CIVIL AVIATION REGULATIONS

SURINAME

PART 5—AIRWORTHINESS

VERSION 4.0

MAY 2007

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AMENDMENTS

Note: The word "modification" used in previous versions of the CARS has been replaced with "alteration" in Version 4.0.

Location	Date	Amended by	Description
5.5.1.4	22 Sep 2008	CASAS	New paragraph (c) added Existing paragraph (c) changed to (d) Existing paragraph (d) changed to (e)

INTRODUCTION

Suriname does not presently have the capabilities and neither is there a demand to conduct its own original type certification and will therefore not be the State of Design or State of Manufacture as referred to in these regulations. Part 5 of the CARS presents regulatory requirements for the continuing airworthiness of aircraft expected to operate in Suriname using the standards and recommended practices (SARPS) in ICAO Annexes 6 and the continuing airworthiness SARPS in Annex 8 supplemented by sections from the Federal Aviation Regulations and the Joint Aviation Regulations. Cross references to ICAO Annex 8 are from the 10th edition. Part 5 is designed to address the complex situation faced by most countries today respecting the airworthiness of aircraft operating within the country and in international aviation. There may be aircraft registered in Suriname that were designed and manufactured in another Contracting State, and aircraft registered in Suriname that were designed in one Contracting State and manufactured in another Contracting State. In addition, Suriname may have AOC holders who operate aircraft registered in another Contracting State, with different states of design and manufacture. Additionally, Suriname may have AOC holders who are part of a regional consortium, with maintenance facilities in a neighboring State. Proper airworthiness of aircraft registered in Suriname is the result of communication. The CARS require all persons operating Surinamese registered aircraft to notify the Authority when certain events occur. The Authority is required to open lines of communication with the State of Design and/or the State of Manufacture, so that the Authority can receive all safety bulletins and airworthiness directives for each type of aircraft operating in Suriname.

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5.1 GENERAL

5.1.1.1 APPLICABILITY

(a) This regulation prescribes the requirements for—

(1) Original certification of aircraft and aeronautical products

(2) Supplemental type certificates;

(3) Issuance of a Certificate of Airworthiness;

(4) Continued airworthiness of aircraft and aeronautical components;

(5) Aircraft maintenance and inspection requirements; and

(6) Maintenance records and entries.

5.1.1.2 DEFINITIONS

(a) For the purpose of Part 5, the following definitions shall apply—

(1) Aeronautical product.. Any aircraft, aircraft engine, propeller, or subassembly, appliance, material, part or component to be installed thereon.

(2) Airworthiness approval tag (CAA form). A tag (CAA form) that may be attached to a part. The tag must include the part number, serial number, and current life status of the part. Each time the part is removed from a type certificated product, a new tag must be created or the existing tag must be updated with the current life status.

(3) Airworthiness directive. Continuing airworthiness information that applies to the following products: aircraft, aircraft engines, propellers, and appliances. An airworthiness directive is mandatory if issued by the State of Design.

(4) Alteration. The alteration of an aircraft/aeronautical product in conformity with an approved standard.

(5) Life-limited part. Any part for which a mandatory replacement limit is specified in the type design, the Instructions for Continued Airworthiness, or the maintenance manual.

(6) Major alteration. Major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications – (1) that might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness; or (2) that is not done according to accepted practices or cannot be done by elementary operations. Described in IS: 5.1.1.2(a)(6).

(7) Major repair. Major repair means a repair: (1) that if improperly done might appreciably affect weight, balance, structural strength, performance, powerplant, operations, flight characteristics, or other qualities affecting airworthiness; or (2) that is not done according to accepted practices or cannot be done by elementary operations. Described in IS: 5.1.1.2(a)(7).

(8) Preventative maintenance. Simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations. Described in IS: 5.1.1.2(a)(8).

(9) Overhaul. The restoration of an aircraft/aeronautical product using methods, techniques, and practices acceptable to the Authority, including disassembly, cleaning, and inspection as permitted, repair as necessary, and reassembly; and tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the State of Design, holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under a Technical Standard Order (TSO).

(10) Rebuild. The restoration of an aircraft/aeronautical product 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.

(11) Required inspection items. Maintenance items and/or alterations that must be inspected by a qualified and authorised person other than the one performing the work, and include at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not properly performed or if improper parts or materials are used.

(12) State of Design. The 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.

(13) State of Manufacture. The 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.

(14) State of Registry. The Contracting State on whose register the aircraft is entered.

(15) Type Certificate. 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.

5.1.1.3 ACRONYMS

(a) The following acronyms are used in Part 5:

(1) AOC – Air Operator Certificate

(2) AMO – Approved Maintenance Organisation

(3) MEL – Minimum Equipment List

(4) PIC – Pilot in command

(5) TSO – Technical Standard Order

5.2 ORIGINAL CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCTS

5.2.1.1 APPLICABILITY

(1) This Subpart describes the procedures and designation of applicable rules for original type certification of aircraft and related aeronautical products.

(2) This Subpart is reserved.

5.3 SUPPLEMENTAL TYPE CERTIFICATES

5.3.1.1 APPLICABILITY

(a) This Subpart prescribes procedural requirements for the issue of supplemental type certificates.

