exceeding flight Mach Number of 1;</p> <p>“tilt-rotor” means a powered-lift capable of vertical take-off, vertical landing, and sustained low-speed flight, which depends principally on engine driven rotors mounted on tiltable nacelles for the lift during these flight regimes and on non-rotating aerofoils for lift during high-speed flight.</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>“VTOL” means vertical take off and landing.</p>
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**PART II—AIRCRAFT AND COMPONENT
ORIGINAL CERTIFICATION AND
SUPPLEMENTAL TYPE CERTIFICATES**

4.	Acceptance of type certificate	<p>(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 where:</p> <p>(a) the type certificate or equivalent document was issued based on an airworthiness code recognised by the Authority; or</p> <p>(b) the design, materials, construction equipment, performance and maintenance</p>
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		<p>of aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to:</p> <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. <p>(2) The Authority may, upon acceptance of the type certificate require the applicant to comply with any additional requirements, prior to issue of certificate of airworthiness or restricted certificate of airworthiness.</p>
5.	Recognised airworthiness codes	<p>The Authority may recognise an airworthiness code issued by a State of design in respect of an aircraft or aircraft component if the design, materials, construction ,performance and maintenance of aircraft or aircraft component technical evaluation has been carried out by the Authority and has been found to—</p> <ul style="list-style-type: none"> (a) meet the required standards of the recognised airworthiness code; and (b) comply with any recommendations required by the Authority. <p>(2) The following airworthiness codes are recognized by the Authority the details of which are specified in the applicable Technical Guidance Material;</p> <p>(a)USA Federal Aviation Administration (FAA)- Federal Aviation Regulations (FAR);</p>

		<p>(b)UK CAA-British Civil Airworthiness Requirements (BCAR)</p> <p>(c)CANADA TCAA- Canadian Aviation Regulations (CARS);</p> <p>(d) BRAZIL Agência Nacional de Aviação Civil (ANAC) – Regulamento Brasileiro da Aviação Civil (RBAC)-RBHA;</p> <p>(e)European Aviation Safety Agency (EASA)- Certification Specifications (CS);</p> <p>(f)AUSTRALIA Civil Aviation Safety Authority (CASA)-Civil Aviation Safety Regulations (CASR’s); and</p> <p>(g)Civil Aviation Administration of China (CAAC)- China Civil Aviation Regulations (CCAR’s).</p>
6.	<p>Supplemental type certificate, modifications & repairs</p>	<p>(1) <i>Major modifications and repairs:</i> A person who alters a product by introducing a modification or a repair, classified as major according to the procedures prescribed by the Authority, in type design, not great 1) The Authority may recognise an international airworthiness code issued by a State of design in respect of an aircraft or aircraft component if the design, materials, construction equipment, 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, or to the State of Design responsible of the approval of such major modification or repair.</p> <p>(2) Where the major modification or repair of the product is already approved by another Contracting State, the Authority may accept or</p>

recognize a supplemental type certificate or equivalent approval document issued by the State of Design in respect of the major modification or repair where:

- (a) the supplemental type certificate or equivalent document, or the approval of the major modification or repair recognized by the Authority was issued; or
- (b) the design, materials, construction equipment, performance and maintenance of the modification of the aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to:
 - (i) meet the required standards of the recognized airworthiness code; or
 - (ii) has complied with any requirements prescribed by the Authority.

(3) ***Minor modifications and repairs:*** A person who alters a product by introducing a modification or repair classified as minor according to the procedures prescribed by the Authority in the applicable technical guidance material, having a negligible, or no appreciable, effect on the mass, balance, structural strength, reliability, operational characteristics or other characteristics affecting the airworthiness of the aeronautical product, in the type design shall apply for acceptance in a manner prescribed by

the Authority in the applicable technical guidance material.

(4) Where the minor modification or repair of the product is already approved by another Contracting State, the Authority may accept or recognize this approval or equivalent document issued by the State of Design in respect of the modification or repair where:

(a) the approval document recognized by the Authority was issued; or

(b) the design, materials, construction equipment, performance and maintenance of the modification of the aircraft or aircraft component technical evaluation against a recognized airworthiness code has been carried out by the Authority and has been found to:

(i) meet the required standards of the recognized airworthiness code; or

(ii) has complied with any requirements prescribed by the Authority.

(5) The owner or operator shall comply with all applicable continuing airworthiness requirements to ensure the continuing airworthiness of the aircraft during its service life, after the modification, or repair

		<p>(6) A person authorized to approve modifications shall have sound knowledge of the design principles embodied in the aircraft type being modified or repaired.</p>
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Part III—CERTIFICATES OF AIRWORTHINESS

<p>7.</p>	<p>Requirement for certificate of airworthiness</p>	<p>(1) A person shall not fly an aircraft unless he or she is issued in respect of that aircraft a valid certificate of airworthiness, a restricted certificate of airworthiness or a special flight permit, issued or validated by the Authority or under the law of the state of registry and complies with any conditions subject to which the certificate is issued or rendered valid.</p> <p>(2) Where a certificate of airworthiness is issued in a language other than English, it shall include an English translation.</p> <p>(3) The certificate of airworthiness shall contain the information in the Figure shown in the First Schedule to these Regulations and shall be generally similar to it.</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</p>
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		particulars specified in sub-regulation (3) and the date on which the certificate was issued
8.	Application for certificate of airworthiness	<p>(1) An owner of an aircraft registered in Uganda or his or her agent may apply to the Authority for a certificate of airworthiness for that aircraft.</p> <p>(2) An applicant for a certificate of airworthiness shall apply in a form and in a manner prescribed by the Authority in the applicable technical guidance material.</p>
9.	Issue of certificate of airworthiness	<p>(1) The Authority shall issue a certificate of airworthiness for an 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 where—</p> <p>(a) The applicant presents to the Authority an export certificate of airworthiness or similarly titled document that provides:</p> <p>(i) the airworthiness status of the aircraft from the exporting state; and</p> <p>(ii) exceptions to the airworthiness requirements if any;</p> <p>(b) (b) in the case where the Authority has any special certification requirements in place in addition to those adopted or required by the exporting state, make them available to the</p>

exporting State; (c) the authority agrees that they shall be listed as exceptions to the export certificate of airworthiness or require compliance with the additional requirements before accepting the export certificate of airworthiness;

(c) the applicant presents evidence to the Authority that the aircraft conforms to:

(i) a type design approved under a type certificate or a supplemental type certificate; through an export airworthiness certificate issued by the importing state, or similar document;

(ii) the applicable airworthiness directives of the state of manufacture or design; and

(iii) the applicable Civil Aviation (Aircraft Nationality and Registration Marks) Regulations, Civil Aviation (Instruments and Equipment) Regulations, Civil Aviation (Environmental Protection) Regulations, any additional airworthiness requirements and these Regulations;

(d) The aircraft has been inspected in accordance with these Regulations and found airworthy by persons authorized by the Authority to make such determinations within the last thirty calendar days.

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

(f) 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;
(g)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 the applicable Civil Aviation (Personnel Licensing) Regulations, Civil Aviation (Approved Maintenance Organization) Regulations and these Regulations;

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(h) the results of flying trials, and such other tests of the aircraft as the Authority may require, are complied with; and the applicant submits an export certificate of airworthiness that shall be valid for forty-five 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 regulations through compliance with the appropriate airworthiness requirements.

3)The Authority may issue a certificate of airworthiness in accordance with these regulations and procedures specified in the applicable Technical Guidance Material subject to such other conditions relating to the airworthiness of the aircraft as the Authority may determine.

(4) A certificate of airworthiness shall specify one of the following categories as appropriate to the aircraft operation—

- (a) commercial air transport -passenger;
- (b) commercial air transport - cargo;
- (c) general aviation; or
- (d) aerial work.

(5) A 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 for any purpose other than commercial air transport or general aviation such as specified in the Civil Aviation (Aerial Work) Regulations
- (d) general aviation for any purpose other than commercial air transport or aerial work.

