

STATUTORY INSTRUMENTS SUPPLEMENT

to The Uganda Gazette No. 35 Volume CVII dated 10th June, 2014

Printed by UPPC, Entebbe, by Order of the Government.

S T A T U T O R Y I N S T R U M E N T S

2014 No. 62.

THE CIVIL AVIATION (AIRWORTHINESS) REGULATIONS, 2014

ARRANGEMENT OF REGULATIONS.

Regulation

PART I—PRELIMINARY

1. Title
2. Interpretation.
3. Application.

**PART II—AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION AND
SUPPLEMENTAL TYPE CERTIFICATES**

4. Acceptance of type certificate.
5. Acceptance of production certificate.
6. Supplemental type certificate

PART III—CERTIFICATES OF AIRWORTHINESS

7. Application for certificate of airworthiness.
8. Certificate of airworthiness to be in force.
9. Classification of certificate of airworthiness.
10. Amendment of certificate of airworthiness.
11. Surrender of certificate of airworthiness.
12. Validity and renewal of a certificate of airworthiness.
13. Aircraft identification.
14. Issue of certificate of airworthiness.
15. Airworthiness directives and service bulletins.
16. Issue of restricted certificate of airworthiness.

Regulation

17. Issue of special flight permit.
18. Export certificate of airworthiness.
19. Conditions on the special flight permit.
20. Certificate of fitness for flight.

PART IV—CONTINUING AIRWORTHINESS OF AIRCRAFT AND AIRCRAFT COMPONENTS

21. Responsibility for maintenance.
22. Continuing airworthiness information.
23. Responsibilities of State of Registry in respect of continuing airworthiness.
24. Compliance with the manufacturer's instructions.
25. Safety and survival equipment.

PART V—AIRCRAFT MAINTENANCE AND INSPECTION

26. Reporting of failures, malfunctions and defects.
27. Persons authorised to perform maintenance, preventive maintenance and modification.
28. Personnel authorised to approve for return to service.
29. Persons authorised to perform inspections.
30. Preventive maintenance limitations.
31. Performance rules maintenance.
32. Performance rules inspection.
33. Airworthiness limitation performance rules.
34. Aircraft mass and balance schedule.
35. Marking and placards.

PART VI—AIRCRAFT NOISE CERTIFICATION

36. Requirement of noise certification.
37. Emission certifications.
38. Issue, suspension, revocation of aircraft noise certificate.

PART VII—MAINTENANCE RECORDS AND ENTRIES.

39. Keeping certificate of release to service records.
40. Technical logbook entries.
41. Aircraft, engine and propeller log books.
42. Records of maintenance.

Regulation

43. Records of overhaul and rebuilding.
44. Approval for return to service.
45. Content, form and disposition of records for inspections.
46. Damage to aircraft.

PART VIII—GENERAL PROVISIONS

47. Possession of licence, certificate or authorisation.
48. Inspection of licences, certificates and authorisation.
49. Change of address.
50. Replacement of documents.
51. Suspension and revocation of certificates.
52. Use and retention of certificates and records.
53. Aeronautical user fees.
54. Application of Regulations to Government and visiting forces, etc.
55. Extra-territorial application of Regulations.

PART IX—OFFENCES AND PENALTIES.

56. Contravention of Regulations.
57. Penalties.

PART X—REPEAL AND SAVINGS.

58. Repeal and savings.

SCHEDULES

First Schedule— Certificate of airworthiness

Second Schedule— Noise Certification Classification.

Third Schedule— Aircraft Engine and Propeller Logbooks.

Fourth Schedule—Major Repairs and Modification Form.

Fifth Schedule—Penalties.

S T A T U T O R Y I N S T R U M E N T S

2014 No. 62.

The Civil Aviation (Airworthiness) Regulations, 2014.

(Under sections 34(2) and 61 of the Civil Aviation Authority Act, Cap 354)

IN EXERCISE of the powers conferred upon the Minister by sections 34(2) and 61 of the Civil Aviation Authority Act, Cap 354, and on the recommendation of the Civil Aviation Authority, these Regulations are made this 6th day of June, 2014.

PART I—PRELIMINARY

1. Title.

These Regulations may be cited as the Civil Aviation (Airworthiness) Regulations, 2014.

2. Interpretation.

In these Regulations, unless the context otherwise requires -

“aeronautical product” means any aircraft, aircraft engine, propeller or subassembly, appliance, material, part, or component to be installed in an aircraft;

“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;

“acceptable” means the Authority has reviewed the method, procedure, or policy and has neither objected to nor approved its proposed use or implementation;

“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 component” means any component part of an aircraft up to and including a complete engine or any operational or emergency equipment;

- “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 an aircraft or aeronautical product is in fit and safe state for flight and is in conformity with its type design;
- “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;
- “approved” means accepted by the appropriate authority 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 maintenance programme” means a maintenance programme approved by the State of Registry;
- “approved data” means technical information approved by the Authority;
- “approved maintenance organisation (AMO)” means an organisation approved to perform specific aircraft maintenance activities by the Authority;
- “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;

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

“article” means any item, including but not limited to, an aircraft, airframe, aircraft engine, propeller, appliance, accessory, assembly, subassembly, system, subsystem, component, unit, product, or part;

“Associated aircraft systems” means aircraft system drawing electrical or pneumatic power from an auxiliary power unit during ground operations;

“Authority” means the Civil Aviation Authority;

“Auxiliary Power-Unit (APU)” means a self-contained power-unit on an aircraft providing electrical/pneumatic power to aircraft systems during ground operations;

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

“by-pass ratio” means the ratio of the air mass flow through the bypass ducts of a gas turbine engine to the air mass flow through the combustion chambers calculated at maximum thrust when the engine is stationary in an international standard atmosphere at sea level;

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

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

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

“currency point” is equivalent to twenty thousand Uganda shillings;

“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;

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

“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;

“facility” means a physical plant, including land, buildings, and equipment, which provide the means for the performance of maintenance, preventive maintenance, or modifications of any article;

“flight time aeroplanes” means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

“flight time helicopters” means the total time from the moment the helicopter blades start turning until the moment the helicopter finally comes to rest at the end of the flight and the rotor blades are stopped;

“glider” means a non-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;

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

“helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

- “inspection” means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;
- “maintenance” means tasks required to ensure the continued airworthiness of an aircraft or aircraft component including any one or combination of overhaul, repair, inspection, replacement, modification, and defect rectification;
- “Maintenance Control Manual” means a manual containing procedures, instructions and guidance for use by maintenance and concerned operational personnel in the execution of their duties;
- “maintenance programme” means a document which describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability programme, necessary for the safe operation of those aircraft to it applies;
- “minor modification” means a type design change not listed in the aircraft, aircraft engine or propeller specifications that will not affect the mass and balance limits, structural strength, performance, power plant operation, flight characteristics or other qualities affecting airworthiness or environmental characteristics or that will be embodied in the product according to non-standard practices;
- “major modification” means a type design change not listed in the aircraft, aircraft engine, or propeller specifications that might appreciably affect the mass and balance limits, structural strength, performance, power plant operation, flight characteristics, or other qualities affecting 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 might appreciably 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 or aeronautical product which is not a repair;

“operator” means a person, organization or enterprise, engaged in or offering to engage in an aircraft organization;

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

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

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

“propeller” means a device for propelling an aircraft that has blades on an engine driven shaft and that when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation; it includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of engine;

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

“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;

“repair” means restoration of an aeronautical product to an airworthy condition and to ensure that the aircraft continues to comply with the design aspects of the airworthiness requirements used for the issue of a type certificate for that aircraft type after the aircraft has been damaged or subjected to wear;

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

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

“smoke” means—

- (a) hot vapor 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;

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

“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 a Contracting State which approved the original type certificate and any subsequent supplemental type certificates for an aircraft, or which approved the design of an aeronautical product or appliance;

“State of Manufacture” means a Contracting State under whose authority an aircraft was assembled, approved for compliance with the type certificate and all extant supplemental type certificates, test flown and approved for operation; the state of manufacture may or may not also be the state of design;

“State of Registry” means a Contracting State on whose registry an aircraft is entered;

“Type Certificate” means a document issued by a Contracting State to define the design of an aircraft type and to certify that this design meets the appropriate airworthiness requirements of that State;

“validation” means confirmation by a contracting state on the basis of satisfactory evidence that the specific intended use or application complies with the requirements or standards of the State.