5.3.1.2 ISSUANCE OF A SUPPLEMENTAL TYPE CERTIFICATE

(a) Any person who proposes to alter a product by introducing a major change in type design, not great enough to require a new application for a type certificate, shall apply for a Supplemental Type Certificate to the regulatory agency of the State of Design that approved the type certificate for that product, or to the State of Registry of the aircraft provided that the State of Registry has the technical expertise to evaluate the proposed change in accordance with the type design. The applicant shall apply in accordance with the procedures prescribed by that State.

(b) Suriname, upon receiving a request for a supplemental type certificate for an aircraft registered in Suriname shall forward the request to the State of Design.

5.4 ISSUANCE OF CERTIFICATES OF AIRWORTHINESS

5.4.1.1 APPLICABILITY

(a) This Subpart prescribes procedures required for the issue of airworthiness certificates and other certifications for aeronautical products registered in Suriname.

(b) Suriname shall issue a certificate of airworthiness for aircraft registered in Suriname based on satisfactory evidence that the aircraft complies with the design aspects of the appropriate airworthiness requirements (type certificate).

5.4.1.2 ELIGIBILITY

(a) Any registered owner of Surinamese registered aircraft, or agent of the owner, may apply for an airworthiness certificate for that aircraft.

(b) Each applicant for an airworthiness certificate shall apply in a form and manner acceptable to the Authority.

5.4.1.3 AIRCRAFT IDENTIFICATION

(a) Each applicant for a certificate of airworthiness shall show that the aircraft has the proper identification plates.

5.4.1.4 CLASSIFICATIONS OF AIRWORTHINESS CERTIFICATES

(a) A standard Certificate of Airworthiness will be issued for aircraft in the specific category and model designated by the State of Design in the type certificate. The types of standard certificates of airworthiness include ——

(1) Normal;

(2) Utility;

(3) Acrobatic;

(4) Transport;

(5) Commuter;

(6) Balloon;

(7) Other.

(b) A Special Airworthiness Certificate will be issued for aircraft that do not meet the requirements of the State of Design for a standard airworthiness certificate. The types of special airworthiness certificates include—

(1) Restricted;

(2) Provisional

(3) Experimental

(4) Special flight permits;

5.4.1.5 ISSUANCE OR VALIDATION OF A STANDARD AIRWORTHINESS CERTIFICATE

(a) The Authority will issue a standard certificate of airworthiness if—

(1) 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 Design;

(2) The aircraft has been inspected in accordance with the performance rules of section 5.6 of this regulation for inspections and found airworthy by persons authorised by the Authority to make such determinations within the last 30 calendar days; and

(3) The Authority finds after an inspection that the aircraft conforms to type design and is in condition for safe operation.

(b) The Authority may validate a certificate of airworthiness issued by another Contracting State upon registration of the aircraft in Suriname for the period specified in that validation certificate. The validation certificate shall be carried with the Certificate of Airworthiness and, together, shall be considered as the equivalent of a Certificate of Airworthiness issued by Suriname. The validity of the validation certificate shall not extend beyond the period of validity of the Certificate of Airworthiness or one year, whichever is less.

(c) The Standard Airworthiness Certificate shall contain the information in IS: 5.4.1.5

(d) The Standard Airworthiness Certificate or validation certificate shall be issued in the English language.

5.4.1.6 ISSUANCE OF SPECIAL AIRWORTHINESS CERTIFICATES

(a) The Authority may issue a Special Airworthiness Certificate to the aircraft that does not qualify for a Standard Certificate of Airworthiness.

(b) Aircraft holding Special Airworthiness Certificates shall be subject to operating limitations within Suriname and may not make international flights. The Authority shall issue specific operating limitations for each Special Airworthiness Certificate.

(c) The Authority may issue Special Flight Permits to an aircraft that is capable of safe flight, but unable to meet applicable airworthiness requirements, for the purpose of—

(1) Flying to a base where repairs, alterations, maintenance, or inspections are to be performed, or to a point of storage;

(2) Testing after repairs, alterations, or maintenance have been performed;

(3) Delivering or exporting the aircraft;

(4) Evacuating aircraft from areas of impending danger; and

(5) Operating at weight in excess of the aircraft's maximum Certified Takeoff Weight for flight beyond normal range over water or land areas where adequate landing facilities or appropriate fuel is not available. The excess weight is limited to additional fuel, fuel-carrying facilities, and navigation equipment necessary for the flight.

(d) The Authority may issue a special flight permit with continuing authorisation issued to an aircraft that may not meet applicable airworthiness requirements but are capable of safe flight, for the purpose of flying aircraft to a base where maintenance or alterations are to be performed. The permit issued under this paragraph is an authorisation, including conditions and limitations for flight, which is set forth in the AOC Holder's specific operating provisions. This permit under this paragraph may be issued to an AOC Holder certificated under Part 9.

(e) In the case of Special Flight Permits, the Authority shall require a properly executed maintenance endorsement in the aircraft permanent record by a person or organisation, authorised in accordance to Part 5, stating that the subject aircraft has been inspected and found to be safe for the intended flight.

(f) The operator shall obtain all required overflight authorisations from countries to be overflown on flights outside Suriname.