(6) The Authority may for the purpose of issuing a certificate of airworthiness demand for specified

		<p>reports and the reports shall be furnished by a person qualified to furnish such reports.</p>
		<p>(7) The aircraft shall be subjected to such inspections, ground and flight tests as are deemed necessary by the Authority to show compliance with the design aspects of the appropriate airworthiness requirements.</p>
<p>10</p>	<p>Classification of certificate of airworthiness</p>	<p>1) A certificate of airworthiness shall be classified as a—</p> <ul style="list-style-type: none"> (a) certificate of airworthiness; (b) restricted certificate of airworthiness; (c) special flight permit; and (d) export certificate of airworthiness <p>(2) The items being exported may be placed in one of the following classes:</p> <ul style="list-style-type: none"> (a) Class I product: a complete aircraft, engine or propeller which has been type certificated in accordance with the appropriate airworthiness requirements and for which the necessary type certificate data sheets or equivalent have been issued; (b) Class II product: a major component of Class I product such as a wing, fuselage and empennage surface, the failure of which would jeopardize the safety of a class I product or any part, material or system thereof; and

		<p>(c)Class III product- any product or component which is not a Class I or Class II product or standard part.</p>
		<p>(3) For aeronautical products other than a Class I product, the export airworthiness certification may be issued in the form of certificates or identification tags which confirm that the aeronautical product meets the approved design data, is in a condition for safe operation, and complies with any special requirements as notified by the importing State.</p>
<p>11</p>	<p>Issue of restricted certificate of airworthiness</p>	<p>(1) The Authority may issue a restricted certificate of airworthiness to a registered owner or operator for an aircraft which does not qualify for a certificate of airworthiness such as microlight, experimental amateur and kit built aircraft, an aircraft used for air races, aircraft flying for exhibition purpose, kite and any non-type certificated aircraft</p> <p>(2) A registered owner or operator of 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>

12	Aircraft identification	An applicant for a certificate of airworthiness, a restricted certificate of airworthiness or special flight permit shall indicate proof that the aircraft is properly registered, marked and has identification plates affixed to the aircraft in accordance with the applicable Civil Aviation (Aircraft Nationality and Registration Marks) Regulations.
13	Aircraft limitations and information	An aircraft shall have a flight manual or pilots' operating handbook or owners' 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.
14	Export certificate of airworthiness	<p>(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 an aeronautical product or article.</p> <p>(2) An application for an export certificate of airworthiness shall be made on a form prescribed by the Authority in the applicable technical guidance material at least fourteen days before the intended date of export of the aircraft out of Uganda.</p>

(3) The Authority shall issue an export certificate of airworthiness

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- (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 a person authorised by the Authority to make such determination, within the last fourteen 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 a person acceptable to the Authority, in accordance with these Regulations;

(f) the result of test flight and other tests determined by the Authority are acceptable to the Authority;

		<p>(f)the mass and balance schedule, for each aircraft, is where applicable, furnished to the Authority, in accordance with the applicable regulations.</p>
		<p>(4) An 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) An extension or variation 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>15</p>	<p>Certificate of fitness for flight</p>	<p>(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 prescribed by the Authority in the applicable technical guidance material</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 shall 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 the basis under which the Authority may issue a special flight permit for the purpose of allowing an aircraft to be ferried.</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>
16	Temporary loss of airworthiness	Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall make the aircraft ineligible for operation until the aircraft is restored to an airworthy condition
17	Airworthiness Directives and Service Bulletins	<p>1) A person shall not operate an aircraft or an aircraft component to which an airworthiness directive applies except in accordance with the requirements of the airworthiness directive.</p> <p>2) Upon registration of an aircraft in Uganda, the Authority shall—</p> <p>(a) notify the state of design of the registration of the aircraft in Uganda; and</p> <p>(b) request for all airworthiness directives concerning that aircraft and the airframe, aircraft engine, propeller, appliance or component</p>

		<p>(3) Where the State of design considers that a condition in an aircraft or in the airframe, engine, propeller, appliance or component of the aircraft is not safe as shown by the issue of an airworthiness directive by that State, the directive shall apply to a Ugandan registered aircraft of the type identified in that airworthiness directive.</p>
		<p>(4) Where a manufacturer identifies a service bulletin as mandatory, the bulletin shall apply to a Ugandan registered aircraft of the type identified in that bulletin</p>
		<p>(5)The Authority may identify a 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>18.</p>	<p>Validity and renewal of certificate of airworthiness</p>	<p>(1) A certificate of airworthiness or restricted certificate of airworthiness issued under these Regulations shall be valid for twelve months from the date of issue unless—</p> <p>(a) a shorter period is specified by the Authority;</p>
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		<p>(b) the Authority amends, extends, suspends, revokes or otherwise terminates the certificate; or</p> <p>(c) the aircraft owner or operator surrenders the certificate to the Authority.</p> <p>(2) A certificate of airworthiness or restricted certificate of airworthiness issued in respect of an aircraft shall cease to be in force where—</p> <p>(a) the aircraft or its equipment which may be necessary for the airworthiness of the aircraft is maintained or if any part of the aircraft or such equipment is removed or is replaced, other 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 the aircraft;</p> <p>(c) an inspection or modification classified as mandatory by the Authority which is applicable to the aircraft or to the equipment, which is necessary for the airworthiness of the aircraft has not been completed to the satisfaction of the Authority; or</p> <p>(d) the aircraft or its equipment which is necessary for the airworthiness of the aircraft sustains damage and it is ascertained during inspection that the damage affects the airworthiness of the aircraft.</p> <p>(3) An application for renewal of a certificate of airworthiness shall be made to the Authority in a form and manner prescribed by the Authority in the applicable technical guidance material, not earlier than sixty days before the certificate expires and not later than fourteen days before the certificate expires.</p>
19.		(1) The Authority may amend or modify any type of certificate of airworthiness issued under these Regulations,

	<p>Amendment of certificate of airworthiness</p>	<p>on the application of an operator or on the initiative of the Authority.</p> <p>(2) Notwithstanding sub-regulation (1), the Authority may amend or modify any type of certificate of airworthiness issued under these Regulations under the following conditions—</p> <p>(a) Modification associated with supplemental type certificate or amended type certificate;</p> <p>(b) a change to the authority and basis for issue; (c) a change in the aircraft model;</p> <p>or</p> <p>(d) a change in the operating limitations for an aircraft with a restricted airworthiness certificate.</p>
<p>20.</p>	<p>Surrendering certificate of airworthiness</p>	<p>An owner of an aircraft who sells the aircraft shall surrender the certificate of airworthiness or the restricted certificate of airworthiness or the special flight permit, as may be applicable—</p> <p>(a) to the buyer upon sale of the aircraft within Uganda; or</p> <p>(b) to the Authority in the case of an aircraft sold outside Uganda.</p>
<p>21.</p>	<p>Issue of special flight permit</p>	<p>(1) The Authority may issue a special flight permit for an aircraft that does not meet the airworthiness requirements that are applicable to the aircraft, but where the aircraft is capable of safe flight for the purpose of—</p> <p>(a) flying to a base where weighing, painting, repairs, modifications, maintenance or inspections are to be performed;</p> <p>(b) flying to a point of storage;</p>

		<p>(c) experimenting with or testing the aircraft including its engines and equipment;</p> <p>(d) qualifying for the issue, renewal or validation of a certificate of airworthiness or a restricted certificate of airworthiness or the approval of modification of the aircraft;</p> <p>(e) delivering or exporting the aircraft;</p> <p>(f) evacuating the aircraft from an area of impending danger;</p> <p>or</p> <p>(g) operating at mass in excess of the maximum certified takeoff mass for the aircraft, for flight beyond the normal range, over water or land areas where adequate landing facilities or appropriate fuel are not available, where the excess mass shall be limited to additional fuel, fuel carrying facilities and navigation equipment necessary for the flight.</p>
		<p>(2) A special flight permit shall be valid for the period specified in the permit.</p>
<p>22.</p>	<p>Conditions on special flight permit</p>	<p>(1) A person shall not fly an aircraft on a special flight permit unless that person has complied with conditions specified in these Regulations.</p> <p>(2) A person who flies an aircraft on a special flight permit shall only do so where—</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>

- (c) the aircraft registration markings assigned to the aircraft are displayed;
- (d) no person or property are carried on board for hire or reward;
- (e) only persons essential for the safe operation of the aircraft are carried on the aircraft, and who shall be advised of the contents of the permit and the airworthiness status of the aircraft;;
- (f) (f) the aircraft is operated only by flight crew:
- (i) holding appropriate licence acceptable to the Authority;
 - (ii) with sufficient experience, to appreciate the reasons for the aircraft non-compliance to the prescribed airworthiness standards; and
 - (iii) aware of the purpose of the flight and any limitations imposed.the aircraft is operated only by flight crew holding the appropriate licences and with sufficient experience to appreciate the reasons for the non-compliance of the aircraft to the prescribed airworthiness standards;
- (g) the flight is conducted in accordance with applicable flight operating rules and procedures of the states of intended routing;
- (h) the routing is such that areas of heavy air traffic, areas of heavy human concentration of cities, town settlements or any other areas where the flight may create hazardous exposure to persons or property are avoided;
- (i) the flight is performed in accordance withto the performance limitations prescribed in the aircraft flight manual and any other limitation that the Authority may impose on the flight;
- (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>(k) the aircraft shall not depart for the flight on a special flight permit unless the aircraft has on board authorisations 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 air operator of the aircraft shall obtain the necessary overflight authorizations from the respective authorities of each of those states prior to undertaking the flight.</p>
		<p>(4) Where an aircraft intends to overfly Uganda on a special flight permit issued by another state the air operator of the aircraft shall obtain the necessary overflight authorizations from the Authority.</p>
		<p>(6) The Authority shall require a properly executed certificate of fitness for flight of the aircraft issued by an authorised person, stating that the subject aircraft has been inspected and found to be safe for the intended flight.</p>