3. Application.

These Regulations shall apply to all persons operating or maintaining the following—

- (a) Uganda registered aircraft, wherever they are operated;

- (b) aircraft registered in another Contracting State that is operated by a person licensed in Uganda and shall be maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed;
- (c) aircraft of other Contracting States operating in Uganda.

PART II—AIRCRAFT AND COMPONENT ORIGINAL CERTIFICATION AND
SUPPLEMENTAL TYPE CERTIFICATES

4. Acceptance of type certificate.

(1) The Authority may accept a type certificate or an equivalent document issued by a state of design in respect of an aircraft or aircraft component where—

- (a) the type certificate or equivalent document was issued based on an airworthiness code recognised by the Authority; or
- (b) a technical evaluation of the design, materials, construction equipment, performance and maintenance of aircraft or aircraft component technical evaluation against a recognised airworthiness code is carried out by the Authority and is found to—
 - (i) meet the required standards of the recognised airworthiness code; or
 - (ii) complies with any recommendations required by the Authority.

(2) Upon acceptance of the type certificate by the Authority, the Authority may, prior to issue of certificate of airworthiness or restricted certificate of airworthiness, require the applicant to comply with any additional requirements as may be prescribed by the Authority.

(3) In this regulation, “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.

5. Acceptance of production certificate.

The Authority shall accept an application for production of aircraft or a component of an aircraft component if the Authority is satisfied that—

- (a) the work to be undertaken conforms to specified design approved by the State of Design;
- (b) there is in place a suitable arrangement with the holder of a type certificate which ensures satisfactory co-ordination between production and design; and
- (c) there is an acceptable arrangement for oversight by the State of Design.

6. Supplemental type certificate.

A person who alters a product by introducing a major modification in the type design, 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 Registry of the aircraft.

PART III—CERTIFICATE OF AIRWORTHINESS

7. Application for certificate of airworthiness.

(1) An owner of an aircraft registered in Uganda or an agent of the owner may apply to the Authority for a certificate of airworthiness for the aircraft.

(2) An applicant for a certificate of airworthiness shall apply in writing to the Authority.

8. Certificate of airworthiness to be in force.

(1) A person shall not fly an aircraft unless there is in force in respect of that aircraft a certificate of airworthiness or a restricted certificate of airworthiness or a special flight permit duly issued or rendered valid under the law of the State of Registry.

(2) The certificate of airworthiness shall contain information specified in the first Schedule.

9. Classification of certificate for airworthiness.

The certificates for airworthiness shall be classified as follows—

- (a) a certificate of airworthiness;
- (b) a restricted certificate of airworthiness;
- (c) a special flight permit; and
- (d) export certificate of airworthiness.

10. Amendment of certificates of airworthiness.

The Authority may amend or modify a certificate of airworthiness issued under these Regulations upon application by an operator or on the Authority's own initiative.

11. Surrender of certificate of airworthiness.

An owner of an aircraft who sells the aircraft shall surrender the certificate of airworthiness or restricted certificate of airworthiness or special flight permit, as applicable—

- (a) to the buyer upon sale of the aircraft within Uganda; or
- (b) to the Authority in the case of an aircraft sold outside Uganda.

12. Validity and renewal of a certificate of airworthiness.

(1) A certificate of airworthiness and a restricted certificate of airworthiness issued under these Regulations is valid for twelve months from the date of issue unless—

- (a) a shorter period is specified by the Authority;
- (b) the Authority amends, extends, suspends, revokes or terminates the certificate; and
- (c) the owner of the aircraft or the operator surrenders the certificate to the Authority.

(2) A special flight permit shall be valid for the period of time specified in the permit.

(3) A certificate of airworthiness and a restricted certificate of airworthiness issued in respect of an aircraft shall cease to be in force if—

- (a) the aircraft or any equipment as is necessary for the airworthiness of the aircraft is maintained or if any part of the aircraft or the equipment is removed or is replaced, in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;
- (b) the aircraft or any of its equipment is not maintained as required by the maintenance programme or schedule approved by the Authority in relation to that aircraft;
- (c) an inspection or modification classified as mandatory by the Authority applicable to the aircraft or of any equipment , is not completed to the satisfaction of the Authority; or
- (d) the aircraft or any equipment sustains damage and the damage is ascertained during inspection which affects the airworthiness of the aircraft.

(4) An application for renewal of a certificate of airworthiness shall be made in a form prescribed by the Authority not later than sixty days before the certificate expires.

13. Aircraft identification.

An applicant for a certificate of airworthiness and a restricted certificate of airworthiness or special flight permit shall show that the aircraft is properly registered, marked and has identification plates affixed to the aircraft.

14. Issue of certificate of airworthiness.

(1) A certificate of airworthiness shall be issued for aircraft in the specific category and model designated by the State of Design in the type certificate.

- (2) The Authority shall issue a certificate of airworthiness where—
 - (a) the applicant presents evidence to the Authority that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and to the applicable airworthiness directives of the State of Manufacture or Design;

- (b) the aircraft is inspected in accordance with the performance rules of these Regulations for inspections, and found airworthy by a person authorised by the Authority to make such determinations.
- (c) the applicant submits an Export Certificate of Airworthiness or satisfactory evidence of airworthiness status of the aircraft as applicable, issued by the manufacturer or previous State of Registry;
- (d) the Authority finds, after an inspection, that the aircraft conforms to type design and is in condition for safe operation;
- (e) the aircraft when operated in accordance with the requirements specified in the flight manual or equivalent document for the aircraft conforms to the approved type specifications specified in the approved type certificate or equivalent document;
- (f) the maintenance determined by the Authority as a prerequisite for issue of a certificate of airworthiness has been carried out and certified by a person acceptable to the Authority in accordance with these Regulations; and
- (g) the results of flying trials, and such other tests of the aircraft as the Authority may require, are complied with.

(3) The Authority may issue a certificate of airworthiness subject to 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 are, in the opinion of the Authority, appropriate to the aircraft operation—

- (a) commercial air transport for passenger;
- (b) commercial air transport for 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 for passenger or any other purpose;
- (b) commercial air transport for cargo or any other purpose other than commercial air transport of passengers;
- (c) aerial work for any purpose other than commercial air transport or general aviation;
- (d) general aviation for any purpose other than commercial air transport or aerial work.

(6) The Authority may in the process of issuing a certificate of airworthiness demand that reports be furnished by a person qualified in the airworthiness field.

(7) The aircraft shall be subjected to inspections, ground and flight tests as are necessary by the State to show compliance with the design aspects of the appropriate airworthiness requirements.

15. Airworthiness directives and service bulletins.

(1) A person shall not operate an aircraft or aircraft components to which an airworthiness directive applies except in accordance with the requirements of airworthiness directive.