5.4.1.7 DURATION OF CERTIFICATES OF AIRWORTHINESS

(a) A certificate of airworthiness or special airworthiness certificate is effective as follows unless sooner surrendered, suspended or revoked, or a special termination date is otherwise established by the Authority—

(1) A Certificate of Airworthiness shall remain in effect for 12 (twelve) months,

(2) The validity of a validation certificate issued by Suriname shall not extend beyond the period of validity of the Certificate of Airworthiness issued by the State of Registry, or one year, whichever is less.

(3) A special airworthiness certificate is valid for the period of time specified in the permit.

(b) The continuing airworthiness of the aircraft shall be determined by a periodical inspection at appropriate intervals having regard to lapse of time and type of service.

(c) Failure to maintain an aircraft in an airworthy condition as defined by the appropriate airworthiness requirements of the State of Registry, shall render the aircraft ineligible for operations until the aircraft is restored to an airworthy condition.

5.4.1.8 COOPERATION AMONG STATES FOR CONTINUING AIRWORTHINESS INFORMATION, INCLUDING AIRWORTHINESS DIRECTIVES

(a) Upon registration of an aircraft in Suriname, the Authority will notify the State of Design of the aircraft of the registration in Suriname, and request that the Authority receives any and all airworthiness directives addressing that aircraft, airframe, aircraft engine, propeller, appliance, or component part and any requirements for the establishment of specific continuing airworthiness programs.

(b) Whenever the State of Design considers that a condition in an aircraft, airframe, aircraft engine, propeller, appliance, or component part is unsafe as shown by the issuance of an airworthiness directive by that State, the Authority will make the requirements of such directives apply to Surinamese registered civil aircraft of the type identified in that airworthiness directive.

(c) 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 Suriname.

(d) No person may operate any Surinamese registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable airworthiness directives and service bulletins.

5.4.1.9 AMENDMENT OF AIRWORTHINESS CERTIFICATE

(a) The Authority may amend or modify a Certificate of Airworthiness or a special airworthiness certificate-

(1) Upon application from an owner or operator.

(2) On its own initiative.

(b) Amendment may be made under the following conditions:

(1) Alteration; (STC or amended TC)

(2) A change to the authority and basis for issue;

(3) A change in the aircraft model

(4) A change in the operating limitations for an aircraft with a special airworthiness certificate.

5.4.1.10 TRANSFER OR SURRENDER OF A CERTIFICATE OF AIRWORTHINESS

(a) An owner shall transfer a certificate of airworthiness—

(1) To the lessee upon lease of an aircraft within or outside Suriname.

(2) To the buyer upon sale of the aircraft within Suriname.

(b) An owner shall surrender the certificate of airworthiness for the aircraft to the issuing Authority upon sale of that aircraft outside of Suriname.

5.5 CONTINUED AIRWORTHINESS OF AIRCRAFT AND COMPONENTS

5.5.1.1 APPLICABILITY

(a) This Subpart prescribes rules governing the continued airworthiness of civil aircraft registered in Suriname whether operating inside or outside the borders of Suriname.

5.5.1.2 RESPONSIBILITY

(a) The owner of an aircraft or, in the case of a leased aircraft, the lessee, shall be responsible for maintaining the aircraft in an airworthy condition by ensuring that—

(1) All maintenance, overhaul, alterations and repairs which affect airworthiness are performed as prescribed by the State of Registry;

(2) Maintenance personnel make appropriate entries in the aircraft maintenance records certifying that the aircraft is airworthy;

(3) The approval for return to service (maintenance release) is completed to the effect that the maintenance work performed has been completed satisfactorily and in accordance with the prescribed methods; and

(4) In the event there are open discrepancies, the maintenance release includes a list of the uncorrected maintenance items and these items are made a part of the aircraft permanent record.

5.5.1.3 GENERAL

(a) No person may perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in this regulation.

(b) No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has been issued that contains an airworthiness limitation section unless the mandatory replacement times, inspection intervals, and related procedures specified in that section or alternative inspection intervals and related procedures set forth in the operations specifications approved under part 9, or in accordance with the inspection program approved under Part 8 have been complied with.

(c) No person may operate an aircraft, aeronautical product, or accessory to which an Airworthiness Directive applies, issued either by the State of Design, or State of Manufacture and adopted for Surinamese-registered aircraft by the Authority, or by the State of Registry for aircraft operated within Suriname, except in accordance with the requirements of that Airworthiness Directive.

(d) When the Authority determines that an airframe or aeronautical product has exhibited an unsafe condition and that condition is likely to exist or to develop in other products of the same type design, the

Authority may issue an Airworthiness Directive prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.

(e) The Authority shall report any airworthiness directives or continuing additional airworthiness requirements that it issues to the State of Design.