PART IV—CONTINUING AIRWORTHINESS OF AIRCRAFT AND AIRCRAFT COMPONENTS

<p>23.</p>	<p>Responsibility of maintaining airworthiness of aircraft</p>	<p>(1) An operator of an aircraft shall—</p> <p>(a) monitor and assess the maintenance and operational experience with respect to continuing airworthiness of the aircraft and provide the information as may be prescribed by the Authority and report using the specified system; and</p> <p>(b) obtain and assess information and recommendations for continuing airworthiness, availed by the organization responsible for the type design and implement resulting actions considered necessary, in accordance with the procedure acceptable to the Authority.</p> <p>(2) In the event that an aircraft registered in Uganda is continuously operated outside Uganda for a period exceeding 30 days, the owner or operator of the aircraft</p>
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		<p>shall be responsible for maintaining the aircraft in an airworthy condition and ensuring that—</p> <p>(a) notice in a form prescribed by the Authority, is given to the Authority prior to the aircraft undertaking such operations; and</p> <p>(b) arrangements acceptable to the Authority for ongoing inspection and oversight of the airworthiness of that aircraft are made.</p>
24.	<p>Continuing airworthiness information</p>	<p>(1) An operator of an aircraft shall—</p> <p>(a) monitor and assess the maintenance and operational experience with respect to continuing airworthiness of the aircraft and provide the information as may be prescribed by the Authority and report using the specified system; and</p> <p>(b) obtain and assess information and recommendations for continuing airworthiness, availed by the organization responsible for the type design and implement resulting actions considered necessary, in accordance with the procedure acceptable to the Authority.</p> <p>(2) An owner or operator of an aircraft shall make readily available information for use in developing procedures for maintaining the aeroplane in an airworthy condition.</p> <p>(3) Maintenance information shall include—</p> <p>(a) a description of the aeroplane and recommended methods for the accomplishment of maintenance tasks; and</p> <p>(b) guidance on defect diagnosis and ageing aircraft maintenance requirements.</p> <p>(4) A failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall make the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.</p>

		<p>(5) 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 the procedures established by the owner or operator and acceptable to the Authority.</p> <p>(6) The operator of a helicopter of over 3175 kgs maximum mass shall monitor and assess the maintenance and operational experience of the helicopter with respect to the continuing airworthiness of the helicopter and shall provide the information as may be prescribed by the state of registry and report, as may be prescribed by the Authority.</p>
25.	Airworthiness in respect of damage to aircraft	<p>(1) Where an aircraft sustains damage, the State of registry shall decide whether the damage is of a nature such that the aircraft is no longer airworthy as specified by the manufacturer's 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 Authority State of registry immediately, communicating to it all details necessary to formulate the decision referred to in sub-regulation (1).</p> <p>(3) When the Authority 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 Authority may, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to</p>

		<p>an aerodrome at which it is restored to an airworthy condition.</p> <p>(5) In prescribing particular limiting conditions under sub-regulation (4), the Authority 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.</p> <p>(6) Notwithstanding sub-regulation (4), the contracting State shall permit such flight or flights within the prescribed limitations.</p> <p>(7) When the Authority 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</p>
26.	<p>Compliance with manufacturer's instructions</p>	<p>(1) An aircraft registered in Uganda shall not engage in commercial air transport operations, unless—</p> <p>(a) the aircraft, including its engines, equipment and radios are maintained in accordance with the approved aircraft maintenance programme and maintenance procedures recommended by the aircraft manufacturer;</p> <p>(b) a certificate of release to service has been completed and signed by an appropriately licensed aircraft maintenance engineer to certify that all maintenance work has been completed satisfactorily and in accordance with the approved aircraft maintenance programme and manufacturer's maintenance procedures; and</p> <p>(c) there is an approved flight manual available on the aircraft for the use of the flight crew, containing the limitations within which the aircraft is considered airworthy, together with any additional instructions and information as may be necessary to show compliance with the specified regulations, relating to the performance and</p>

		<p>for the safe operation of the aircraft, except that if the aircraft has a maximum take-off certificated mass of five thousand seven hundred kilo grammes or less, the limitations may be made available by means of placards or other documents approved by the Authority.</p>
<p>27.</p>	<p>Reporting of failures, malfunctions and defects</p>	<p>(1) A registered owner or operator of an aircraft registered in Uganda shall report to the Authority any failures, malfunctions or defects that may result in at least one of the following—</p> <ul style="list-style-type: none"> (a) fires during flight and whether the related fire-warning system is 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 during flight causes damage 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 the 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 uncommanded 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 these are 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 known or suspected technical difficulties or malfunctions;

(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 the engines were installed; or

(x) the number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which the propellers were installed.

(2) A report under this regulation shall—

(a) be made within 3 days after determining that the failure, malfunction or defect required to be reported has occurred; and

(b) include the following information—

(i) the type and registration mark of the aircraft; (ii) the name of the operator of the aircraft;

(iii) the aircraft serial number of the aircraft;

(iv) where the failure, malfunction, or defect is associated with an article approved under a Technical Standard Order authorisation, the article serial number and model designation, as may be appropriate;

		<p>(v) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as may be appropriate;</p> <p>(vi) the product model;</p> <p>(vii) identification of the part, component, or system involved, including the part number; and</p> <p>(viii) the nature of the failure, malfunction, or defect.</p>
		<p>(3) The Authority shall upon receipt of the report under this regulation, for an aircraft registered in Uganda, submit the report to the State of design</p>
		<p>(4) The Authority shall upon receipt of the report required under this regulation, for foreign registered aircraft operating in Uganda, submit the report to the state of registry and the state of design.</p>
<p>28.</p>	<p>Responsibilities of State of registry in respect of continuing airworthiness</p>	<p>(1) The Authority shall—</p> <p>(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 15, notify the State of Design that it has entered such an aircraft on its register;</p> <p>(b) when approving a maintenance organization or accepting the approval of a maintenance organization issued by another Contracting State, verify compliance with the civil Aviation (Approved Maintenance Organization) regulations; and</p> <p>(c) ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information;</p> <p>(2) An owner or operator shall not operate an aircraft unless there are established procedures approved by the Authority to:</p> <p>(a) determine the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements in force for that aircraft;</p> <p>(b) ensure that aircraft continue to be maintained in an airworthy condition and in compliance with the</p>

		<p>maintenance requirements of the applicable Civil Aviation (Operation of Aircraft) Regulations;</p> <ul style="list-style-type: none"> (c) ensure that aircraft continue to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; (d) 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; (e) ensure that all mandatory continuing airworthiness information originated by the Authority in respect of an aircraft, is transmitted to the appropriate State of Design; (f) ensure that, in respect of an aeroplane over 5,700 kg and a helicopter 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; (g) 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; (h) ensure the type of information to be reported to the Authority, organizations responsible for type design and maintenance organizations in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, communicated through procedures established by the owner or operator and acceptable to the Authority as determined in the technical guidance materials; (i) 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; and
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		<p>(j) Subject to paragraph (i) 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.</p>
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Part V—AIRCRAFT MAINTENANCE AND INSPECTION

<p>29.</p>	<p>General requirements for maintenance and inspections</p>	<p>(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 its components, the recommended methods for the accomplishment of maintenance tasks and information on 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 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 including—</p> <p>(a) basic details of the maintenance carried out including approved reference to the data used;</p> <p>(b) the date on which maintenance was completed;</p>
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		<p>(c) the identity of the approved maintenance organisation; and</p> <p>(d) the identity of the person signing the release</p>
30.	<p>Persons authorised to perform maintenance, preventive maintenance and modification</p>	<p>(1) A person shall not perform any task related to the maintenance of an aircraft or aircraft components, except as provided in this regulation.</p> <p>(2) The persons authorised to perform maintenance, preventive maintenance and modification are—</p> <p>(a) a pilot licensed by the Authority;</p> <p>(b) a licensed aircraft maintenance engineer or;</p> <p>(c) a person performing maintenance under the supervision of a licensed aircraft maintenance engineer; and</p> <p>(dc) an approved maintenance organisation.</p> <p>(3) Subject to Sub-regulation (2), a pilot licensed by the Authority may only perform preventive maintenance on an aircraft where;</p> <p>(a) the maximum certificated take-off mass of the aircraft is 2370 kgs or less;</p> <p>(b) the aircraft is owned or operated by that pilot;</p> <p>(c) the aircraft is not listed for use by a holder of an air operator certificate; and</p> <p>(d) the pilot undertook a maintenance course for that type of aircraft.</p> <p>(4) Subject to Sub-regulation (2), a pilot licenced by the Authority who operates a balloon listed for use by a holder of an aircraft operation certificate may perform maintenance, preventive maintenance and modification on balloons, provided that the pilot is trained in the appropriate balloon maintenance.</p>