(2) Upon registration of an aircraft in Uganda, the Authority shall notify the State of Design of the registration of the aircraft in Uganda, and request that the Authority receive all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance or component.

(3) Where the State of Design considers that a condition in an aircraft, airframe, engine, propeller, appliance or component is unsafe as shown by the issue of an airworthiness directive by that State, such directives shall apply to Uganda registered aircraft of the type identified in that airworthiness directive.

(4) Where a manufacturer identifies a service bulletin as mandatory, that bulletin shall apply to Uganda registered aircraft of the type identified in that bulletin.

(5) The Authority may identify manufacturer's service bulletins and other sources of data or develop and prescribe inspections, procedures and limitations for mandatory compliance pertaining to affected aircraft in Uganda.

(6) A person shall not operate any Uganda registered aircraft to which the measures of this regulation apply, except in accordance with the applicable directives and bulletins.

16. Issue of restricted certificate of airworthiness.

(1) The Authority may issue a restricted certificate of airworthiness to the aircraft that does not qualify for a certificate of airworthiness including microlight, experimental amateur and kit built aircraft, an aircraft used for air races, aircraft flying for exhibition purpose and a kite.

(2) An aircraft holding a restricted certificate of airworthiness shall be subject to operating limitations within Uganda and shall not make international flights.

(3) The Authority shall issue specific operating limitations for each restricted certificate of airworthiness.

17. Issue of special flight permit.

The Authority may issue a special flight permit for an aircraft that is capable of safe flight but is not able to meet the applicable airworthiness requirements for the purpose of—

- (a) flying to a base where weighing, painting, repairs, modifications, maintenance, or inspections are to be performed or to a point of storage;
- (b) experimenting with or testing the aircraft including its engines and equipment;

- (c) qualifying for the issue, renewal or validation of certificate of airworthiness or restricted certificate of airworthiness and the approval of a modification of the aircraft;
- (d) delivering or exporting the aircraft;
- (e) evacuating aircraft from areas of impending danger; and
- (f) operating at mass in excess of the aircraft's maximum certified takeoff mass for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel are unavailable with the excess mass limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.

18. Export certificate of airworthiness.

(1) An owner of an aircraft registered in Uganda or an agent of the owner may apply to the Authority for issue of an export certificate of airworthiness for aeronautical products or articles.

(2) An application for an export certificate of airworthiness shall be made in writing to the Authority at least 14 days before the intended date of export of the aircraft out of Uganda.

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

- (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 the performance rules of these regulations and found airworthy by persons authorised by the Authority to make such determination within the last 14 days;

- (d) the maintenance determined by the Authority as a prerequisite for issue of the export certificate of airworthiness has been carried out and certified by a person acceptable to the Authority in accordance with these regulations;
- (e) the result of test flight , and such other tests as the Authority may determine are complied with;
- (f) historical records establish the production, modification and maintenance standard of the aircraft; and
- (g) a weight and balance report with a loading schedule, where applicable, for each aircraft in accordance with the applicable regulations is furnished to the Authority.

(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.

(5) Any extension or variations granted to an aircraft in accordance to an approved maintenance programme or schedule shall be automatically revoked before issue of the export certificate of airworthiness.

19. Conditions on the special flight permit.

(1) A person shall not fly an aircraft on a special flight permit unless that person complies with conditions of these Regulations.

(2) A person who flies an aircraft on a special flight permit referred to under regulation 17 shall—

- (a) make the flight under the supervision of a person approved by the Authority for that flight, subject to any additional conditions which may be specified in the permit;
- (b) carry a copy of the permit on board the aircraft at all times when the aircraft is operating under the conditions of the permit;

- (c) operate under the conditions of the permit;
- (d) display the aircraft registration markings assigned to the aircraft;
- (e) check that no person or property is carried on board for hire or reward;
- (f) ensure that only persons essential for the safe operation of the aircraft are carried on the aircraft and the person must be advised of the contents of the permit;
- (g) ensure that the aircraft is operated only by flight crew holding appropriate licence with sufficient experience to appreciate the reasons for the aircraft non-compliance to the prescribed airworthiness standards;
- (h) make sure the flight is conducted in accordance with applicable flight operating rules and procedures of the states of the intended routing;
- (i) avoid the routes in areas of heavy air traffic, areas of heavy human concentration of a city, town settlement or any other areas where the flight might create hazardous exposure to persons or property;
- (j) perform in accordance to the performance limitations prescribed in the aircraft flight manual and any other limitation that the Authority may impose on such flight;
- (k) ensure that 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
- (l) not depart for the flight on a special flight permit, unless the aircraft has on board authorizations from the State of intended routing.

(3) The operator shall inform the State on the conditions of the aircraft and intended flight and the operator shall obtain their consent.

(4) The Authority shall require a properly executed maintenance endorsement statement in the aircraft permanent record by an authorised person stating that the subject aircraft has been inspected and found to be safe for the intended flight.

20. Certificate of fitness for flight.

(1) A person shall not fly an aircraft for the purpose of flight testing after repair, modification or maintenance unless that aircraft is issued with a maintenance endorsement statement.

(2) The maintenance endorsement statement referred to in sub-regulation (1) shall constitute a certificate of fitness for flight.

(3) A certificate of fitness for flight shall be issued by an appropriate qualified person in accordance with these Regulations and the Civil Aviation (Personnel Licensing) Regulations, 2014.

(4) A certificate of fitness for flight is the basis under which the Authority may issue a special flight permit under Regulation 17 for the purpose of allowing the aircraft to be ferried.

(5) A certificate of fitness for flight may be used as a basis for ferry or to flight test an aircraft after repair, modifications or maintenance as long as the aircraft does not make an international flight; and is not, for purposes of these Regulations, a certificate of airworthiness.

PART IV—CONTINUING AIRWORTHINESS OF AIRCRAFT AND AIRCRAFT COMPONENTS.

21. Responsibility for maintenance.

(1) An owner or operator of an aircraft shall be responsible for maintaining the aircraft in an airworthy condition.

(2) For the purpose of sub regulation (1), an owner shall—

- (a) perform all maintenance which affects airworthiness as prescribed by the State of Registry;
- (b) make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;
- (c) complete the certificate of release to service to the effect that the maintenance work performed is completed satisfactorily and in accordance with the prescribed methods including an approved maintenance schedule for AOC holders as approved by the Authority; and
- (d) in the event that there are open discrepancies, make sure the certificate of release to service includes a list of the uncorrected maintenance items which are made a part of the aircraft permanent records.

(2) In the event that an aircraft registered in Uganda is continuously operated outside Uganda for a period exceeding thirty days, the owner or operator of the aircraft shall be responsible for maintaining the aircraft in an airworthy condition and—

- (a) shall give notice in a written form to the Authority, prior to the aircraft undertaking operations; and
- (b) shall make arrangements acceptable to the Authority for ongoing inspection and oversight of the airworthiness of that aircraft.

(3) The operator of a helicopter of over 3,175 kg maximum mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the State of Registry and report through the system prescribed by the Authority.

22. Continuing airworthiness information.

- (1) An operator of an aircraft shall—

- (a) monitor and assess maintenance and operational experience with respect to continuing airworthiness and provide the information as prescribed by the Authority and report through a specified system; and
- (b) obtain and assess continuing airworthiness information and recommendations available from the organisation responsible for the type design and implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.

(2) Any failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements shall render the aircraft ineligible for operation until the aircraft is restored to an airworthy condition.

(3) Information for use in developing procedures for maintaining the aeroplane in an airworthy condition shall be provided by the Authority.