5.5.1.4 REPORTING OF FAILURES, MALFUNCTIONS, AND DEFECTS

(a) Owners or operators of aircraft shall report to the Authority any failures, malfunctions, or defects that result in at least the following—

(1) Fires during flight and whether the related fire-warning system properly operated;

(2) Fires during flight not protected by a related fire-warning system;

(3) False fire warning during flight;

(4) An engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;

(5) An aircraft component that causes accumulation or circulation of smoke, vapour, or toxic or noxious fumes in the crew compartment or passenger cabin during flight;

(6) Engine shutdown during flight because of flameout;

(7) Engine shutdown during flight when external damage to the engine or aircraft structure occurs;

(8) Engine shutdown during flight due to foreign object ingestion or icing;

(9) Shutdown during flight of more than one engine;

(10) A propeller feathering system or ability of the system to control overspeed during flight;

(11) A fuel or fuel-dumping system that affects fuel flow or causes hazardous leakage during flight;

(12) An unintended landing gear extension or retraction, or opening or closing of landing gear doors during flight;

(13) Brake system components that result in loss of brake actuating force when the aircraft is in motion on the ground;

(14) Aircraft structure that requires major repair;

(15) Cracks, permanent deformation, or corrosion of aircraft structure, if more than the maximum acceptable to the manufacturer or the Authority;

(16) Aircraft components or systems malfunctions that result in taking emergency actions during flight (except action to shut down an engine);

(17) Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected technical difficulties or malfunctions;

(18) Any abnormal vibration or buffeting caused by a structural or system malfunction, defect, or failure;

(19) A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.

(20) The number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed; or

(21) The number of propeller featherings in flight, listed by type of propeller and engine and aircraft on which it was installed.

(b) Each report required by this Subsection shall—

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

(2) Include as much of the following information as is available and applicable—

(i) Aircraft serial number;

(ii) When the failure, malfunction, or defect is associated with an article approved under a TSO authorisation, the article serial number and model designation, as appropriate;

(iii) When the failure, malfunction or defect is associated with an engine or propeller, the engine or propeller serial number, as appropriate;

(iv) Product model;

(v) Identification of the part, component, or system involved, including the part number; and

(vi) Nature of the failure, malfunction, or defect.

(c) Mechanical interruption summary report for ETOPS.

Each certificate holder shall submit to the authority, before the end of the 10th day of the following month, a summary report for the previous month of:

(1) Each interruption to a flight, unscheduled change of aircraft en route, or unscheduled stop or diversion from a route, caused by known or suspected mechanical difficulties or malfunctions that are not required to be under this Part.

(2) The number of engines removed prematurely because of malfunction, failure or defect, listed by make and model and the aircraft type in which it was installed.

(d) The Authority, if the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Design.

(e) The Authority, if not the State of Registry of the aircraft, will submit all such reports upon receipt to the State of Registry.

5.6 AIRCRAFT MAINTENANCE AND INSPECTION

5.6.1.1 APPLICABILITY

(a) This Subpart prescribes rules governing the maintenance and inspection of any aircraft having a Certificate of Airworthiness issued by Suriname or associated aeronautical products.

5.6.1.2 GENERAL REQUIREMENTS FOR MAINTENANCE

(a) No person may operate an aircraft or component unless the aircraft and components are maintained in accordance with a maintenance program.

(b) The maintenance program shall include a description of the aircraft and components and recommended methods for the accomplishment of maintenance tasks. Such information shall include guidance on defect diagnosis.

(c) The maintenance program shall include the maintenance tasks and the recommended intervals at which these tasks are to be performed.

(d) Maintenance tasks and frequencies that have been specified as mandatory by the State of Design in approval of the type design shall be identified the maintenance program.

(e) The maintenance program shall have a maintenance release process, including signed documentation, in a manner satisfactory to the Authority, indicating that the maintenance performed has been completed satisfactorily. A maintenance release shall contain a certification including –

(f) Basic details of the maintenance carried out;

(g) Date such maintenance was completed;

(h) When applicable, the identity of the approved maintenance organisation, AMT, or AOC; and

(i) The identity of the person or persons signing the release.

5.6.1.3 ELIGIBILITY OF PERSONS AUTHORISED TO PERFORM MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS

(a) The persons authorised to perform maintenance subject to this Subpart include—

(1) A pilot licensed by the Authority, who is not operating the aircraft as part of an AOC operation;

(2) A person performing maintenance under the supervision of a aviation maintenance technician;

(3) A aviation maintenance technician;

(4) An AOC holder, approved to perform maintenance under an equivalent system; and

(5) An AMO.

(b) This Subpart outlines the privileges and limitations of these entities with respect to the extent and type of work they may perform regarding—

(1) Maintenance,

(2) Preventive Maintenance,

(3) Alteration,

(4) Inspection, and

(5) Approvals for return to service.

5.6.1.4 PRIVILEGES AND LIMITATIONS OF PERSONS AUTHORISED TO PERFORM MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS

(a) No person may perform any task defined as maintenance on an aircraft or aeronautical products, except as provided in the following—

(1) A pilot licensed by the Authority may perform preventive maintenance on any aircraft owned or operated by that pilot so long as the aircraft is not listed for use by an AOC holder.

(2) A person working under the supervision of a aviation maintenance technician, may perform the maintenance, preventive maintenance, and alterations that the supervisory aviation maintenance technician is authorised to perform—

(i) If the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly, and

(ii) If the supervisor is readily available, in person, for consultation.

(3) A licensed aviation maintenance technician may perform or supervise the maintenance or alteration of an aircraft or aeronautical product for which he or she is rated subject to the limitation of Part 2 of these regulations.

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

(5) The AOC holder may perform aircraft maintenance as specified by the Authority.