		<p>(5) 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, 2020.</p>
		<p>(6) A person working under the supervision of a licensed aircraft maintenance engineer may perform the maintenance, preventive maintenance or modifications that a licensed aircraft maintenance engineer is authorised to perform where the supervising licensed aircraft maintenance engineer—</p> <p>(a) personally observes the work being done to the extent necessary to ensure that it is being done properly; and</p> <p>(b) is readily available, in person, for consultation</p>
		<p>(7) An approved maintenance organisation may perform aircraft maintenance within the limits specified by the Authority.</p>
		<p>(8) A manufacturer holding an approved maintenance organisation certificate may—</p> <p>(a) maintain or modify rebuild or alter any aircraft component manufactured by that manufacturer under a type or production certificate;</p> <p>(b) maintain or modify rebuild or alter any aircraft component manufactured by that manufacturer under a technical standard order authorisation, parts manufacturer approval by the state of design or product and process specification issued by the state of design; and</p> <p>(c) perform any inspection required under the applicable Civil Aviation (Operation of Aircraft) Regulations , 2020 on aircraft that the manufacturer manufactures, for aircraft operating under a production</p>

		certificate or under a currently approved production inspection system for such aircraft.
31.	Personnel authorized to approve return to service of aircraft	<p>(2) The following personnel may be authorised to approve for return to service—</p> <p>(a) a pilot licensed by the Authority who may return his or her aircraft to service after performing authorised preventive maintenance provided: that the pilot successfully completed an approved maintenance course for that type of aircraft;</p> <p>(i) the maximum certificated take-off mass of the aircraft is 2370 kgs or less;</p> <p>(ii) the aircraft is owned or operated by that pilot;</p> <p>(iii) the aircraft is not listed for use by a holder of an air operator certificate; and</p> <p>(iv) the pilot undertook a maintenance course for that type of aircraft.</p> <p>(b) a licensed aircraft maintenance engineer who may approve aircraft and aircraft components for return to service after the licensed aircraft maintenance engineer has performed or supervised the maintenance or inspected the maintenance carried out, subject to the applicable Civil Aviation (Personnel Licensing) Regulations, 20210 and Civil Aviation (Air Operator Certification and Administration) Regulations: and; or</p> <p>(c) an approved maintenance organisation which may approve aircraft and aircraft components for return to service as provided in the specific operating provisions approved by the Authority..</p> <p>(3) 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 unless he or she is authorised by the Authority.</p>
32.	Persons authorised to	(1) The following are authorised to carry out inspections—

	<p>perform inspections</p>	<p>(a) a licensed aircraft maintenance engineer who may conduct the required inspections of aircraft and aircraft components for which the licensed aircraft maintenance engineer is rated; or and</p> <p>(b) an approved maintenance organisation which may perform the required inspections of aircraft and aircraft components as provided in the specific operating provisions approved by the Authority.</p> <p>(2) A person shall not perform an inspection of an aircraft and aircraft components, before or after the aircraft has undergone maintenance, preventive maintenance, rebuilding or modification, unless he or she is authorized by the Authority..</p>
<p>33.</p>	<p>Preventive maintenance: limitations</p>	<p>Preventive maintenance shall be limited to—</p> <p>(a) the removal, installation and repair of landing gear tires; (b) replacing elastic shock absorber cords on landing gear;</p> <p>(c) servicing landing gear shock struts by adding oil or air or both;</p> <p>(d) servicing landing gear wheel bearings;</p> <p>(e) replacing defective safety wiring or cotter keys;</p> <p>(f) lubrication which does not require disassembly other than the removal of nonstructural items;</p> <p>(g) making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces;</p> <p>(h) replenishing hydraulic fluid in the hydraulic reservoir;</p> <p>(i) refinishing decorative coating of fuselage, wings, tail group surfaces excluding balanced control surfaces, fairings, cowling, landing gear, cabin or cockpit</p>

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 the upholstery and decorative furnishings of the cabin or cockpit where the repairing does not require disassembly of any primary structure or operating system and does not interfere with any operating system or affect the primary structure of the aircraft;

(l) making small simple repairs to fairings, non-structural cover plates, cowling and small patches and reinforcements without 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;

(n) replacing safety belts;

(o) replacing seats or seat parts with replacement parts approved for the aircraft, which does not involve 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;

		<p>(s) replacing any cowling which does not require the removal of the propeller or the disconnection of flight controls;</p> <p>(t) replacing or cleaning spark plugs and setting of the spark plug gap clearance;</p> <p>(u) replacing any hose connection except hydraulic connections;</p> <p>(v) replacing prefabricated fuel lines; (w) cleaning fuel and oil strainers;</p> <p>(x) replacing and servicing batteries;</p> <p>(y) the replacement or adjustment of non-structural fasteners which are incidental to the operations of the aircraft; and</p> <p>(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 manufacturer and the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and the installation does not involve the disassembly of the existing filler opening.</p>
34.	<p>Performance Rules: Maintenance</p>	<p>(1) A person who performs maintenance, preventive maintenance or modification on an aircraft or aircraft component shall use the methods, techniques and practices prescribed in—</p> <p>(a) the current version of the manufacturer’s maintenance manual or instructions for continued airworthiness issued by the manufacturer of the aircraft or aircraft component; or</p> <p>(b) any methods, techniques and practices required by the Authority or any methods, techniques and practices that may be approved by the Authority, where the manufacturer’s maintenance manual or instructions are not available</p>

		<p>(2) A person shall use the tools, equipment and test apparatus necessary to ensure completion of the work in accordance with accepted industry practices.</p>
		<p>(3) Where the 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 who performs maintenance, preventive maintenance or modification on an aircraft or aircraft component shall do that work in such a manner that, and shall use materials of a quality that ensures that the condition of the aircraft or aircraft component worked on are at least equal to its original or properly altered condition with regard to the aerodynamic function, structural strength, resistance to vibration and deterioration and any other qualities that affect airworthiness</p>
		<p>(5) The methods, techniques and practices contained in the maintenance control manual and maintenance programme of the holder of an aircraft operator certificate, which are approved by the Authority, shall constitute an acceptable means of compliance with the requirements of these Regulations.</p>
<p>35.</p>	<p>Performance Rules: Inspection</p>	<p>(1) A person who conducts an inspection on an aircraft required by the Authority shall—</p> <p>(a) conduct the inspection so as to determine whether the aircraft or portion of the aircraft under inspection meets all the applicable airworthiness requirements; and</p> <p>(b) where there is a particular approved aircraft maintenance program required or accepted for the aircraft being inspected, conduct the inspection in accordance with the instructions and procedures specified in the approved aircraft maintenance program</p> <p>(2) Subject to sub-regulation (1), a A person who performs an inspection required on a rotorcraft, shall inspect the systems of the rotorcraft, in accordance with the</p>

		<p>maintenance manual or instructions for continued airworthiness.</p> <p>(3) The systems to be inspected shall include—</p> <p>(a) the drive shafts or similar systems;</p> <p>(b) the main rotor transmission gear box for obvious defects; (c) the main rotor and centre section or the equivalent area;</p> <p>and</p> <p>(d) the auxiliary rotor on helicopters.</p> <p>(4) A person who performs an inspection shall, before that inspection, thoroughly clean the aircraft and aircraft engine and remove or open all the necessary inspection plates, access doors, fairings and cowlings.</p>
36.	Checklist	<p>(1) A person who performs an inspection shall use a checklist while performing the inspection, and the checklist shall include the scope and detail of the items prescribed or approved by the Authority.</p> <p>(2) A checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected or one obtained from another source.</p> <p>(3) A person who inspects and approves a reciprocating-engine- powered aircraft for return to service after an inspection shall, before that approval, run the aircraft engine or engines to determine that the performance of the engine or engines is satisfactory.</p> <p>(4) For the purposes of these Regulations, the performance of the engine shall be in accordance with the recommendations of the manufacturer with regard to—</p> <p>(a) power output,; both static and idle revolutions per minute (b) magnetos;</p>