(4) Maintenance information shall include a description of the aeroplane and recommended methods for the accomplishment of maintenance tasks and such information shall include guidance on defect diagnosis.

(5) Maintenance programme information shall include the maintenance tasks and recommended intervals at which these tasks are to be performed.

23. Responsibilities of State of Registry in respect of continuing airworthiness.

The State of Registry shall—

- (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 14, notify the State of Design that it has entered that aircraft on its register;

- (b) determine the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements in force for that aircraft;
- (c) ensure the transmission to the State of Design of all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft; and
- (d) ensure that, in respect of aeroplanes over 5,700 kg and helicopters over 3,175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft.

(2) When an aircraft has sustained damage, the State of Registry shall determine whether the damage is of a nature that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.

(3) Where the damage is sustained or ascertained when an 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 condition that they shall advise the State of Registry immediately, communicating to it all details necessary to formulate the decision referred to in sub-regulation (2).

(4) When the State of Registry considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition and the State of Registry may, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition.

(5) In prescribing particular limiting conditions, the State of Registry shall consider all limitations proposed by the Contracting State that had originally, in accordance with this regulation, prevented the aircraft from resuming its flight and the Contracting State shall permit such flight or flights within the prescribed limitations.

(6) When the State of Registry considers that the damage sustained is of a nature that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight.

(7) The State of Registry shall ensure that, when it first enters on its register, an aircraft of a particular type for which it is not the State of Design and issues a Certificate of Airworthiness in accordance with this regulation, it shall advise the State of Design that it has entered such an aircraft on its register.

24. Compliance with the manufacturer's instructions.

An aircraft registered in Uganda shall not engage in commercial air transport operations, unless—

- (a) the aircraft, including its engines, equipment and radios has been maintained in accordance with the approved maintenance programme and maintenance procedures recommended by the aircraft manufacturer;
- (b) a certificate of release to service has been completed and signed by a licensed aircraft maintenance engineer to certify that all maintenance work has been completed satisfactorily and in accordance with the approved maintenance programme and procedures; and
- (c) there is an approved flight manual available in the aircraft for the use of the flight crew, containing the limitations within which the aircraft is considered airworthy, together with such additional instructions and information as may be necessary to show compliance with the specified regulations relating to performance and for the safe operation of the aircraft, except that if the aircraft has a maximum take off certificated mass of 5,700 kg or less, the limitations may be made available by means of placards or other documents approved by the Authority.

25. Safety and survival equipment.

An operator shall ensure that—

- (a) prescribed safety and survival equipment that the crew or passengers are expected to use are accessible and easily identified and its method of operation are plainly marked;
- (b) the aeroplane shall be so equipped as to provide the crew and occupants with the maximum opportunity to survive in the expected external environment for a reasonable time-span and items to be considered shall include—
 - (i) the number of rafts or life jackets;
 - (ii) survival equipment suited to the likely environment;
 - (iii) emergency radios and pyrotechnical distress signalling equipment; and
 - (iv) automatic emergency radio beacons.

PART V—AIRCRAFT MAINTENANCE AND INSPECTION

26. Reporting of failures, malfunctions, and defects.

(1) An owner or operator of an aircraft registered in Uganda shall report to the Authority any failures, malfunctions, or defects that may result in the following—

- (a) fires during flight and whether the related fire-warning system operates properly;
- (b) fires during flight not protected by a related fire-warning system;
- (c) false fire warning during flight;
- (d) an engine exhaust system that may cause damage during flight to the engine, adjacent structure, equipment, or components;
- (e) accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight by an aircraft component;

- (f) engine shutdown during flight because of flameout;
- (g) engine shutdown during flight when external damage to the engine or aircraft structure occurs;
- (h) engine shutdown during flight due to foreign object ingestion or icing;
- (i) shutdown during flight of more than one engine on a multi-engine aircraft;
- (j) a propeller feathering malfunction or inability of the system to control over-speed during flight;
- (k) a fuel or fuel-dumping system malfunction that affects fuel flow or causes hazardous leakage during flight;
- (l) an un-commanded landing gear extension or retraction, or opening or closing of landing gear doors during flight;
- (m) brake system components malfunction that may result in loss of brake actuating force when the aircraft is in motion on the ground;
- (n) aircraft structure damage that may require major repair;
- (o) failure or malfunction of any flight control system, flap, slat or spoiler;
- (p) any excessive unscheduled removals of essential equipment on account of defects;
- (q) cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;
- (r) aircraft components or systems malfunctions that may 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 may be defective, or may fail to perform the intended functions during an actual emergency or during training, testing, maintenance, demonstration, or inadvertent deployments;
- (t) interruption of the 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 that may be 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) premature removal of engines removed because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or
- (x) propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

(2) A report required 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 as much of the following information as is available and applicable-
 - (i) type and registration mark of the aircraft;
 - (ii) name of the operator;

- (iii) aircraft serial number;
- (iv) where the failure, malfunction, or defect is associated with an article approved under a Technical Standard Order (TSO) authorisation, the article serial number and model designation, as appropriate;
- (v) where the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;
- (vi) product model;
- (vii) identification of the part, component, or system involved,
- (viii) including the part number; and
- (ix) the nature of the failure, malfunction, or defect.

(3) The Authority shall upon receipt of the report specified in sub-regulation (2) for aircraft registered in Uganda, submit the report to the State of Design.

(4) The Authority shall, upon receipt of the report specified in sub-regulation (2) for foreign registered aircraft operating in Uganda, submit that report to the State of Registry and the State of Design.

27. Persons authorised to perform maintenance, preventive maintenance and modification.

(1) A person shall not perform any task defined as maintenance on an aircraft or aircraft components, except as provided in this regulation.

(2) The following are the persons authorised to perform maintenance, preventive maintenance and modification—

- (a) a pilot licensed by the Authority;
- (b) a person performing maintenance under the supervision of a licensed aircraft maintenance engineer(LAME);
- (c) a LAME; and
- (d) an AMO.

(3) A pilot licensed by the Authority may perform preventive maintenance on an aircraft of maximum certificated take-off mass of 5,700 kg or less owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder and the pilot has attended maintenance course on the type of aircraft;

(4) A pilot licenced by the Authority operating a balloon listed for use by an AOC holder may perform maintenance, preventive maintenance and modification on balloons, provided that pilot has been trained on the appropriate balloon maintenance;

(5) A person working under the supervision of a LAME may perform the maintenance, preventive maintenance, or modifications that the LAME is authorised to perform if the supervising LAME—

- (a) personally observes the work being done to the extent necessary to ensure that it is being done properly; and
- (b) is readily available, in person, for consultation.

(6) A LAME 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, 2014.

(7) An AMO may perform aircraft maintenance within the limits specified by the Authority.

(8) A manufacturer holding an AMO certificate may—

- (a) rebuild or alter any aircraft component manufactured by that manufacturer under a type or production certificate;
- (b) rebuild or alter any aircraft component manufactured by that manufacturer under a Technical Standard Order (TSO) Authorisation, a Parts Manufacturer Approval (PMA) by the State of Design, or product and process specification issued by the State of Design; and

- (c) perform any inspection required by the Civil Aviation (Operation of Aircraft) Regulations, 2014 on aircraft that the manufacturer manufactures, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

28. Personnel authorised to approve for return to service.

(1) Except as authorized by the Authority, a person shall not approve an aircraft, airframe, engine, propeller, appliance, or component for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or modification.

