



CAR AIR 2

CONTINUING AIRWORTHINESS (GENERAL AVIATION OPERATIONS)

FOREWORD

CONTENTS

REVISION RECORD

LIST of EFFECTIVE PAGES



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FOREWORD

1. The Civil Aviation Authority Bahamas is known in these regulations as the “Authority”
2. CAR AIR 2 addresses continuing airworthiness for all aeroplanes operated under CAR OPS 2A (General Aviation Operations) and helicopters operated under CAR OPS 2H (General Aviation Operations); remoted piloted aircraft (RPA) operated under CAR OPS 4 and Aerial Work operations under CAR OPS 5. These regulations are made under the Civil Aviation Authority Act - 2021.
3. Other airworthiness regulations for General Aviation comprise the following;
 - (a) CAR AIR 1 - General Airworthiness
 - (b) CAR 145 - Approved Maintenance Organisations
 - (c) CAR 21 - Certification of Aircraft
4. The editing practices used in this document are as follows:
 - (a) ‘Shall’ is used to indicate a mandatory requirement.
 - (b) ‘Should’ is used to indicate a recommendation.
 - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
 - (d) ‘Will’ indicates a mandatory requirement.

Note: The use of the male gender implies all genders.
5. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent “amendment” is issued.



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REVISION RECORD

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LIST OF EFFECTIVES PAGES

i	01 Jul 21
ii	01 Jul 21
iii	01 Jul 21
iv	01 Jul 21
v	01 Jul 21
vi	01 Jul 21

Appendix 2

APP 2-1	25 Mar 21
APP 2-2	25 Mar 21
<i>-End-</i>	

Chapter 1

1-1	25 Mar 21
1-2	25 Mar 21

Chapter 2

2-1	25 Mar 21
2-2	25 Mar 21
2-3	25 Mar 21
2-4	25 Mar 21

Chapter 3

3-1	01 Jul 21
3-2	01 Jul 21
3-3	01 Jul 21
3-4	01 Jul 21

Chapter 4

4-1	25 Mar 21
4-2	25 Mar 21
4-3	25 Mar 21
4-4	25 Mar 21
4-5	25 Mar 21
4-6	25 Mar 21

Appendix 1

APP 1-1	25 Mar 21
APP 1-2	25 Mar 21
APP 1-3	25 Mar 21
APP 1-4	25 Mar 21



CONTENTS

Forewordi

Revision Record iii

List of Effective Pagesiv

Contents v

CHAPTER 1 GENERAL

AIR 2.005 Purpose1-1

AIR 2.010 Definitions1-1

CHAPTER 2 CONTINUED AIRWORTHINESS MANAGEMENT

AIR 2.015 Management personnel.....2-1

AIR 2.020 General continued airworthiness arrangements2-1

AIR 2.025 Management responsibilities2-1

AIR 2.030 General maintenance arrangements2-3

AIR 2.035 Maintenance Control Manual2-4

CHAPTER 3 INSPECTION REQUIREMENTS

AIR 2.040 Maintenance programme3-1

AIR 2.045 Condition monitored and reliability maintenance programmes.....3-2

AIR 2.050 Airworthiness Directives applicability3-2

AIR 2.055 Airworthiness Directives compliance3-2

AIR 2.060 Alternative methods of compliance with mandatory continued airworthiness.....3-2

CHAPTER 4 AIRCRAFT RECORDS

AIR 2.065 Maintenance and continued airworthiness records4-1

AIR 2.070 Retention of records4-2

AIR 2.075 Transfer of maintenance records.....4-3

AIR 2.080 Technical log.....4-3

AIR 2.085 Mass and Balance.....4-4

AIR 2.090 Alternative configurations4-5

AIR 2.095 Certification4-5

Appendix 1 [Annual and 100 Hour Inspections]APP 1-1

Appendix 2 Aircraft System ChecksAPP 2-1



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**CHAPTER 1****GENERAL****AIR 2.005 Purpose**

- (a) This Chapter details the requirements governing aircraft operating in accordance with CAR OPS 2A/H and CAR OPS 4 and any aeronautical product associated with those aircraft.

Note: The holder of an air operator certificate must refer to CAR OPS 1/3, Chapter 13 for continuing airworthiness regulations.