		<p>(c) fuel and oil pressure; and</p> <p>(e) cylinder and oil temperature.</p>
37.	Turbine-engine powered aircraft approval	A person who approves a turbine-engine-powered aircraft for return to service shall, before that approval, run the aircraft engine or engines to determine that the performance of the engine or engines is satisfactory, in accordance with the recommendations of the manufacturer.
38.	Areas of inspection	<p>(1) 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.</p> <p>(2) A person who performs an inspection shall, where applicable, inspect—</p> <p>(a) the fuselage and hull group and specifically—</p> <p>(i) the fabric and skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings; and</p> <p>(ii) the systems and components for improper installation, apparent defects, and unsatisfactory operation;</p> <p>(c) (b) the cabin and cockpit group:</p> <p>(i) , generally for uncleanliness and loose equipment that might foul the controls; and specifically—</p> <p>(ii) (i) the seats and safety belts for poor condition and apparent defects;</p> <p>(iii) leakages;</p> <p>(ivii) the instruments, for any poor condition, mounting, marking, and where practicable for improper operation;</p> <p>(iv) the flight and engine controls, for any improper installation or improper operation;</p>

- (vi) the batteries for any improper installation or improper charge; and
 - (vi) all systems for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.;
- (c) the engine and nacelle group including—
- (i) the engine section for visual evidence of excessive oil, fuel or hydraulic leaks, and sources of such leaks;
 - (ii) the studs and nuts for improper torque loading and obvious defects;
 - (iii) the internal engine for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs and where there is weak cylinder compression, for improper internal condition and improper internal tolerances;
 - (iv) the engine mount for cracks, looseness of mounting, and looseness of engine to mount;
 - (v) the flexible vibration dampeners, for poor condition and deterioration;
 - (vi) the engine controls for defects, improper travel, and improper safety locking;
 - (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; and

- (xi) the cowling for cracks and defects;
- (d) the landing gear group including—
 - (i) all the units for poor condition and insecurity of attachment;
 - (ii) the 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; and
 - (x) floats and skis for insecure attachment and obvious or apparent defects;
- (c) the wing and centre section assembly for—
 - (i) poor general condition;
 - (ii) fabric or skin deterioration; (iii) distortion;
 - (iv) evidence of failure; and
 - (v) insecurity of attachment;
- (f) the 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; and

		<p>(vii) improper component operation; (g) the propeller group including—</p> <p>(i) the propeller assembly for cracks, nicks, binds and oil leakage;</p> <p>(ii) the bolts for improper torque loading uing and lack of safety;</p> <p>(iii) the anti-icing device for improper operations and d obvious defects; and</p> <p>(iv) the control mechanisms for improper operation, insecure mounting, and restricted travel;</p> <p>(h) the avionics and instrument equipment:</p> <p>(i) for improper installation and insecure mounting including; —</p> <p>(ii) the wiring and conduits for improper routing, insecure mounting and obvious defects;</p> <p>(iii) the bonding and shielding for improper installation and poor condition; and</p> <p>(ivii) the antenna including the trailing antenna for poor condition, insecure mounting, and improper operation;</p> <p>(i) the electronic or electrical group including—</p> <p>(i) the wiring and conduits for improper routing, insecure mounting and obvious defects; and</p> <p>(ii) the bonding and shielding for improper installation and poor condition; and</p> <p>(j) each installed miscellaneous item that is not specified in this sub-regulation or which has instructions for continued airworthiness, for improper installation and improper operation.</p>
39.	Performance Rules:	(1) A person who performs an inspection or other maintenance specified in an airworthiness limitation

	Airworthiness limitations	section of a 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.
40.	Aircraft mass schedule	<p>(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 at such times and in such manner as the Authority may require or approve in the case of that aircraft.</p> <p>(2) An aircraft shall be weighed to determine its basic weight and the corresponding centre of gravity position when all manufacturing processes have been completed.</p> <p>(3) An aircraft exceeding 5700 kg (12500 lb) maximum take off weight five thousand seven hundred kilogrammes shall be re-weighed two years after the date of manufacture and thereafter at intervals not exceeding five years and at such times as the Authority may require.</p> <p>(4) An aircraft not exceeding 5700 kg (12500 lb) maximum take off weight shall be weighed at intervals not exceeding five 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;</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</p>

		<p>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; and</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>
41.	Markings and Placards	<p>An aircraft owner or 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 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>
PART VI—AIRCRAFT NOISE CERTIFICATION		
42.	Requirement of noise certification	<p>(1) An owner or operator of an aircraft under these Regulations shall not land or take off with the aircraft in Uganda unless he or she has a valid noise certificate or a document attesting noise certification issued by the State of registry.</p> <p>(2) A noise certificate or a document attesting noise certification issued by the Manufacturer or another Contracting</p>

		<p>State shall be accepted by the Authority on the basis of the information and satisfactory evidence provided by the Manufacturer.</p> <p>(3) Subject to sub-regulation (2), in accepting a noise certificate or a document attesting noise certification issued by the Manufacturer, the Authority will issue its own noise certificate in accordance with the procedures specified in the applicable Technical Guidance Material.</p> <p>(4) The document attesting noise certification shall be carried on board the aircraft.</p> <p>(5) Application for noise certificate shall include—</p> <p>(a) with regard to a new aircraft—</p> <p>(i) a statement of conformity issued by State of manufacture or exporting Authority;</p> <p>(ii) the noise information determined in accordance with the applicable noise requirements.</p> <p>(b) with regard to a used aircraft—</p> <p>(i) the noise information determined in accordance with applicable noise requirements, and</p> <p>(ii) historical records to establish the production, modification and maintenance standard of the aircraft.</p>
43.	Noise certificate	<p>(1) The documents attesting noise certification for an aircraft shall contain at least the information contained in Part B in Second Schedule to these Regulations.</p> <p>(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 through 6 and Items 18 through</p>

		<p>20 in Part B of Schedule 3 is given in the certificate of airworthiness, in which case the numbering system of the certificate of airworthiness according to these Regulations shall prevail.</p>
		<p>(3) A noise certificate shall be classified in accordance with Part A of Schedule 3 to these Regulations.</p>
		<p>(4) The Authority shall issue a Noise Certificate based on the Manufacturer Noise Certification in accordance with procedures prescribed by the Authority.</p>
		<p>(5) 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.</p>
<p>44.</p>	<p>Issuance, suspension and revocation of aircraft noise certificate</p>	<p>(1) An aircraft included in the classification prescribed for noise certification purposes in Part A of Schedule 3 shall be issued with a noise certificate set out in Schedule 3 or a suitable statement attesting noise certification contained in another document approved by the state of registry and required by that State to be carried in the aircraft.</p>
		<p>(2) The noise certificate referred to in sub-regulation (1) shall be issued or validated by the Authority on the basis of satisfactory evidence that the aircraft complies with the requirements which are at least equal to the applicable standards specified in Second Schedule.</p>
		<p>(3) The document attesting noise certification of an aircraft shall provide information in accordance with Part B of Schedule 3.</p>
		<p>(4) The Authority—</p>

		<p>(a) shall suspend or revoke the noise certificate of an aircraft which is on the civil aircraft register where the aircraft ceases to comply with the applicable noise standards; and</p> <p>(b) shall not re-instate or grant a new noise certificate unless the aircraft is found, on reassessment, to comply with the applicable noise standards.</p>
		<p>(5) Sub regulations (2), (3) and (4) shall apply to all engines included in the classifications defined for emission certification purposes where the engines are fitted to aircraft engaged in international air navigation.</p>

PART VII—MAINTENANCE RECORDS AND ENTRIES

45.	Keeping certificate of release to service records	<p>(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 be effective from the date of issue and shall cease to be effective, upon the expiry of the period in calendar days or flight time, whichever is earlier, specified in the approved aircraft maintenance program.</p>
		<p>(3)The original copy of the certificate of release of service shall be kept by the operator, in a place approved by the Authority and the duplicate copy of the certificate of release to service shall be kept on board the aircraft.</p>
46.	Technical logbook	<p>(1) An operator of an aircraft registered in Uganda in respect of which a certificate in commercial air transport or aerial work category has been issued shall keep, a technical logbook for that aircraft.</p>
		<p>(2) An entry of a defect which affects the airworthiness and safe operation of an aircraft shall be made in the technical logbook of the aircraft, as specified in the Civil Aviation (Operation of Aircraft-Helicopter Operations) Regulations, 20210, the Civil</p>