(2) The following persons are authorised to approve for return to service—

- (a) a pilot licensed by the Authority who may return his or her aircraft to service after performing authorised preventive maintenance provided he has successfully completed an approved maintenance course on the type of aircraft.;
- (b) a LAME who may approve aircraft and aircraft components for return to service after the LAME has performed, supervised, or inspected its maintenance subject to the limitations specified in the Civil Aviation (Personnel Licensing) Regulations, 2014; or
- (c) an AMO that may approve aircraft and aircraft components for return to service as provided in the operations specific operating provisions approved by the Authority.

29. Persons authorised to perform inspections.

(1) Except as authorized by the Authority, a person shall not perform the inspections required by the Civil Aviation (Operation of Aircraft) Regulations, 2014 for aircraft and aircraft components prior to or after the aircraft has undergone maintenance, preventive maintenance, rebuilding, or modification.

- (2) The following persons are authorised to carry out inspections—
- (a) a LAME who may conduct the required inspections of aircraft and aircraft components for which the LAME is rated and current; or
 - (b) an AMO that may perform the required inspections of aircraft and aircraft components as provided in the specific operating provisions approved by the Authority.

30. Preventive maintenance limitations.

Preventive maintenance is limited to the following work—

- (a) removal, installation and repair of landing gear tires;
- (b) replacing elastic shock absorber cords on landing gear;
- (c) servicing landing gear shock struts by adding oil, air, or both;
- (d) servicing landing gear wheel bearings, such as cleaning and greasing;
- (e) replacing defective safety wiring or cotter keys;
- (f) lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings;
- (g) making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces;
- (h) replenishing hydraulic fluid in the hydraulic reservoir;
- (i) refinishing decorative coating of fuselage, wings, tail group surfaces excluding balanced control surfaces, fairings, cowling, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required;

- (j) applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices;
- (k) repairing upholstery and decorative furnishings of the cabin or cockpit when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect primary structure of the aircraft;
- (l) making small simple repairs to fairings, non-structural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper airflow;
- (m) replacing side windows where that work does not interfere with the structure of any operating system such as controls and electrical equipment;
- (n) replacing safety belts;
- (o) replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system;
- (p) troubleshooting and repairing broken circuits in landing light wiring circuits;
- (q) replacing bulbs, reflectors, and lenses of position and landing lights;
- (r) replacing wheels and skis where no mass and balance computation is involved;
- (s) replacing any cowling not requiring removal of the propeller or disconnection of flight controls;
- (t) replacing or cleaning spark plugs and setting of spark plug gap clearance;

- (u) replacing any hose connection except hydraulic connections;
- (v) replacing prefabricated fuel lines;
- (w) cleaning fuel and oil strainers;
- (x) replacing and servicing batteries;
- (y) replacement or adjustment of non-structural fasteners incidental to operations; and
- (z) the installation of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the manufacturer has provided appropriately approved instructions acceptable to the Authority for the installation of the specific device, and installation does not involve the disassembly of the existing filler opening.

31. Performance rules maintenance.

(1) A person performing maintenance, preventive maintenance, or modification on an aircraft or aircraft component shall use the methods, techniques, and practices prescribed in-

- (a) the current manufacturer's maintenance manual or instructions for continued airworthiness issued by its manufacturer; and
- (b) additional methods, techniques and practices required by the Authority; or methods, techniques and practices approved by the Authority where the manufacturer's documents were not available.

(2) A person shall use the tools, equipment, and test apparatus necessary to ensure completion of the work in accordance with accepted industry practices.

(3) Where the manufacturer involved recommends special equipment or test apparatus, the person performing maintenance shall use that equipment or apparatus, or its equivalent acceptable to the Authority.

(4) A person performing maintenance, preventive maintenance or modification on an aircraft or aircraft component, shall do the work in a manner and use materials of a quality that the condition of the aircraft or aircraft component worked on, will be equal to its original or properly altered condition with regard to aerodynamic function, structural strength, resistance to vibration and deterioration and other qualities affecting airworthiness.

(5) The methods, techniques, and practices contained in an AOC holder's maintenance control manual and, maintenance programme, as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this regulation.

(6) The methods, techniques, and practices contained in an AMO Maintenance Procedures Manual as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this regulation.

32. Performance rules inspection.

(1) A person performing an inspection required by the Authority shall—

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

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

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

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

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

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

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

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

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

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

- (a) fuselage and hull group—
 - (i) fabric and skin for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings; and
 - (ii) systems and components for improper installation, apparent defects, and unsatisfactory operation;
- (b) cabin and cockpit group—
 - (i) generally for un-cleanliness and loose equipment that might foul the controls;
 - (ii) seats and safety belts for poor condition and apparent defects;
 - (iii) leakage;
 - (iv) instruments - for poor condition, mounting, marking, and where practicable for improper operation;
 - (v) flight and engine controls - for improper installation and improper operation;
 - (vi) batteries for improper installation and improper charge;
 - (vii) all systems for improper installation, poor general condition, apparent and obvious defects and insecurity of attachment.
- (c) engine and nacelle group—
 - (i) engine section for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks;

- (ii) studs and nuts for improper torquing and obvious defects;
- (iii) internal engine for cylinder compression and for metal particles or foreign matter on screens and sump drain plugs, if there is weak cylinder compression, for improper internal condition and improper internal tolerances;
- (iv) engine mount - for cracks, looseness of mounting, and looseness of engine to mount;
- (v) flexible vibration dampeners - for poor condition and deterioration;
- (vi) engine controls for defects, improper travel, and improper safetying;
- (vii) lines, hoses, and clamps for leaks, improper condition, and looseness;
- (viii) exhaust stacks for cracks, defects, and improper attachment;
- (ix) accessories for apparent defects in security of mounting;
- (x) all systems for improper installation, poor general condition, defects, and insecure attachment;
- (xi) cowling for cracks and defects;
- (d) landing gear group—
 - (i) all units for poor condition and insecurity of attachment;
 - (ii) shock absorbing devices for improper oleo fluid level;
 - (iii) linkages, trusses, and members for undue or excessive wear, fatigue, and distortion;

- (iv) retracting and locking mechanism for improper operation;
- (v) hydraulic lines for leakage;
- (vi) electrical system for chafing and improper operation of switches;
- (vii) wheels for cracks, defects, and condition of bearings;
- (viii) tires for wear and cuts;
- (ix) brakes for improper adjustment;
- (x) floats and skis for insecure attachment and obvious or apparent defects;
- (e) wing and centre section assembly for—
 - (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecurity of attachment;
- (f) complete empennage assembly for—
 - (i) poor general condition;
 - (ii) fabric or skin deterioration;
 - (iii) distortion;
 - (iv) evidence of failure;
 - (v) insecure attachment;
 - (vi) improper component installation;
 - (vii) improper component operation;

- (g) propeller group—
 - (i) propeller assembly - for cracks, nicks, binds, and oil leakage;
 - (ii) bolts - for improper torquing and lack of safety;
 - (iii) anti-icing devices - for improper operations and obvious defects;
 - (iv) control mechanisms - for improper operation, insecure mounting, and restricted travel;
- (h) avionics and instrument equipment—
 - (i) for improper installation and insecure mounting;
 - (ii) wiring and conduits -for improper routing, insecure mounting, and obvious defects;
 - (iii) bonding and shielding - for improper installation and poor condition;
 - (iv) antenna including trailing antenna - for poor condition, insecure mounting, and improper operation;
- (i) electronic or electrical group—
 - (i) wiring and conduits - for improper routing, insecure mounting, and obvious defects;
 - (ii) bonding and shielding - for improper installation and poor condition; and
- (j) each installed miscellaneous item that is not otherwise covered by this listing or has instructions for continued airworthiness - for improper installation and improper operation.