- (b) The owner or operator of an aircraft not being used for commercial air transport shall have arrangements for continued airworthiness management acceptable to the Authority.
- (c) These regulations cover the standards of continuing airworthiness necessary for the Authority's acceptance of the arrangements for;
- (1) the management of continuing airworthiness;
 - (2) maintenance programmes;
 - (3) aircraft records; and
 - (4) the accomplishment of defect rectification, line and base maintenance.

AIR 2.010 Definitions

Definitions, in the context of these regulations shall have the meanings listed in CAR DEF – Definitions.



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CHAPTER 2

CONTINUED AIRWORTHINESS MANAGEMENT

AIR 2.015 Management personnel

The owner or operator of an aircraft registered in The Bahamas, to whom these regulations apply, shall nominate a person acceptable to the Authority and known as the Airworthiness Coordinator who will ensure that appropriate arrangements for continued airworthiness management required by these regulations are in place.

AIR 2.020 General continued airworthiness arrangements

- (a) The owner or operator of an aircraft shall have arrangements for continued airworthiness management to the requirements of these CAR AIR 2 regulations.
- (b) The Airworthiness Coordinator identified in paragraph AIR 2.015 shall ensure that suitable arrangements for continued airworthiness management are established and are acceptable to the Authority.
- (c) A change in the nominated Airworthiness Coordinator shall be advised to the Authority at the earliest opportunity.

AIR 2.025 Management responsibilities

The personnel identified in paragraph AIR 2.015 are responsible for ensuring that the certificate of airworthiness continues to remain valid by suitable arrangements made in accordance with paragraph AIR 2.020 that also ensure that;

- (a) the aircraft, including its airframe, engines(s), propellers, appliances, emergency equipment and operational equipment, is maintained in an airworthy condition;
- (b) all scheduled maintenance is performed in accordance with a maintenance programme accepted by the Authority;
- (c) appropriate contracted maintenance arrangements are made acceptable to the Authority;
- (d) no person certifies maintenance on the aircraft other than as prescribed in CAR AIR 1;
- (e) any defects and unserviceabilities are rectified or deferred prior to flight or, are rectified, repaired or, where approved data so provides, the equipment/instrument is removed; and
 - (1) as applicable, for aircraft subject to reliability analysis, a verification of the associated aircraft system's functional reliability is undertaken to ensure the certification basis of the MEL/CDL is not compromised;
 - (2) repetitive defects are identified and controlled;
 - (3) procedures are in place for the notification of any MEL/CDL limitations to the operating crew;
 - (4) procedures are established for the subsequent control of required rectification intervals; and



- (f) applicable mandatory continued airworthiness requirements are complied with within the prescribed period; and
- (g) for all aircraft:
 - (1) there are suitable arrangements for the receipt of all relevant continued airworthiness information published by the Type Design Organisation's for the aircraft, equipment and any applicable accomplished major design change;
 - (2) any required technical and reliability assessments are undertaken and reports of aircraft continued airworthiness status are made;
 - (3) applicable continued airworthiness data is reviewed for the determination of any required actions to be taken and records of such reviews are maintained; and
- (h) repairs are carried out and approved in accordance with CAR 21, Chapter 8; and
- (i) design changes are carried out and approved in accordance with CAR 21, Chapter 3 and any continued airworthiness requirements arising from them are incorporated in the aircraft maintenance programme;
- (j) suitable arrangements are made for the review and regular development of the maintenance programme to ensure effective continued airworthiness of the applicable aircraft;
- (k) any applicable continued airworthiness data is made available to those involved in the maintenance of the aircraft;
- (l) procedures prescribed in any applicable maintenance control manual are complied with;
- (m) any required technical despatch procedures for special operations approved by the Authority are complied with; and
- (n) for any aircraft having systems utilising Field Loadable Software and Database Field Loadable Data, controlling procedures are in place to ensure that:
 - (1) Field Loadable Software uploads are accomplished in accordance with the approval requirements of CAR 21 Chapter 3;
 - (2) Database Field Loadable Data is controlled and transferred in accordance with the equipment manufacturer's instructions; and
- (o) continuing airworthiness records are maintained in accordance with Chapter 4 of these regulations; and
- (p) occurrence reporting is accomplished to the requirements of the appropriate CAR AIR 1, Chapter 6 and appropriate investigations are undertaken to safeguard the aircraft and that of any other, records of such investigations any actions taken shall be reported as required;
- (q) up-to-date mass and balance records are maintained that reflect the approved configuration of the aircraft;



- (r) arrangements are made for technical liaison with applicable type design organisations, operators and maintenance organisations to address any airworthiness issues such as; faults, malfunctions, defects, any required inspection task reporting and inaccurate/misleading airworthiness data;
- (s) liaison meetings are held in compliance with any applicable reliability monitoring programme requirement; and
- (t) only materials, parts, components and appliances that comply with CAR 21, Chapter 6 are installed on the aircraft.