		<p>Aviation (Operation of Aircraft-Commercial Airtransport Aeroplanes) Regulations, 20210 and the Civil Aviation (Operation of Aeroplanes General Aviation- Aeroplaves) Regulations, 20210</p>
		<p>(3) Upon rectification of any defect and after the issuance of a certificate of release to service, a person who issues the certificate of release to service under the Civil Aviation (Approved Maintenance Organisation) Regulations, 2020 shall, in respect of the defect which is rectified, enter the certificate in the technical logbook in accordance with sub-regulation (2).</p>
<p>47.</p>	<p>Aircraft, engine and propeller logbooks.</p>	<p>(1) The following log books shall be kept in respect of aircraft registered in Uganda—</p> <p>(a) an aircraft log book;</p> <p>(b) a log book for each engine fitted in the aircraft; and</p> <p>(c) a log book for each variable pitch propeller fitted to the aircraft.</p> <p>(2) A log book shall include the particulars specified in Schedule 4 and in the case of an aircraft having a maximum certificated take-off mass of 2730 kg or less, the logbooks shall be of a type approved by the Authority.</p> <p>(3) An entry in a log book other than such an entry that is referred to in sub-paragraphs 3(d) (ii) and 4 (d) (ii) of the Third Schedule to these Regulations, shall be made as soon as practicable after the occurrence of the event to which it relates, but not more than seven days after the expiration of the certificate of release to service, of the aircraft at the time of the occurrence of the event</p> <p>(4) An entry in a log book, other than an entry that is referred to in subparagraphs 3 (d) (ii) and 4 (d) (ii) of the Third Schedule to these Regulations shall be made when</p>

		<p>any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the engine or propeller, as the case may be.</p>
		<p>(5) An entry in the log book may refer to other documents which shall be clearly identified, and the documents referred to shall be deemed, for the purposes of this regulation, to be part of the log book.</p>
		<p>(6) It shall be the duty of the operator of an 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 this regulation.</p>
		<p>(7) Subject to this regulation, every log book shall be preserved by the operator of the aircraft for two years after the aircraft, the engine or the variable pitch propeller, as the case may be, is destroyed or is permanently withdrawn from use.</p>
		<p>(8) A clear record of continued compliance with all applicable mandatory requirements shall be recorded in the logbook</p>
		<p>(9) Where 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.</p>
		<p>(10) A duplicate inspection certified in accordance with these Regulations shall 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</p>
<p>48.</p>	<p>Duplicate Inspection</p>	<p>(1) A duplicate inspection shall be carried out after any flight safety sensitive maintenance tasks involving the assembly or any disturbance of a control system that, when errors occur, 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 appropriately licensed aircraft maintenance engineers, to ensure correct assembly, locking and sense of operation and a technical record of the inspections shall contain the signatures of both licensed engineers before the relevant certificate of release is issued.</p>
<p>49.</p>	<p>Maintenance Records</p>	<p>(1) A person who performs maintenance on an aircraft or aircraft component shall, for the maintenance works carried out, make an entry in the maintenance record of the aircraft or aircraft equipment which shall—</p> <p>(a) a description or reference to data acceptable to the authority of work performed such as:</p> <p>(i) the total time in service in hours, calendar time, and cycles, as appropriate of the aircraft and all life-limited components;</p> <p>(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 in hours, calendar time, and cycles, as appropriate since last overhaul of the aircraft or its components subject to a mandatory overhaul life; and</p> <p>(v) the current status of the aircraft's compliance with the approved 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 under sub-regulation (1) (c) shall be deemed to be the approval for return to service in respect of the maintenance work performed</p> <p>(3) A person working under the supervision of a LAME shall not perform any inspection required by the Civil Aviation (Operation of Aircraft-Helicopter) Regulations,</p>

		<p>20210, Civil Aviation (Operation of Aircraft Commercial Air transport) Regulations, 20210, Civil Aviation (Operation of Aircraft-eroplane General Aviation Aeroplanes) Regulations, 2020 or any inspection performed after a major repair or modification.</p>
		<p>(4) A person performing the work referred to in sub-regulation (1) shall enter the records of any major repairs and major modifications, as specified by the Authority in the applicable Technical Guidance Material.</p>
		<p>(5) A person performing a major repair or major modification shall:</p> <p>(a) shall execute the form specified by the Authority in the applicable technical guidance material at least in duplicate;</p> <p>(b) provide a signed copy of that form to the aircraft owner or operator; and</p> <p>(c) submit a copy of the form to the Authority, in accordance with procedures for major repairs and modifications specified by the Authority in the applicable technical guidance material, within 48 hours after the aircraft or aircraft component is approved for return to service.</p>
		<p>(6) Where an approved maintenance organisation performs a major repair or modification, the organisation shall record the repairs or modifications undertaken, in the work order of the owner or operator of the aircraft.</p>
		<p>(7) The approved maintenance organisation that performs a major repair or modification shall—</p> <p>(a) give the owner or operator of the aircraft 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; and</p> <p>(b) give the owner or operator of the aircraft a certificate of release to service duly signed by the appropriately qualified personnel in accordance with applicable Civil Aviation (Personnel Licensing) Regulations authorised representative of the approved</p>

		<p>maintenance organisation and the certificate shall include—</p> <p>(i) the identity of the aircraft or aircraft component;</p> <p>(ii) the make, model, serial number, aircraft nationality and registration marks and location of the repaired area on the aircraft;</p> <p>(iii) the name of the manufacturer, name of the part, model and serial number, if any, of an aircraft component; and</p> <p>(iv) the signature of the authorised representative of the approved maintenance organization and the name, address and certificate number of the approved maintenance organisation.</p>
50.	<p>Records of overhaul and rebuilding</p>	<p>(1) A person shall not record in a maintenance entry or form that an aircraft or aircraft component was overhauled unless the aircraft or aircraft component—</p> <p>(a) was disassembled, cleaned and inspected as may be permitted and was repaired as may be necessary, and reassembled using methods, techniques and practices acceptable to the Authority; and</p> <p>(b) was tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, and where the standards and data are developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance manufacturing approval, as the case may be.</p> <p>(2) A person shall not record in any required maintenance entry or form that an aircraft or aircraft component was rebuilt unless the aircraft or aircraft component was disassembled, cleaned and inspected as may be permitted and repaired as may be necessary and was reassembled and tested to the same tolerances and limits as a new item, using new parts or used parts, that conform to new part tolerances and limits.</p>

<p>51. Approval for return to service</p>	<p>(1) A person shall not approve, any aircraft or aircraft component for return to service, where the aircraft or aircraft component has undergone maintenance, preventive maintenance, rebuilding or modification unless—</p> <p>(a) the appropriate maintenance record entry is made in accordance with these Regulations;</p> <p>(b) the major repair or major modification form authorized by the Authority has been executed in a manner determined by the Authority in the applicable technical guidance material;</p> <p>(c) where 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 established or revised as set out in Regulation 7 based on the approved modification instructions.</p>
<p>52. Content, form and disposition of records for inspections</p>	<p>(1) A person who approves the return to service of an aircraft or aircraft component after an inspection performed in accordance with the Civil Aviation (Operation of Aircraft-Helicopter Operations) Regulations, 20210, the Civil Aviation (Operation of Aircraft-Commercial Air transport Aeroplanes) Regulations, 20210, and the Civil Aviation (Operation of Aircraft Aeroplanes General Aviation-Aeroplanes) Regulations, 20210, shall make an entry in the maintenance record in respect of that aircraft or aircraft component which shall contain—</p> <p>(a) the type of inspection and a brief description of the extent of the inspection;</p> <p>(b) the date of inspection;</p> <p>(c) the aircraft total time and cycles in service;</p> <p>(d) the signature and license number of the person who approves the return to service of the aircraft or aircraft component;</p>

(e) where the aircraft is found to be airworthy and approved for return to service, a statement certifying that the aircraft has been inspected in accordance with the type of work and was determined to be in an airworthy condition;

(f) where as a result of defects, the aircraft is not approved for return to service because the aircraft needs maintenance or is not in compliance with the applicable specifications, airworthiness directives, or other approved data, a statement that the aircraft has been inspected in accordance with the inspection requirements and a list of discrepancies and unairworthy items, which shall be dated and provided to the aircraft owner or operator; and

(g) where the inspection is conducted under an inspection program under the Civil Aviation (Operation of Aircraft- Helicopter Operations) Regulations, 20210, the Civil Aviation (Operation of Aircraft-Commercial Air transport Aeroplanes) Regulations, 20210, and the Civil Aviation (Operation of Aircraft-eroplanes General Aviation-Aeroplanes) Regulations, 20210, the person who performs the inspection shall make an entry identifying the inspection program accomplished, with a statement that the inspection was performed in accordance with the type of inspections and procedures for that particular program.