33. Airworthiness limitation performance rules.

A person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's maintenance manual, or instructions for continued airworthiness, shall perform the inspection or other maintenance in accordance with that section, or in accordance with specific operating provisions approved by the Authority.

34. Aircraft mass and balance schedule.

(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, at such times and in such manner as the Authority may require or approve in the case of that aircraft.

(2) Upon the aircraft being weighed, the owner or operator of the aircraft shall prepare a mass and balance schedule showing—

- (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 and balance schedule, or such other mass as may be approved by the Authority in the case of that aircraft; or
- (b) the position of the centre of gravity of the aircraft when the aircraft contains only the items included in the basic mass or such other position of the centre of gravity as may be approved by the Authority in the case of that aircraft.

(3) The mass and balance 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.

35. Marking and placards.

An operator shall ensure that markings and placards—

- (a) on instruments and equipment controls, include limitations or information as necessary for the direct attention of the flight crew during flight; and
- (b) provide instructions with information which is essential to the ground crew in order to preclude the possibility of mistakes in ground servicing like towing and refuelling that could pass unnoticed and that could jeopardise the aircraft in subsequent flights.

PART VI—AIRCRAFT NOISE CERTIFICATION

36. Requirement of noise certification.

An aircraft to which this regulation applies shall not land or take off in Uganda unless there is in force a noise certificate issued or rendered valid by the competent Authority in which the aircraft is registered.

37. Emission certification.

(1) The provisions of sub-regulations (2) and (3) shall apply to all engines included in the classification defined for emission certification purposes in Annex 16 Volume II (as amended) to the Chicago Convention on International Civil Aviation where such engines are fitted to aircraft engaged in international navigation.

(2) Emissions certification shall be granted by the certifying authority on the basis of satisfactory evidence that the engine complies with requirements which are at least equal to the stringency of the provisions of these Regulations.

(3) The document attesting emissions certification for each individual engine shall include at least the following information which is applicable to the engine type—

- (a) name of the certifying authority;
- (b) manufacturers type and model designation;

- (c) statement of any additional modifications incorporated for the purpose of compliance with the applicable emissions certification requirements;
- (d) rates thrust;
- (e) reference pressure ratio;
- (f) a statement indicating compliance with Smoke Number requirements;
- (g) a statement indicating compliance with gaseous pollutant requirements.

(4) The Authority shall recognise as valid emissions certification granted by the certifying authority of another State provided that the requirements under which such certification was granted are not less stringent than the provisions of these Regulations.

38. Issue, suspension, revocation of aircraft noise certificate.

(1) An aircraft included in the classification defined for noise certification purpose in Part A of the Second Schedule to these Regulations shall be issued with a noise certificate 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.

(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 the second Schedule to these Regulations.

(3) The document attesting noise certification of an aircraft shall provide information in accordance with Part B of the First Schedule to these Regulations.

(4) The Authority shall—

- (a) suspend or revoke a noise certificate of an aircraft on the civil aircraft register if the aircraft ceases to comply with the applicable noise standards; and
- (b) not re-instate or grant a new noise certificate unless the aircraft is on re-assessment found to comply with the applicable noise standards.

(5) The provisions of sub-regulations (2) to (4) shall apply to all engines included in the classifications defined for emission certification purposes when such engines are fitted to an aircraft engaged in international air navigation.

PART VII—MAINTENANCE RECORDS AND ENTRIES

39. Keeping certificate of release to service records.

(1) Pursuant to the terms and conditions set forth in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2014, a certificate of release to service, shall be maintained by an AOC holder in duplicate.

(2) A certificate of release to service issued shall—

- (a) be effective from the date of issue;
- (b) cease to be effective upon expiration of the period in the calendar days or flight time, whichever is earlier as specified in the maintenance schedule; and
- (c) be kept on board the aircraft and the original copy shall be kept by the operator in a place approved by the Authority.

40. Technical Logbook entries.

(1) A technical logbook shall be kept in respect of every aircraft registered in Uganda in respect of which a certificate in either commercial air transport, general aviation or aerial work category is in force.

(2) Technical logbook entries on defects which affect the airworthiness and safe operation of the aircraft shall be made as specified in regulation 62 of the Civil Aviation (Air Operator Certification and Administration) Regulations, 2014.

(3) Upon rectification of any defect which has been entered in the technical logbook in accordance with sub-regulation (2) of this regulation, a person issuing a certificate of release to service under Civil Aviation (Approved Maintenance Organisation) Regulations, 2014 in respect of that defect shall enter that certificate in the technical logbook.

41. Aircraft, engine and propeller log books.

(1) In addition to any other log books required by or under these Regulations, the following log books shall be kept in respect of aircraft registered in Uganda—

- (a) an aircraft log book;
- (b) a separate log book in respect of each engine fitted in the aircraft; and
- (c) a separate log book in respect of each variable pitch propeller fitted to the aircraft;

(2) The log books shall include the particulars respectively specified in the Third Schedule to these Regulations and in the case of an aircraft having a maximum certificated take-off mass of 2730 kg or less, shall be of a type approved by the Authority.

(3) An entry in a log book other than such an entry as is referred to in sub-paragraphs 2(d) (ii) or 3 (d)(ii) of the Third Schedule to these Regulation shall be made as soon as practicable after the occurrence to which it relates, but not more than 7 days after the expiration of the certificate of release to service, in force in respect of the aircraft at the time of the occurrence.

(4) An entry in a log book, being such an entry as is referred to in sub-paragraphs 2(d) (ii) or 3(d)(ii) of the Third Schedule to these Regulation shall be made upon each occasion that any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the engine or propeller as the case may be.

(5) Entries in the log book may refer to other documents which shall be clearly identified, and any other documents so referred to shall be deemed, for the purposes of this regulation to be part of the log book.

(6) An operator of an aircraft shall keep a log book or shall cause a log book to be kept in accordance with this regulation.

(7) Subject to this regulation, every log book shall be preserved by the operator of the aircraft until a date two years after the aircraft, the engine or the variable pitch propeller as the case may be, has been destroyed or has been permanently withdrawn from use.

42. Records of maintenance.

(1) A person who performs maintenance on an aircraft or aircraft component shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows—

- (a) a description or reference to data acceptable to the Authority of work performed;
- (b) completion date of the work performed; and
- (c) name, signature and licence number of the person approving the work.

(2) The signature required by sub-regulation (1)(c) shall constitute the approval for return to service only for the work performed.

(3) A person working under the supervision of a LAME shall not perform any inspection required in the Civil Aviation (Operation of Aircraft) Regulations, 2014 or any inspection performed after a major repair or modification.

(4) A person performing the work referred to in sub-regulation (1) shall enter records of major repairs and major modifications in a the form as prescribed in the Fourth Schedule.

- (5) A person performing a major repair or major modification shall—
- (a) execute the appropriate form prescribed by the Authority in duplicate;
 - (b) give a signed copy of that form to the aircraft owner or operator; and
 - (c) forward a copy of that form to the Authority, in accordance with Authority instructions, within forty eight hours after the aircraft or aircraft component is approved for return to service.
- (6) An AMO which performs a major repair or modification shall—
- (a) use the aircraft owner or operator 's work order upon which the repair is recorded;
 - (b) give the aircraft owner or operator's a signed copy of the work order and retain a duplicate copy for at least one year from the date of approval for return to service of the aircraft or aircraft component;
 - (c) give the aircraft owner or operator a certificate of release to service signed by an authorised representative of the AMO and incorporating the following information—
 - (i) identity of the aircraft or aircraft component;
 - (ii) the make, model, serial number, nationality and registration marks, and location of the repaired area of an aircraft;
 - (iii) the manufacturer's name, name of the part, model, and serial numbers if any of an aircraft component; and
 - (iv) signature of the authorised representative, the name and address of the AMO and AMO certificate number.