AIR 2.030 General maintenance arrangements

- (a) For large or turbo-jet aircraft subject to CAR OPS 2, Part II, maintenance arrangements shall be established by a suitable contract with an appropriately approved CAR 145 maintenance organisation for defect rectification, line and base maintenance. A completed Airworthiness Review Declaration shall be submitted to the Authority periodically in accordance with CAR AIR 1.115(d)
- (b) For aircraft not subject to CAR OPS 2, Part II, suitable maintenance arrangements shall be established with appropriately licensed aircraft engineers or an appropriately approved CAR 145 maintenance organisation for defect rectification, line and base maintenance. A completed Airworthiness Review Declaration shall be submitted to the Authority periodically in accordance with CAR AIR 1.115(d)
- (c) The maintenance contracts required by CAR AIR 2.25(c) and CAR AIR 2.30(a) shall specify:
 - (1) a clear description of the work required of the maintenance organisation or person that takes account of human factors;
 - (2) the applicable Maintenance Control Manual including any operator specific maintenance control procedures that are to be followed;
 - (3) the operator contact information;
 - (4) details of any maintenance data supplied by the operator, including its revision status and applicability; and
 - (5) details for the acceptance of materials, parts, components and appliances.
- (d) Persons signing a Certificate of Release to Service shall be appropriately authorised in accordance with the requirements specified in CAR AIR 1, Chapter 3.

AIR 2.035 Maintenance Control Manual

- (a) The Maintenance Control Manual (MCM), where required by CAR OPS 2A.620 or CAR OPS 4,702, shall be in the English language, the content shall be representative of the organisation and address compliance in accordance with CAR OPS 2A.810 or CAR OPS 4.804, as applicable.
- (b) The Maintenance Control Manual shall contain the necessary procedures for applicable continued airworthiness management functions prescribed in paragraphs AIR 2.25 and AIR 2.30 to ensure the continued airworthiness of the managed aircraft and ensure the continued validity of the Certificates of Airworthiness.



- (c) Procedures shall be established for a regular review of the Maintenance Control Manual to ensure that it remains effective in maintaining aircraft in an airworthy condition.
- (d) All amendments shall be made in a timely manner and the amendment status of each document shall be readily identifiable by personnel. Obsolete material shall be removed promptly from all points of issue or use, and controls shall be in place to preclude the use by personnel of superseded material.



CHAPTER 3

INSPECTION REQUIREMENTS

AIR 2.040 Maintenance programme

- (a) Every aircraft to which this regulation applies shall be maintained in accordance with a maintenance programme accepted by the Authority, which shall be periodically reviewed and amended accordingly by the owner/operator.
- (b) The maintenance programme must establish compliance with:
 - (1) instructions for continuing airworthiness issued by Type Certificate and Supplementary Type Certificate Holders; or
 - (2) instructions issued by the Authority, if they differ from subparagraph (1) or in the absence of specific recommendations, or;
 - (3) instructions defined by the owner or the operator and accepted by the Authority if they differ from subparagraphs (1) and (2).
- (c) The maintenance programme shall contain details, including frequency, of all maintenance to be carried out, including any specific tasks linked to specific operations.
- (d) The owner/operator is to ensure that all amendments to the maintenance programme are furnished promptly to all organisations or persons to whom the maintenance programme has been issued.
- (e) notwithstanding sub-paragraph (b), a non-turbojet engine aeroplane with a maximum certificated take-off mass of 5700 kg MCTOM or less, or a helicopter of 3175 kg MCTOM or less, may be maintained in accordance with the following:
 - (1) The aircraft is subject to an annual inspection in accordance with Appendix 1 and has been released to service by a person authorised in accordance with CAR AIR 1.065, or
 - (2) For aircraft provided for remuneration, hire or flight instruction the aircraft is subject to an annual inspection or 100-hour inspection in accordance with Appendix 1 and has been released to service by a person authorised in accordance with CAR AIR 1.065; and
 - (3) The aircraft system checks required by Appendix 2 are accomplished as prescribed by the Authority.
- (f) The periods prescribed by the Authority's accepted maintenance programme may be varied by the owner/operator provided that such variations are within the limits specified in AIR 2.040(f). Variations are only permitted when the periods prescribed by the maintenance programme, or documents in support of the maintenance programme, cannot be complied with due to circumstances which could not reasonably have been foreseen by the owner/lessee. Particulars of every variation so made shall be entered in the appropriate aircraft records. The variations permitted do not include:
 - (1) Those components for which an ultimate, finite or retirement life has been prescribed.
 - (2) Those tasks that have been classified as mandatory by the Authority or Type Certificate holder.