(6) A manufacturer holding an AMO may—

(i) Rebuild or alter any aeronautical product manufactured by that manufacturer under a type or production certificate;

(ii) Rebuild or alter any aeronautical product manufactured by that manufacturer under a TSO Authorisation, a Parts Manufacturer Approval by the State of Design, or Product and Process Specification issued by the State of Design; and

(iii) Perform any inspection required by Part 8 on aircraft it manufacturers, while currently operating under a production certificate or under a currently approved production inspection system for such aircraft.

5.6.1.5 AUTHORISED PERSONNEL TO APPROVE FOR RETURN TO SERVICE

(a) No person or entity, other than the Authority, may approve an aircraft, airframe, aircraft engine, propeller, appliance, or component part for return to service after it has undergone maintenance, preventive maintenance, rebuilding, or alteration, except as provided in the following:

(1) A pilot licensed by the Authority may return his or her aircraft to service after performing authorised preventive maintenance.

(2) A licensed aviation maintenance technician may approve aircraft and aeronautical products for return to service after he or she has performed, supervised, or inspected its maintenance subject to the limitation of Part 2, Section 2.6.2.8 of these regulations.

(3) An AMO may approve aircraft and aeronautical products for return to service as provided in the operations specifications approved by the Authority.

(4) An AOC holder may approve aircraft and aeronautical products for return to service as specified by the Authority.

5.6.1.6 PERSONS AUTHORISED TO PERFORM INSPECTIONS

(a) No person, other than the Authority, may perform the inspections required by 8.2.1.7 for aircraft and aeronautical products prior to or after it has undergone maintenance, preventive maintenance, rebuilding, or alteration, except as provided in the following:

(1) An aviation maintenance technician may conduct the required inspections of aircraft and aeronautical products for which he or she is rated and current.

(2) An AMO may perform the required inspections of aircraft and aeronautical products as provided in the operations specifications approved by the Authority.

(3) An AOC holder may perform the required inspections of aircraft and aeronautical products in accordance with specifications issued by the Authority.

5.6.1.7 PERFORMANCE RULES: MAINTENANCE

(a) Each person performing maintenance, preventive maintenance, or alteration on an aeronautical product shall use the methods, techniques, and practices prescribed in—

(1) The current manufacturer's maintenance manual or instructions for Continued Airworthiness prepared by its manufacturer; and

(2) Additional methods, techniques and practices required by the Authority; or methods, techniques and practices designated by the Authority where the manufacturer’s documents were not available.

(b) Each person shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If 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.

(c) Each person performing maintenance, preventive maintenance, or alteration on an aeronautical product shall do that work in such a manner, and use materials of such a quality, that the condition of the aeronautical product worked on will be at least 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.

(d) The methods, techniques, and practices contained in an AOC holder’s maintenance control manual and continuous maintenance program, as approved by the Authority, will constitute an acceptable means of compliance with the requirements of this subsection.

5.6.1.8 PERFORMANCE RULES: INSPECTIONS FOR AIRCRAFT OPERATED IN GENERAL AVIATION

(a) General. Each person performing an inspection required by the Authority shall—

(1) Perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements; and

(2) 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 set forth in the inspection program.

(b) Rotorcraft. Each person performing an inspection required on a rotorcraft shall inspect the following systems in accordance with the maintenance manual or Instructions for Continued Airworthiness of the manufacturer concerned—

(1) The drive shafts or similar systems,

(2) The main rotor transmission gear box for obvious defects,

(3) The main rotor and centre section (or the equivalent area), and

(4) The auxiliary rotor on helicopters.

(c) 100-hour inspections.

(1) Each person performing a 100-hour inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source. This checklist shall include the scope and detail of the items prescribed by the Authority. See IS: 5.6.1.8 for components to be included in a 100-hour inspection.

(2) Each person approving a reciprocating-engine-powered aircraft for return to service after a 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations of—

(i) Power output (static and idle rpm);

(ii) Magnetos;

(iii) Fuel and oil pressure; and

(iv) Cylinder and oil temperature.

(3) Each person approving a turbine-engine-powered aircraft for return to service after a 100-hour inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the current manufacturer's recommendations.

(d) See IS: 5.6.1.8 for components to be included in a 100-hour inspection.

5.6.1.9 PERFORMANCE RULES: AIRWORTHINESS LIMITATIONS

(a) Each 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 specifications approved by the Authority.

5.6.1.10 AIRCRAFT MASS AND BALANCE

(a) General

(1) Except as specified in (2) of this paragraph, the mass of each aircraft should be determined prior to the initial issue of the Certificate of Airworthiness.

(2) Determination of the mass of an aircraft prior to the initial issue of a Certificate of Airworthiness may not be required in the case of:

(i) An aircraft in respect of which the mass has been determined prior to importation and in respect of which any subsequent changes in mass have been duly computed and recorded;

(ii) A newly manufactured aircraft having a maximum TOM not exceeding 5700 Kg., the empty mass of which has been established in accordance with information and computation supplied by the manufacturers thereof;

(iii) If the basic mass is estimated to have changed by not more than 0.5 % of the MTOM, and if the centre of gravity is estimated to have changed by not more than 0.5 % of the MAC.