(2) A person who performs any inspection required under the Civil Aviation (Operation of Aircraft-Helicopter Operations) Regulations, 20210, the Civil Aviation (Operation of Aircraft- Commercial Air transport Aeroplanes) Regulations, 20210, and the Civil Aviation (Operation of Aircraft-Aeroplanes General Aviation-Aeroplanes) Regulations, 20210 and 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 airworthiness of the aircraft depends, shall give the owner or operator a signed and dated list of those discrepancies

PART VIII—GENERAL PROVISIONS

<p>53.</p>	<p>Extra-territorial application of Regulations to aircraft of the Government and visiting forces</p>	<p>(1) These Regulations shall apply to an aircraft, not being a military aircraft, which belongs to or which is exclusively employed in the service of the Government.</p> <p>(2) For the purposes of subregulation (1)— (a) the department or authority which is responsible for the management of the aircraft shall be deemed to be the operator of the aircraft; and (b) in the case of an aircraft belonging to the Government, the department or authority which is responsible for the management of the aircraft shall be deemed to be the owner of the interest of the Government in the aircraft.</p> <p>(3) Except as otherwise expressly provided, the naval force, military force and air force and the member of any visiting force and the property held or used for the purpose of any of these forces shall be exempt from the provision of these Regulations.</p>
<p>54.</p>	<p>Possession of licence, certificate, approval or authorisation</p>	<p>(1) A holder of a licence, certificate, approval or authorisation issued by the Authority, shall have in his or her possession or at the work site, when exercising the privileges of that licence, certificate, approval or authorisation.</p> <p>(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate, approval or authorisation and shall have physical possession of the licence, certificate, approval or authorisation issued by the Authority or at the work site of the crew member, when exercising the privileges of the licence, certificate, approval or authorization, as the case may be.</p>
<p>55.</p>	<p>Inspection of licence, certificate, approval and authorisation</p>	<p>A person who holds a licence, certificate, approval or authorisation required by these Regulations shall upon request by the Authority or a person authorised by the Authority, present the licence, certificate, approval or authorisation for inspection.</p>

56.	Change of address	<p>(1) A holder of a licence, certificate, approval, authorization or any other document issued under these Regulations shall notify the Authority of—</p> <p>(a) the change in the physical address, at least fourteen days before the change; and</p> <p>(b) the change in the mailing address, upon the change.</p> <p>(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 licence, certificate, approval or authorisation.</p>
57.	Replacement of documents.	A person to whom a document was issued under these Regulations, may, where the document is lost or destroyed, apply to the Authority in writing for replacement of the document in accordance with the requirements and procedure determined by the Authority in the specific circumstance.
58.	Suspension, revocation and variation of licence, certificate, approval or authorisation	<p>(1) The Authority may revoke, suspend, or vary any licence, certificate, approval, authorisation or other document issued or granted under these Regulations, where it considers it to be in the public interest to do so</p> <p>(2) The Authority shall revoke, suspend or vary any licence, certificate, approval, authorisation or other document issued or granted under these Regulations upon the completion of an investigation which shows sufficient ground to the satisfaction of the Authority</p> <p>(3) A holder of a licence, certificate, approval, authorization or any person who has possession or custody of a licence, certificate, approval, authorization or other documents issues under these Regulations, which is revoked, suspended or varied, shall surrender the certificate, licence, approval, authorization or other</p>

		<p>documents to the Authority within fourteen days from the date of revocation, suspension or variation.</p>
		<p>(4) The breach of any condition subject to which any licence, certificate, approval, authorization or any such other document was granted or issued under these Regulations, shall render the document invalid during the continuance of the breach.</p>
<p>59.</p>	<p>Use and retention of licence, certificate, approval and authorization records</p>	<p>(1) A person shall not—</p> <p>(a) use any licence, certificate, approval, authorization or other document issued or required under these Regulations which is forged, altered, revoked, or suspended, or to which that person is not entitled;</p> <p>(b) forge or alter any licence, certificate, approval, authorization or other document issued or required under these Regulations;</p> <p>(c) lend any licence, certificate, approval, authorization or other document issued or required under these Regulations to any other person; or</p> <p>(d) make any false representation for the purpose of procuring for that person or for any other person the issue, renewal or variation of the certificate or any such other document</p> <p>(2) A person shall not—</p> <p>(a) mutilate, alter, render illegible or destroy any records or any entry made in any record, required by or under these Regulations to be maintained;</p> <p>(b) knowingly make, procure or assist in the making of, any false entry in any record; or</p> <p>(c) willfully omit to make a material entry in any record during the period for which it is required under these Regulations to be made</p> <p>(3) A record required to be maintained by or under these Regulations shall be in a permanent and indelible form.</p>

		(4) A person shall not purport to issue any licence, certificate, approval, authorization or other document for the purpose of these Regulations unless the person is authorised to do so under these Regulations.
		(5) A person shall not issue any licence, certificate, approval, authorization or other document required under these Regulations unless the person confirms that all statements in the licence, certificate, approval or authorization are correct and that the applicant is qualified to hold that licence, certificate, approval or authorization.
60.	Reports of violation	(1) A person who knows of a violation of any provisions of these Regulations shall report the violation to the Authority.
		(2) The Authority shall determine the nature and type of investigation or enforcement action that need sbe taken in respect of the report made under sub-regulation (1).
61.	Enforcement of directions	A person who fails to comply with any direction given to him or her by the Authority or by any authorised person under any provision of these Regulations commits an offence and is liable on conviction to a fine not exceeding fifty currency points or a term of imprisonment not exceeding one year or both.
62.	Aeronautical user fees	(1) The Authority shall charge fees for— (a) the issuance, validation, renewal, extension and variation of any licence, certificate, approval, authorization or other document required under these Regulations;

		<p>(b) for any examination, testing, inspection or investigation required under these Regulations; and</p> <p>(c) the grant of any permission or approval required under Regulations.</p>
		<p>(2) The fees payable under sub-regulation (1) shall be paid to the Authority at the time of making the application or request, for which fees are payable and shall not be refundable.</p>
63.	Offences and penalties	<p>(1) A person who contravenes any provision of these Regulations may have the licence, certificate, approval, authorisation, exemption or other document issued to that person revoked or suspended by the Authority.</p> <p>(2) Where any provision of these Regulations 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 the provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of these Regulations to have contravened that provision unless the operator and the pilot-in-command prove that the contravention occurred without their consent or connivance and that they exercised all due diligence to prevent the contravention.</p> <p>(3) Where 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, 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</p> <p>(4) Where a person is charged with contravening a provision of these Regulations by reason that the person was a member of the flight crew of an aircraft, on a flight for the purpose of commercial air transport operations, the flight shall with respect to that person be treated as not having been for that purpose, where that person proves that</p>

		<p>he or did not know or have reason to know that the flight was for commercial air transport operations</p>
		<p>(5) A person who commits a continuous offence, shall on conviction be liable to a fine not exceeding 50 currency points, for each day of the contravention and the continuous contravention shall constitute a separate offence.</p>
		<p>(6) In case an aircraft is involved in a contravention of a provision of these Regulations, where the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien in lieu of the penalty.</p>
		<p>(7) Any aircraft that is subject to alien under sub-regulation (6), may be seized by and placed in the custody of the Authority.</p>
		<p>(8) An aircraft which is seized by and placed in the custody of the Authority, under sub-regulation (7), shall be released where—</p> <ul style="list-style-type: none"> (a) the fine is paid; (b) a bond of an amount the Authority may prescribe, is deposited with the Authority, conditioned on the payment of the fine; or (c) court makes an order to that effect.
		<p>(9) Any person who contravenes any provision specified as an “A” provision in the Fourth Schedule, commits an offence and is upon conviction liable to a fine not exceeding fifty currency points for each offence for each flight or to imprisonment for a term not exceeding one year or to both.</p>
		<p>(10) A person who contravenes any provision specified as a “B” provision in the Fourth Schedule, commits an offence and is upon conviction liable to</p>

		a fine not exceeding one hundred currency points for each offence or each flight or to imprisonment not exceeding three years or to both.
		(11) A person who contravenes any provision of these Regulations not being a provision referred to in the Fourth Schedule Commits an offence and is liable upon conviction to a fine not exceeding one hundred currency points or to imprisonment not exceeding one year or both and in the case of a second or subsequent conviction for the same offence to a fine not exceeding two hundred currency points.
64.	Revocation and savings	<p>(1) The Civil Aviation (Airworthiness of Aircraft) Regulations 2020, S.I. No. of 2020 are revoked.</p> <p>(2) A licence, certificate, approval or authorization issued or granted by the Authority before the commencement of these Regulations shall, until its expiry, have effect as if issued under these Regulations</p>

FIRST SCHEDULE

**CERTIFICATE OF AIRWORTHINESS (REGULATION 7, 8
and 9)**

Certificate Number
.....

002



UGANDA

CIVIL AVIATION AUTHORITY

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 7th December, 1944 and The Civil Aviation [Airworthiness of Aircraft] Regulations currently in force 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.

6. This Certificate unless cancelled, suspended or revoked is valid from..... to.....

Date of Issue:
.....

Director
and Economic Regulation

Safety, Security

(SEE OVERLEAF)

7. Limitations

Minimum Required Crew:.....
.....

Number of

Seats:.....
.....

-MAXIMUM TAKE OFF MASS.....