- (3) Certification Maintenance Requirements.
- (g) The permitted variations to the maintenance programme in accordance with AIR 2.040(e) are;
- (1) Items Controlled by Flying Hours:
- 5000 flying hours or less; 10%
More than 5000 flying hours; 500 flying hours
- (2) Items Controlled by Calendar Time:
- 1 year or less 10% or 1 month, whichever is the lesser
More than 1 year but not exceeding 3 years; 2 months
More than 3 years; 3 months
- (3) Items Controlled by Landing/Cycles:
- 500 landings/cycles or less; 10% or 25 landings/cycles, whichever is the lesser
More than 500 landings/cycles; 10% or 250 landings/cycles, whichever is the lesser
- (4) For items controlled by more than one limit, e.g. items controlled by flying hours and calendar time or flying hours and landings/cycles, the more restrictive limit shall be applied.

AIR 2.045 Condition monitored and reliability maintenance programmes

- (a) Where the manufacturer of aircraft, engines and propellers prescribe condition monitoring, reliability programmes or health and usage monitoring systems these shall form part of the maintenance programme accepted by the Authority.
- (b) Appropriate procedures shall be established for any applicable condition monitoring or reliability or health and usage monitoring systems referred to in paragraph AIR 2.045(a).

AIR 2.050 Airworthiness Directives applicability

- (a) Except as provided for in paragraph AIR 2.050(b), the airworthiness directives applicable under these regulations are those airworthiness directives or equivalent mandatory continued airworthiness requirements:
- (1) [prescribed for that aircraft or product by the State of Design on which Type Certification rests; and
- (2) any prescribed by the State of Design of an applicable approved design change.
- (b) Compliance with alternative or additional airworthiness directives may be required as a condition of the continued acceptance of the Type Certificate.]

AIR 2.055 Airworthiness Directives compliance

An aircraft shall not be released to service unless for each applicable airworthiness directive:

- (a) compliance can be demonstrated with the specified compliance criteria; or



(b) an alternative means of compliance has been approved under paragraph AIR 2.060.

AIR 2.060 Alternative methods of compliance with mandatory continued airworthiness requirements

An alternative method of compliance for mandatory continued airworthiness requirements may be proposed for the Authority's approval provided that the Regulatory Authority of the State that issued the original requirement has accepted the alternative compliance proposal.



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CHAPTER 4

AIRCRAFT RECORDS

AIR 2.065 Maintenance and continued airworthiness records

- (a) The owner or operator of an aircraft shall make provision for the retention of aircraft, engine and propeller log books recording at least the following:
- (1) maintenance records;
 - (2) airworthiness records of compliance with airworthiness directives and scheduled maintenance requirements;
 - (3) records of modifications and repairs; and
 - (4) life component records.
- (b) Maintenance records shall be of sufficient detail to establish the full content of the maintenance activity undertaken and shall include all relevant supporting information, such as component replacement service life records.
- (c) Records shall be in the English language and of sufficient detail to demonstrate the airworthiness status of the aircraft at all times and shall include:
- (1) a description of maintenance tasks including references to the applicable approved technical data;
 - (2) the date of completion of all scheduled maintenance tasks and reference to the approved maintenance programme;
 - (3) the signature, and authorisation reference of the person certifying the aircraft for return to service;
 - (4) the total time in service by the specified time control basis of the airframe, each engine, each propeller, each rotor and installed equipment; and
 - (5) the current status of lifed parts/components of each airframe, engine, propeller, rotor and appliance with referenced to the specified time interval basis required by paragraph AIR 2.040(h)(3);
 - (6) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis;
 - (7) the current maintenance status of the aircraft, including the time since the last inspection required by the maintenance programme under which the aircraft is maintained; and
 - (8) the current status of each applicable airworthiness directive including:
 - (i) the airworthiness directive number;
 - (ii) the revision date;