(b) Periodic Determination of Mass

Unless otherwise approved by the Authority further determination of mass should be done subsequent to the initial determination or mass determination arrived at in accordance with the above and at the intervals specified in the following table;

(1) Aircraft with a MTOM of 5700 Kg and greater, every 5 years.

(2) Aircraft with a MTOM below 5700 Kg, every 3 years.

5.7 MAINTENANCE RECORDS AND ENTRIES

5.7.1.1 CONTENT, FORM, AND DISPOSITION OF RECORDS FOR MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATION OF AIRCRAFT AND LIFE LIMITED PARTS

(a) Each person who maintains, performs preventive maintenance, rebuilds, or alters an aircraft or life limited parts shall, when the work is performed satisfactorily, make an entry in the maintenance record of that equipment as follows—

(1) A description (or reference to data acceptable to the Authority) of work performed, including-

(i) The total time in services (hours, calendar time and cycles, as appropriate) of the aircraft and all life limited components;

(ii) The current status of compliance with all mandatory continuing airworthiness information;

(iii) Appropriate details of alterations and repairs;

(iv) Time in service (hours, calendar time and cycles, as appropriate) since last overhaul of the aircraft or its components subject to a mandatory overhaul life;

(v) The current status of the aircraft's compliance with the maintenance program; and the detailed maintenance records to show that all requirements for signing of a maintenance release have been met.

(2) Completion date of the work performed;

(3) Name, signature, certificate number, and kind of license held by the person approving the work.

Note: The signature constitutes the approval for return to service only for the work performed.

(b) In addition to the entry required by paragraph (a), major repairs and alterations shall be entered on a form, and the form disposed of, in the manner prescribed in IS: 5.7.1.1, by the person performing the work.

5.7.1.2 CONTENT, FORM AND DISPOSITION OF RECORDS FOR MAINTENANCE, PREVENTIVE MAINTENANCE, OVERHAUL AND REBUILDING OF A PRODUCT

(a) No person shall approve for return to service any aeronautical product that has undergone maintenance, preventive maintenance, overhaul or rebuilding of a product unless—

(1) The appropriate maintenance record entry has been made;

(2) The repair or alteration form authorised by or furnished by the Authority has been executed in a manner prescribed by the Authority;

(3) If a repair or alteration results in any change in the aircraft operating limitations or flight data contained in the approved aircraft flight manual, those operating limitations or flight data are appropriately revised and set forth as prescribed.

(b) Additional entries for overhaul and rebuilding.

(1) No person shall describe in any required maintenance entry or form, an aeronautical product as being overhauled or rebuilt unless—

(i) It has been disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and

(ii) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance manufacturing approval.

(2) No person shall describe in any required maintenance entry or form an aircraft or other aeronautical product as being rebuilt unless 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.

(3) If the overhaul or rebuilding of a product is performed by an AMO, the AMO shall complete an airworthiness approval tag (CAA form) as prescribed in Part 6.

5.7.1.3 CONTENT, FORM, AND DISPOSITION OF RECORDS OF INSPECTIONS FOR RETURN TO SERVICE

(a) Maintenance record entries. The person approving or disapproving the return to service of an aeronautical product after any inspection performed in accordance with Part 8, shall make an entry in the maintenance record of that equipment containing the following information—

(1) Type of inspection and a brief description of the extent of the inspection;

(2) Date of the inspection and aircraft total time in service;

(3) Signature, the license number, and kind of license held by the person approving or disapproving for return to service the aeronautical product;

(4) If the aircraft is found to be airworthy and approved for return to service, the following or a similarly worded statement— "*I certify that this aircraft has been inspected in accordance with (insert type) inspection and was determined to be in airworthy condition";*

(5) If the aircraft is not approved for return to service because of needed maintenance, non-compliance with the applicable specifications, airworthiness directives, or other approved data, the following or a similarly worded statement—*I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided for the aircraft owner or operator;* and

(6) If an inspection is conducted under an inspection program provided for in Part 8, 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 inspections and procedures for that particular program.

(b) Listing of discrepancies. The person performing any inspection required in Part 8 who finds that the aircraft is not airworthy or does not meet the applicable type certificate data sheet, airworthiness directives or other approved data upon which its airworthiness depends, shall give the owner/operator a signed and dated list of those discrepancies.

CIVIL AVIATION REGULATIONS

SURINAME

PART 5—IMPLEMENTING STANDARDS

VERSION 4.0

MAY 2007

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IS: 5.1.1.2 DEFINITIONS

IS: 5.1.1.2(a)(6) MAJOR ALTERATIONS

(a) Airframe Major Alterations. Major alterations include alterations to the listed aircraft parts, or the listed types of alterations (when not included in the applicable aircraft specifications)—

(1) Wings.

(2) Tail surfaces.

(3) Fuselage.

(4) Engine mounts.

(5) Control system.

(6) Landing gear.

(7) Hull or floats

(8) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowlings, fairings, and balance weights.

(9) Hydraulic and electrical actuating system of components.

(10) Rotor blades.

(11) Changes to the empty weight or empty balance which result in an increase in the maximum Certified weight or centre of gravity limits of the aircraft.

(12) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurisation, electrical, hydraulic, de-icing, or exhaust systems.