43. Records of overhaul and rebuilding.

(1) A person shall not record in any required maintenance entry or form, an aircraft or aircraft component as being overhauled unless the aircraft or aircraft component has been—

- (a) disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and
- (b) tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which is developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance manufacturing approval.

(2) A person shall not record in any required maintenance entry or form an aircraft or aircraft component as being rebuilt unless the aircraft or aircraft component has been disassembled, cleaned, inspected as permitted, repaired as necessary, reassembled and tested to the same tolerances and limits as a new item, using either new parts or used parts that conform to new part tolerances and limits.

44. Approval for return to service.

A person shall not approve for return to service any aircraft or aircraft component that has undergone maintenance, preventive maintenance, rebuilding, or modification unless—

- (a) the appropriate maintenance record entry has been made in accordance with these Regulations;
- (b) the major repair or major modification form specified in the Fourth Schedule is executed in the manner approved by the Authority;
- (c) a major repair or major modification results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual.

45. Content, form and disposition of records for inspections.

(1) A person approving the return to service of an aircraft or aircraft component after any inspection performed in accordance with the Civil Aviation (Operation of Aircraft) Regulations, 2014 shall make an entry in the maintenance record of that equipment containing the following information—

- (a) the type of inspection and a brief description of the extent of the inspection;
- (b) the date of inspection;
- (c) the aircraft total time and cycles in service;
- (d) the signature, the license number held by the person approving return to service the aircraft or aircraft component;
- (e) if the aircraft is found to be airworthy and approved for return to service, the person shall include a statement certifying that the aircraft has been inspected in accordance with the type of work and was determined to be in an airworthy condition;
- (f) if the aircraft is not approved for return to service because the aircraft needs maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, a statement that the aircraft has been inspected in accordance with inspection and a dated list of discrepancies and un-airworthy items has been provided to the aircraft owner or operator; and
- (g) if an inspection is conducted under an inspection program provided for in the Civil Aviation (Operation of Aircraft) Regulations, 2014 the person performing the inspection shall make an entry identifying the inspection program accomplished, and containing a statement that the inspection was performed in accordance with the type of inspections and procedures for that particular program.

(2) A person performing any inspection required in the Civil Aviation (Operation of Aircraft) Regulations, 2014, finds that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives or other approved data upon which the aircraft's airworthiness depends, that person shall give the owner or operator a signed and dated list of those discrepancies.

46. Damage to aircraft.

(1) Where an aircraft registered in Uganda or in another Contracting State has sustained damage, the Authority shall judge whether the damage is of a nature that affects the airworthiness of the aircraft and prohibit the aircraft from resuming flight, until it is restored to an airworthy condition.

(2) Where the aircraft is from another Contracting State, the Authority shall notify the State of Registry of that aircraft immediately.

(3) Notwithstanding sub regulation (1), the Authority may, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition.

PART VIII—GENERAL PROVISIONS

47. Possession of licence, certificate or authorisation.

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

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

48. Inspection of licences, certificates and authorisation.

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

49. Change of address.

(1) A holder of a certificate or any other document issued under these Regulations shall notify the Authority of the change in his or her physical and mailing address.

(2) In the case of change in the physical address, the notification shall be given within fourteen days before the change and in the case of the mailing address, upon the change.

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

50. Replacement of documents.

A person may apply to the Authority in writing for replacement of documents issued under these Regulations if the documents are lost or destroyed.

51. Suspension and revocation of certificates.

(1) The Authority may, where it considers it to be in the public interest, suspend pending further investigation, any certificate or any such other document issued under these Regulations.

(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to the Authority's satisfaction and where it considers it to be in the public interest, revoke, suspend, or vary any certificate or any other document issued under these Regulations.

(3) The Authority may, where it considers it to be in the public interest, prevent any person or aircraft from flying.

(4) A holder or any person who has in his or her possession or custody a certificate or any other documents which is revoked, suspended or varied under these Regulations, shall surrender the certificate, licence or any of those documents to the Authority within 14 days from the date of revocation, suspension or variation.

(5) A person who fails to comply with sub regulation (4), the document revoked, surrendered or varied, is rendered invalid during the continuance of the breach.

52. Use and retention of certificates and records.

(1) A person shall not—

- (a) use any certificate, or such other document issued or required under these Regulations which has been forged, altered, revoked, or suspended, or to which that person is not entitled;
- (b) forge or alter any certificate or any other document issued or required under these Regulations;
- (c) lend any certificate or any such other document issued or required under these Regulations to any other person;
- (d) make any false representation for the purpose of procuring for himself or herself or any other person the issue, renewal or variation of the certificate or any such other document; or

(2) A person shall not mutilate, alter, render illegible or destroy any records, or any entry made, required under these Regulations to be maintained, or knowingly make, or procure or assist to make any false entry in any record, or wilfully omit to make a material entry in that record, during the period for which it is required under these Regulations to be preserved,

(3) All records required to be maintained under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue any certificate or any other document for the purpose of these Regulations unless he or she is authorised to do so.

(5) An authorised person shall not issue any certificate unless he or she has satisfied himself or herself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

53. Aeronautical user fees.

(1) The Authority shall determine the fees to be charged for the issue, validation, renewal, extension or variation of any certificate, licence or any other document, including the issue of a cop, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made.

(2) Upon an application for which a fee is chargeable in accordance with the sub-regulation (1), the applicant shall be required to pay the fees before the application is accepted.

(3) Where payment of a fee is made and the application is withdrawn by the applicant or otherwise ceases to have effect or is rejected, the Authority, shall not refund the payment made.

54. Application of Regulations to Government and visiting forces, etc

(1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government, and for the purposes of such application, the Department or other authority for the time being responsible for management of the aircraft shall be taken to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these regulations to the same extent as if the visiting force formed part of the military force of Uganda.

55. Extra-territorial application of Regulations.

Except where the context otherwise requires, these Regulations shall—

- (a) in so far as they apply, whether by express reference or otherwise, apply to aircraft registered in Uganda, wherever they may be;

- (b) in so far as they apply, whether by express reference or otherwise, apply to other aircraft, when those aircrafts are within Uganda;
- (c) in so far as they prohibit, require or regulate whether by express reference or otherwise the doing of anything by any person in, or by any of the crew of, any aircraft registered in Uganda, prohibit those persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate whether by express reference or otherwise the doing of anything in relation to any aircraft registered in Uganda by other persons, where such persons are citizens of the Uganda, prohibit them wherever they may be.

PART IX—OFFENCES AND PENALTIES

56. Contravention of Regulations.

A person who contravenes any provision of these Regulations may have his or her licence, certificate, approval, authorisation, exemption or any other document revoked or suspended.

57. Penalties.

(1) Where a provision of these Regulations, orders, notices or proclamations made, is contravened in relation to an aircraft, the operator of that aircraft and the pilot in command, if the operator or the pilot in command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be taken, for the purposes of the contravention, to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention.

(2) Any person who contravenes any provision specified as an “A” provision in the Fifth Schedule, commits an offence and is on conviction liable to a fine not exceeding fifty currency points for each offence or each flight or to imprisonment for a term not exceeding one year or to both.