- (iii) the means of compliance;
 - (iv) and if the airworthiness directive involves recurring action, the time and date when the next action is required; and
- (9) a list of all design changes and repairs to each airframe, engine, propeller, rotor and appliance including substantiation data required by CAR 21.73(b)92);
- (10) a record of all airframe damage that shows each damage site with a reference to a certified assessment to approved data supporting continued aircraft operation; and
- (11) a record of any defects or maintenance activities requiring rectification action to restore the aircraft to an airworthy condition.
- (d) The records shall be kept in hard copy form or in electronic coded form provided that this form allows for the preservation and retrieval of information in a manner acceptable to the Authority.
- (e) Any additional worksheets, documents, technical logs or other documentation associated with the maintenance of the aircraft shall be referenced in the relevant log books and will become part of the maintenance records for retention of records purposes.

AIR 2.070 Retention of records

- (a) The owner or operator of an aircraft shall retain maintenance and continued airworthiness records as follows:
- (1) for a minimum period of 12 months after the unit to which they refer has been permanently withdrawn from service;
 - (i) the total time in service (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 modifications and repairs;
 - (iv) the time in service (hours, calendar time and cycles, as appropriate) since the last overhaul of the aircraft or its components that are subject to an overhaul life; and
 - (v) the current status of the aircraft's compliance with the maintenance programme.
 - (2) for all detailed maintenance records in respect of the aircraft and any service life-limited component fitted thereto, not less than 24 months after the aircraft been released to service in respect of that maintenance or until the information contained therein is superseded by new information equivalent in scope and detail, whichever is the longer time.
 - (3) the current status of compliance with the maintenance programme; such that compliance with the approved aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail.



- (b) The owner or operator required by paragraph CAR AIR 2.080(a) to provide a Technical Log shall ensure that arrangements are established for the subsequent transmittal of sector record pages to the Airworthiness Coordinator responsible for the continued airworthiness of the aircraft.

AIR 2.075 Transfer of maintenance records

- (a) Each holder of a Bahamian Certificate of Registration for an aircraft shall, when transferring the aircraft to another owner or operator, transfer to that person all relevant maintenance records and records of continued airworthiness.
- (b) In the event of a temporary change of operator, the relevant maintenance records and records of continued airworthiness shall be made available to the new operator.

AIR 2.080 Technical log

- (a) The owner or operator of a large or turbo-jet aircraft as defined in CAR OPS 2, Part II or a RPA greater than 150 kg operating under CAR OPS 4 shall provide a technical log for the aircraft which has provision for recording;
- (1) the name of the operator;
 - (2) the registration and designation of the aircraft;
 - (3) record of aircraft utilisation including total time (daily, hours, cycles sectors) as applicable including those cycles, such as landings, pressure cycles, engine power ranges, which affect the life of an aircraft or component;
 - (4) the time when ground de-icing and/or anti-icing was started and the type of fluid applied, including fluid/water mixture ratio;
 - (5) records of fuel and oil;
 - (6) the maintenance status of the aircraft, the identity of the next scheduled inspection, including date/hours/cycles at which any other out of phase maintenance/inspection is required;
 - (7) any defects or abnormal occurrences found by the pilot during or following a flight; and details of rectification of defects occurring between scheduled inspections including the certificate of release to service for any rectification;
 - (8) details of any deferred rectification including any inoperative equipment with which the aircraft is permitted to be flown under the applicable CARs relating to the operation of the aircraft;
 - (9) records for special operations such as AWO and ETDO;
 - (10) the information required by the applicable CARs relating to the operation of the aircraft;
 - (11) any necessary maintenance support information for the pilot;
 - (12) the pre-flight inspection signature;



- (13) the time spent in particular engine power ranges where the use of such engine power affects the life of the engine, engine component or engine module;
 - (14) the number of landings where landings affect the life of an aircraft or aircraft component; and
 - (15) the flight pressure cycles where such cycles affect the life of an aircraft or aircraft component.
- (b) The content of the Technical Log may be altered from that in sub-paragraph (a) above if alternative methods of recording this data acceptable to the Authority are used.
- (c) The Technical Log shall be kept in hard copy form or in electronic coded form provided that this form allows for the preservation and retrieval of information.