(13) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

(b) Powerplant Major Alterations. Major powerplant alterations, even when not listed in the applicable engine specifications, include—

(1) Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.

(2) Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Authority.

(3) Installation of an accessory which is not approved for the engine.

(4) Removal of accessories that are listed as required equipment on the aircraft or engine specification.

(5) Installation of structural parts other than the type of parts approved for the installation.

(6) Conversions of any sort for the purpose of using fuel of a rating or grace other than that listed in the engine specifications.

(c) Propeller Major Alterations. Major propeller alterations, when not authorised in the applicable propeller specifications, include—

(1) Changes in blade design.

(2) Changes in hub design.

(3) Changes in the governor or control design.

(4) Installation of a propeller governor or feathering system.

(5) Installation of propeller de-icing system.

(6) Installation of parts not approved for the propeller.

(d) Appliance Major Alterations. Alterations of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with applicable Airworthiness Directive are appliance major alterations. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or other authorisation that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major alterations.

IS: 5.1.1.2(a)(7) MAJOR REPAIRS (DEFINITION)

(a) Airframe Major Repairs. Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members of their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.

(1) Box beams.

(2) Monocoque or semimonocoque wings or control surfaces

(3) Wing stringers or chord members

(4) Spars.

(5) Spar flanges.

(6) Members of truss-type beams.

(7) Thin sheet webs of beams.

(8) Keel and chine members of boat hulls or floats.

(9) Corrugated sheet compression members which act as flange material of wings or tail surfaces.

(10) Wing main ribs and compression members.

(11) Wing or tail surface brace struts.

(12) Engine mounts.

(13) Fuselage longerons.

(14) Members of the side truss, horizontal truss, or bulkheads.

(15) Main seat support braces and brackets.

(16) Landing gear brace struts.

(17) Axles.

(18) Wheels.

(19) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.

(20) Repairs involving the substitution of material.

(21) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.

(22) The repair of portions of skin sheets by making additional seams.

(23) The splicing of skin sheets

(24) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.

(25) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.

(26) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilisers, and control surfaces.

(27) Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.

(b) Powerplant Major Repairs. Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs—

(1) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.

(2) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing.

(3) Special repairs to structural engine parts by welding, plating, metalising, or other methods.

(c) Propeller Major Repairs. Repairs of the following types to a propeller are propeller major repairs—

(1) Any repairs to or straightening of steel blades.

(2) Repairing or machining of steel hubs.

(3) Shortening of blades.

(4) Retipping of wood propellers.

(5) Replacement of outer laminations on fixed pitch wood propellers.

(6) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.

(7) Inlay work on wood blades.

(8) Repairs to composition blades.

(9) Replacement of tip fabric.

(10) Replacement of plastic covering.

(11) Repair of propeller governors.

(12) Overhaul of controllable pitch propellers.

(13) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminium blades.

(14) The repair or replacement of internal elements of blades.

(d) Appliance Major Repairs. Repairs of the following types to appliances are appliance major repairs—

(1) Calibration and repair of instruments.

(2) Calibration of avionics or computer equipment.

(3) Rewinding the field coil of an electrical accessory.

(4) Complete disassembly of complex hydraulic power valves.

(5) Overhaul of pressure type carburettors, and pressure type fuel, oil, and hydraulic pumps.

IS: 5.1.1.2(a)(8) PREVENTIVE MAINTENANCE (DEFINITION)

(a) Preventive Maintenance. Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations.

(1) Removal, installation and repair of landing gear tires.

(2) Replacing elastic shock absorber cords on landing gear.

(3) Servicing landing gear shock struts by adding oil, air, or both.

(4) Servicing landing gear wheel bearings, such as cleaning and greasing.

(5) Replacing defective safety wiring or cotter keys.

(6) Lubrication not requiring disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings.

(7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.

(8) Replenishing hydraulic fluid in the hydraulic reservoir.

(9) 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.

(10) 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.

(11) 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.

(12) 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.

(13) Replacing side windows where that work does not interfere with the structure of any operating system such as controls, electrical equipment, etc.

(14) Replacing safety belts.

(15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.

(16) Troubleshooting and repairing broken circuits in landing light wiring circuits.

(17) Replacing bulbs, reflectors, and lenses of position and landing lights.

(18) Replacing wheels and skis where no weight and balance computation is involved.

(19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.

(20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.

(21) Replacing any hose connection except hydraulic connections.

(22) Replacing prefabricated fuel lines.

(23) Cleaning fuel and oil strainers.

(24) Replacing and servicing batteries.

(25) Replacement or adjustment of non-structural fasteners incidental to operations.

(26) 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.

IS: 5.4.1.5 ISSUANCE OR VALIDATION OF A STANDARD CERTIFICATE OF AIRWORTHINESS

(a) The standard Certificate of Airworthiness issued by the CASAS shall be as follows.

*	CASAS	*

Civil Aviation Safety Authority Suriname

CERTIFICATE OF AIRWORTHINESS

1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft**	3. Aircraft serial number
.....	.....	.....
.....	.....	.....

4. Category:*** .....

5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Suriname Civil Aviation Safety and Security Act (S.B. 2002 no.24) 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 .....

* For use of the State of Registry.