-THE APPROVED AIRCRAFT FLIGHT MANUAL OR PILOT OPERATING HANDBOOK OR OWNER’S MANUAL IS PART OF THIS CERTIFICATE AND SHALL BE CARRIED IN THE AIRCRAFT AT ALL TIMES.

-A CURRENT WEIGHT AND BALANCE SCHEDULE REPORT SHALL BE CARRIED IN THE AIRCRAFT AT ALL TIMES.

No entries or endorsements may be made on this Certificate except by an authorised person.

If this Certificate is lost, the Director Safety, Security and Economic Regulation of Uganda Civil Aviation Authority should be notified at once.

Any person who finds this Certificate; please return to the Director Safety, Security and Economic Regulation, Uganda Civil Aviation Authority, PO Box 5536, Kampala, Uganda.

SECOND SCHEDULE

AIRCRAFT NOISE CERTIFICATION

(Regulation 42, 43 and 44)

PART A-CLASSIFICATIONS

The aircraft noise certification classifications in this Schedule are in accordance with the ICAO Annex 16, Volume I to the Chicago Convention (as amended)

Annex Chapter	Details
2	Subsonic jet aero planes – application for certificate of Airworthiness for the prototype accepted before 6 th October 1977.
	(a) all subsonic jet aero planes and propeller-driven aero planes, including their derived versions, with a maximum certificated take-off mass of 55 000 kg or over for which the application for a type certificate is submitted on or after 31 December, 2018;
	(b) all subsonic jet aero planes, including their derived versions, with a maximum certificated take-off mass of less than 55000 kg for which the application for a type certificate is submitted on or after 31 December 2020;

	(c) all propeller-driven aero planes, including their derived versions, with a maximum certificated take-off mass of over 8618 kg but less than 55000 kg for which the application for a type certificate is submitted on or after 31 December, 2020; and
	(d) all subsonic jet aero planes and all propeller-driven aero planes certificated originally as satisfying Annex 16, Volume I, Chapter 3, Chapter 4 or Chapter 5, for which recertification to Chapter 14 is requested.

3	1.Subsonic jet aero planes – application for type certificate submitted on or after 6 October 1977 and before 1 January 2006.
	2. Propeller-driven aeroplanes over not exceeding 8618 kgs– application for type certificate submitted on or after 1st January 1985 and before 1st January, 2006.
4	1.Supersonic aeroplanes - application for certificate of airworthiness for the prototype accepted on or after 1 st January 2006
	2.Propeller driven aeroplanes of over 8,618 kg – application for certificate of airworthiness for the prototype accepted on or after 1 st January 2006
5	Propeller-driven aeroplanes of over 5,700kg – application for certificate of airworthiness for the prototype accepted before 1st January 1985
6	Propeller-driven aeroplanes not exceeding 8,618kg – application for certificate of airworthiness for the prototype accepted before 17th November 1988.
7	Propeller driven STOL aeroplane.
8	Helicopters
9	Installed Auxiliary Power Unit (APU) and associated power systems during ground operations.

10	Propeller-driven aeroplanes not exceeding 8,618kg – application for certificate of airworthiness for the prototype or derived version accepted on or after 17 th November 1988.
11	Helicopters not exceeding 3,175kg maximum certificated take-off mass.
12	Supersonic aeroplanes
13	Tilt-rotor aircraft:-
	a) The standards of this chapter shall be applicable to all tilt-rotors, including their derived versions, for which the application for a Type Certificate was submitted on or after 1 January 2018.
	b) Noise certification of tilt-rotors which are capable of carrying external loads or external equipment shall be made without such loads or equipment fitted.
14	The standards of this chapter shall, with the exception of those aeroplanes which require a runway length of 610 m or less at maximum certificated mass for airworthiness or propeller-driven aeroplanes specifically designed and used for agricultural or fire-fighting purposes, be applicable to-


- (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 is submitted on or after 31 December 2018;
- (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 is submitted on or after 31 December 2020;
- (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 is submitted on or after 31 December 2020; and

- (d) all subsonic jet aeroplanes and all propeller-driven aeroplanes certificated originally as satisfying Annex 16, Volume I, Chapter 3, Chapter 4 or Chapter 5, for which recertification to Chapter 14 is requested.

PART B—INFORMATION TO BE INCLUDED IN THE DOCUMENT ATTESTING NOISE CERTIFICATION

1. Name of state:
2. Title of the document:
3. Number of the document:
4. Nationality or common mark and registration mark:
5. Manufacturer and manufacturer's designation of aircraft:
6. Aircraft serial number:
7. Engine:
8. Propeller type and model for propeller-driven aeroplanes:
9. Maximum take-off mass and unit:
10. Maximum landing mass and unit for certificates issued:
11. The chapter and section of the Regulations according to which the aircraft is certificated:
12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:
13. The lateral/full-power noise level in the corresponding unit for documents issued:
14. The approach noise level in the corresponding unit for documents issued:
15. The flyover noise level in the corresponding unit for documents issued:

16. The overflight noise level in the corresponding unit for documents:
17. The take-off noise level in the corresponding unit for documents issued:
18. Statement of compliance:
19. Date of issuance of the noise certification document:
20. Signature of the officer who issues the noise certification document:

For use by State of Registry		1.			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.

THIRD SCHEDULE

AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS

(Regulation 47)

1. The entries to be made in the aircraft log book shall be—
 - (a) the name of the constructor, the type of the aircraft, the number assigned to the aircraft 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 where 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 the aircraft by or under the Civil Aviation (Airworthiness of Aircraft) Regulations and Civil Aviation (Aircraft Instruments and Equipment) Regulations and the action taken to rectify such defects including a reference to the relevant entries in the technical log required by the Civil Aviation (Airworthiness of Aircraft) Regulations; and
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any equipment of the aircraft.

2. Notwithstanding paragraph 1 of this Schedule, entries shall not be required to be made under subparagraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.

3. The entries to be made in the engine log book shall be—
 - (a) the name of the constructor, the type of engine, the number assigned to the engine by the constructor and the date of the construction of the engine;
 - (b) the nationality and registration marks of the aircraft in which the engine is fitted;
 - (c) the name and address of the operator of the aircraft—
 - (d) either—
 - (i) the date of each flight and the duration of the period between take-off and landing or, where more than one flight is made on a 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, any maintenance, overhaul, repair, replacement, modification or inspection, whichever occurred last, was undertaken on the engine;
 - (e) particulars of all the maintenance work done on the engine
 - (f) particulars of any defects occurring in the engine, and of the rectification of the defects, including reference to the relevant entries in the technical log required by the Civil Aviation (Airworthiness of Aircraft) Regulations; and
 - (g) particulars of all the overhauls, repairs, replacement and modifications relating to the engine or any of the accessories of the engine.

4. The entries to be made in the variable pitch propeller log book shall be—

- (a) the name of the constructor, the type of the propeller, the number assigned to the propeller by the constructor and the date of construction of the propeller;
- (b) the nationality and registration marks of the aircraft, and the type and number of each engine, to which the propeller is fitted;
- (c) the name and address of the operator of each the aircraft to which the propeller is fixed;
- (d) either—
 - (i) the date of each flight and the duration of the period between take-off and landing or, where more than one flight is 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 any maintenance, overhaul, repair, replacement, modification or inspection, whichever occurred last, was undertaken on the engine.
- (e) particulars of all maintenance work done on the propeller
- (f) particulars of any defects occurring in the propeller, and particulars of the rectification of the defects, including a reference to the relevant entries in the technical log required by the Civil Aviation (Airworthiness of Aircraft) Regulations, 2021;
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

FOURTH SCHEDULE
OFFENCES AND PENALTIES
(Regulation 63)

REG. NO.	TITLE	PART
6	Supplemental type certificate, modifications and repairs	A
8	Requirement for Certificate of airworthiness	A
15	Certificate of fitness for flight	A
17	Airworthiness directives and service bulletins.	A
22	Conditions on the special flight permit.	B
23	Responsibility of maintaining airworthiness of aircraft	B
24	Continued airworthiness information	A
26	Compliance with manufacturer's instructions	A
27	Reporting of failures, malfunctions, and defects.	A
30	Persons authorised to perform maintenance, preventive maintenance and modification.	B
31	Personnel authorised to approve return to service.	B
32	Persons authorised to perform inspections.	B
34	Performance rules: maintenance.	A
35	Performance rules: inspection.	A
39	Performance rules: Airworthiness Limitations	A
40	Aircraft mass schedule	B
45	Keeping certificate of release to service records.	A
46	Technical Logbook.	A
47	Aircraft ,engine and propeller log books	A
48	Duplicate Inspection	A
49	Maintenance records.	A
51	Approval for return to service.	A
59	Use and retention of licence, certificate, approval, authorization records.	B
61	Enforcement of directions	A