AIR 2.085 Mass and Balance

- (a) Aircraft are to be weighed at intervals not exceeding 5 years; or
- (1) where the aircraft is part of a fleet weighing programme specified by the type certificate holder and accepted by the Authority, at intervals specified by that programme; and
 - (2) whenever alterations affecting mass and balance of the aircraft are made that exceed the limits for computed mass and balance changes advised by the aircraft type certificate holder.
- (b) Records of aircraft mass and balance shall be maintained in a manner acceptable to the Authority and reflect the modification and repair status by:
- (1) calculations where approved data is available for incorporated design changes; and
 - (2) by periodic weighing of aircraft as prescribed in the applicable approved aircraft maintenance programme.
- (c) The basic record of aircraft empty mass shall be that defined by the Type Certificate holder and any approved configuration.
- (d) Any item installed not forming part of the Type Design shall be entered in an equipment list with its associated weight and moment and shall constitute part of the aircraft's mass and balance report.
- (e) Following any change made to the empty mass of the aircraft or its centre of gravity, an entry shall be made in the aircraft log book or other aircraft record acceptable to the Authority before the next flight and shall include details of:
- (1) the change;
 - (2) the effective date of the change; and
 - (3) the weight and moment arm of each item installed or removed.
- (f) Subject to the requirement of sub-paragraph (b) above, the particulars of any changes to the empty mass of the aircraft shall be transcribed into the aircraft's empty weight and balance report.

**AIR 2.090 Alternative configurations**

Where an aircraft is operated in more than one configuration, a separate mass and balance report shall be provided for each configuration and shall contain:

- (a) details of the differences from the basic aircraft configuration;
- (b) the empty mass and centre of gravity for the configuration; and
- (c) the approved modification details supporting the configuration.

AIR 2.095 Certification

- (a) All mass and balance reports shall be certified by the person responsible for compiling the report.
- (b) Alternative configurations and changes made to the aircraft empty mass shall be certified with an appropriate maintenance release recording:
 - (1) where applicable the specific configuration; and
 - (2) details of the approved modification; and
 - (3) the amendment made to the aircraft's empty mass and balance report.



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**APPENDIX 1****ANNUAL AND 100-HOUR INSPECTIONS**

- (a) Each person performing an annual or 100-hour inspection in accordance with AIR 2.040 (e), 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 an annual or 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 torqueing 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 safety-locking;
 - (vii) Lines, hoses, and clamps - for leaks, improper condition, and looseness;
 - (viii) Exhaust stacks - for cracks, defects, and improper attachment; (ix) Accessories - for apparent defects in security of mounting;
 - (ix) 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**
- (i) Poor general condition;
 - (ii) Fabric or skin deterioration;
 - (iii) Distortion;
 - (iv) Evidence of failure; and
 - (v) Insecurity of attachment.
- (5) **Complete empennage assembly**
- (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.
- (9) **Miscellaneous**
- (i) 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.



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APPENDIX 2

AIRCRAFT SYSTEM CHECKS REQUIRED BY AIR 2.040(e)(3)

- (a) Unless otherwise authorised by the Authority, no person may operate a Bahamas civil aircraft unless it has had the following inspections and evidence of those inspections are carried on the aircraft:
- (1) For IFR operations, an altimeter and pitot-static system inspection in the past 24 calendar months;
 - (2) For transponder equipped aircraft, a transponder check within the past 12 calendar months;
 - (3) For ELT-equipped aircraft, an ELT check within the past 12 calendar months; and
 - (4) For IFR aircraft, a VOR receiver check within the past 30 days or in accordance with an alternative method prescribed by the Authority;
 - (5) For aircraft equipped with flight and cockpit voice recorders, operational checks and evaluations of recordings shall be conducted to ensure their serviceability at intervals prescribed by the Authority.

The Director General, in exercise of the powers conferred by Section 17(1) of the Civil Aviation Authority Bahamas Act, 2021 (*No. 2 of 2021*) hereby issues the foregoing amended regulation.

Issued the 1st day of July 2021

Electronic Signature
for
Alexander B. Ferguson

**(for) DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY BAHAMAS**



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