** Manufacturer's designation of aircraft should contain the aircraft type and model.

*** This space is normally used to indicate the certification basis, i.e., certification code, with which the particular aircraft complies and/or its permitted operational category, e.g., commercial air transportation, aerial work, or private.

IS: 5.6.1.8 PERFORMANCE RULES: INSPECTIONS OPERATED IN GENERAL AVIATION

(a) Each person performing a 100-hour 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.

(b) Each person performing a 100-hour inspection shall inspect, where applicable, the following components—

(1) Fuselage and hull group—

(i) Fabric and skin - for deterioration, distortion, other evidence of failure, and defective or insecure attachment of fittings.

(ii) Systems and components - for improper installation, apparent defects, and unsatisfactory operation.

(iii) The cabin and cockpit group.

(iv) Generally - for uncleanness and loose equipment that might foul the controls.

(v) Seats and safety belts - for poor condition and apparent defects.

(vi) Windows and windshields - for deterioration and breakage.

(vii) Instruments - for poor condition, mounting, marking, and (where practicable) for improper operation.

(viii) Flight and engine controls - for improper installation and improper operation.

(ix) Batteries - for improper installation and improper charge.

(x) All systems - for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment.

(2) 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.

(3) Landing gear group—

(i) All units - for poor condition and insecurity of attachment.

(ii) Shock absorbing devices - for improper oleo fluid level.

(iii) Linkage, 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.

(4) Wing and centre section assembly for—

(i) Poor general condition,

(ii) Fabric or skin deterioration,

(iii) Distortion,

(iv) Evidence of failure, and

(v) Insecurity of attachment.

(5) Complete empennage assembly for—

(i) Poor general condition,

(ii) Fabric or skin deterioration,

(iii) Distortion,

(iv) Evidence of failure,

(v) Insecure attachment,

(vi) Improper component installation, and

(vii) Improper component operation.

(6) 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, and

(iv) Control mechanisms - for improper operation, insecure mounting, and restricted travel.

(7) Avionics/instrument group—

(i) Avionics/instruments equipment - 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.

(8) Electronic/electrical group—

(i) Wiring and conduits - for improper routing, insecure mounting, and obvious defects.

(ii) Bonding and shielding - for improper installation and poor condition.

(iii) Each installed miscellaneous item that is not otherwise covered by this listing and/or has instructions for continued airworthiness - for improper installation and improper operation.

IS: 5.7.1.1 RECORDING OF MAJOR REPAIRS AND ALTERATIONS

(a) Each person performing a major repair or major alteration shall—

(1) Execute the appropriate form prescribed by the Authority at least in duplicate;

(2) Give a signed copy of that form to the aircraft owner/operator; and

(3) Forward a copy of that form to the Authority, in accordance with Authority instructions, within 48 hours after the aeronautical product is approved for return to service.

(b) In place of the requirements of paragraph (a), major repairs made in accordance with a manual or specifications acceptable to the Authority, an AMO may—

(1) Use the customer's work order upon which the repair is recorded;

(2) Give the aircraft owner 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 aeronautical product;

(3) Give the aircraft owner a maintenance release signed by an authorised representative of the AMO and incorporating the following information—

(i) Identity of the aeronautical product;

(ii) If an aircraft, the make, model, serial number, nationality and registration marks, and location of the repaired area;

(iii) If an aeronautical product, give the manufacturer's name, name of the part, model, and serial numbers (if any); and

(4) Include the following or a similarly worded statement—

The aeronautical product identified above was repaired, overhauled and inspected in accordance with currently effective, applicable instructions of the State of Design and regulatory requirements of the Authority, and is approved for return to service.
Pertinent details of the repair are on file at this maintenance organisation.
Order No._____ Date_____
Signed_____
(Signature of authorised representative)
_____
(Facility Name) (AMO Certificate Number)
_____
(Address)
_____

(c) The following sample form may be used to record major alterations and repairs.

MAJOR REPAIR AND ALTERATION
(Airframe, Powerplant, Propeller, or Appliance)

Suriname
For CASA S Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See Regulation Part 5, 5.7.1.1 and IS:5.7.1.1 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	Alteration
Airframe	----------(As described in item 1 above)----------				
Powerplant					
Propeller					
Appliance	Type / Manufacture				

6. Conformity Statement

A. Organisation Name and Address	B. Kind of License/Organisation	C. Certificate/License Number
	☐ Licensed (AMT) ☐ A ☐ P or ☐ A/P ☐ Approved Maintenance Organisation ☐ Manufacturer AMO	(For an AMO include the appropriate ratings issued for the major repair or alteration)

D. I certify that the repair and/or alteration 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 Part 5 of the Regulations and that the information furnished herein is true and correct to the best of my knowledge.

Date	Signature of Authorised Individual

7. Approval for Return To Service

Pursuant to the authority given persons specified below, the unit(s) identified in item 4 was inspected in the manner prescribed by the Director of the Civil Aviation Safety Authority Suriname and is ☐ APPROVED ☐ REJECTED

BY	☐ CASAS Inspector	☐ Inspection Authorisation		Other (Specify)
	☐ Maintenance Organisation	☐ Other		

Date of Approval or Rejection	Certificate or Designation Number	Signature or Authorised Individual

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NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify each page with aircraft nationality and registration mark and date work completed.)

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