(3) A person who contravenes any provision specified as a “B” provision in the Fifth Schedule, commits an offence and is on conviction liable to a fine not exceeding one hundred currency points for each offence or each flight or to imprisonment not exceeding three years or to both.

(4) A person who contravenes any provision of these Regulations not being a provision referred to in the Fifth Schedule Commits an offence and is liable on 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.

PART X—REPEAL AND SAVINGS.

58. Repeal and savings.

(1) The Civil Aviation (Airworthiness) Regulations 2012, SI No.24 of 2012 is repealed.

(2) A valid licence, certificate, permit or authorisation issued or granted by the Authority before the commencement of these Regulations shall remain operational until it expires or is revoked, annulled or replaced.

FIRST SCHEDULE

(Regulation 8(2))

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

* For use of the State of Registry.

SECOND SCHEDULE

Regulation 38

AIRCRAFT NOISE CERTIFICATION CLASSIFICATIONS

PART A:

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

<i>Annex Chapter</i>	<i>Details</i>
Chapter 2	All subsonic jet aeroplanes for which either the application for a Type Certificate was submitted, or another equivalent prescribed procedure was carried out by the certifying authority before 6 October 1977, except those aeroplanes—
	a) Requiring a runway length ¹ of 610 m or less at maximum certificated mass for airworthiness; or
	b) Powered by engines with a bypass ratio of 2 or more and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 March 1972; or
	c) Powered by engines with a bypass ratio of less than 2 and for which either the application for a Type Certificate was submitted, or another equivalent prescribed procedure was carried out by the certifying authority, before 1 January 1969, and for which a certificate of airworthiness for the individual aeroplane was first issued before 1 January 1976.
Chapter 3	(1) Subsonic jet aeroplanes - Application for Type certificate submitted on or after 6 October 1977 and before 1 January 2006.
	(2) Propeller-driven aeroplanes over 5 700 kg - Application for Type Certificate submitted on or after 1 January 1985 and before 17 November.
	(3) Propeller-driven aeroplanes over 8 618 kg - application for type certificate submitted on or after 17 November 1988 and before 1 January

Chapter 4	(1) Subsonic jet aeroplanes - Application for Type Certificate submitted on or after 1 January 2006.
	(2) Propeller-driven aeroplanes over 8 618 kg - Application for Type Certificate submitted on or after 1 January 2006.
Chapter 5	Propeller-driven aeroplanes over 5 700 kg - application for type certificate submitted before 1 January 1985.
Chapter 6	Propeller-driven aeroplane not exceeding 8 618 kg - application for type certificate submitted before 17 November 1988.
Chapter 7	Propeller-driven stol aeroplanes.
Chapter 8	Helicopters.
Chapter 9	Installed auxiliary power units (APU) and associated aircraft systems during ground operations.
Chapter 10	Propeller-driven aeroplanes not exceeding 8 618 kg - application for type certificate or derived version submitted on or after 17 November 1988.
Chapter 11	Helicopters not exceeding 3 175 kg maximum certificated take-off mass.
Chapter 12	Supersonic aeroplanes.
Chapter 13	Tilt-rotor aircraft.

PART B

INFORMATION TO BE INCLUDED IN THE DOCUMENT ATTESTING NOISE CERTIFICATION

- (1) The following information shall be included on the document attesting noise certification of an aircraft—
- (a) State of Registry; nationality and registration marks
 - (b) manufacturer's serial number
 - (c) manufacturer's type and model designation; engine type/model; propeller type and /model (if applicable)

- (d) statement of any additional modifications incorporated for the purposes of compliance with the applicable noise certification standards;
 - (e) the maximum mass at which compliance with the applicable noise certification standards has been demonstrated. only one maximum take-off and landing pair shall be certificated for each individual aircraft;
 - (f) for aeroplanes for which application for certification of the prototype was submitted on or after 6th October 1977, and for helicopters for which application for certification of the prototype was submitted on or after 1st January 1985: the average noise level at the reference point for which compliance with the applicable standards has been demonstrated to the satisfaction of the certifying authority;
 - (g) the Chapter of Annex 16 Volume 1, according to which the aircraft was certificated.
 - (a) the height above the runway at which thrust/ power is reduced following full thrust /power take-off.
- (2) The information stated under subparagraphs (a) - (h) shall also be included in the aircraft flight manual. Concerning 1(h) a note shall be added stating the thrust/power cut back height relates to the noise certification demonstration procedure and is not intended for use in normal operations.

THIRD SCHEDULE

Regulations 41(2), (3), and (4)

AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS

Aircraft log book—

- (1) The following entries shall be included in the aircraft log book—
 - (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of construction of the aircraft;
 - (b) the nationality and registration marks of the aircraft;
 - (c) the name and address of the operator of the aircraft;
 - (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day;
 - (e) particulars of all maintenance work carried out on the aircraft or its equipment;
 - (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried in it by or under these Regulations, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by regulations 40(2) and (3) of these Regulations.
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid.

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

- (2) The following entries shall be included in the engine log book—
 - (a) the name of the constructor, type of engine, the number assigned to it by the constructor and the date of the construction of the engine;

- (b) the nationality and registration marks of each aircraft in which the engine is fitted;
 - (c) the name and address of the operator of each such aircraft;
 - (d) either—
 - (i) the date of each flight and the duration of the period between take off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since, the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine.
 - (e) Particulars of all maintenance work done on the engine;
 - (f) Particulars of any defects occurring in the engine, and of the rectification of such defects, including reference to the relevant entries in the technical log required by regulations 40(2) and (3) of these Regulations;
 - (g) Particulars of all overhauls, repairs, replacement and modifications relating to the engine or any of its accessories.
- (3) The following entries shall be included in the variable pitch propeller log book—
- (a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
 - (b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
 - (c) the name and address of the operator of each such aircraft;
 - (d) either—

- (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-off and landings on that day; or
 - (ii) the aggregated duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;
- (e) particulars of all maintenance work done on the propeller;
 - (f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by regulations 40(2) and (3) of these Regulations;
 - (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller..

FOURTH SCHEDULE

Regulation 42(4) and 44(b)

MAJOR REPAIRS AND MODIFICATION FORM

5.1 MAJOR REPAIR AND MODIFICATION (Airframe, Engine, Propeller or Appliance)				Uganda	
				For TCAA Use Only	
				Office Identification	
INSTRUCTIONS: Print or type all entries. See the Civil Aviation (Airworthiness) Regulation 35 for instructions and disposition of this form.					
1. Aircraft	Make			Model	
	Serial Number			Nationality and Registration Mark	
2. Owner	Name (As shown on registration certificate)			Address (As shown on registration certificate)	
3. For Authority Use Only					
4. Unit Identification				5. Type	
Unit	Make	Model	Serial Number	Repair	Modification
Airframe					
Engine					
Propeller					
Appliance	Type				
	Manufacture				
6. Conformity Statement					
A. Organisation Name and Address		B. Kind of License/Organisation		C. Certificate/License Number	
		c Licensed (LAME) c A c C or c A/C		(For an AMO include the appropriate ratings issued for the major repair or modification)	
		c Approved Maintenance Organisation			
		c Manufacturer			
D. I certify that the repair and/or modification made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of the Civil Aviation (Airworthiness) Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date			Signature of Authorised Individual		

FIFTH SCHEDULE

Regulation 57

PENALTIES

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

ABRAHAM BYANDALA
Minister of Works and Transport.

Cross references

The Civil Aviation (Personnel Licensing) Regulations, 2014. S.I. No. 57 of 2014.

The Civil Aviation (Approved Maintenance Organisations) Regulations, 2014. S.I. No. 67.of 2014.

