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Notice to Industry

Subject: RECOMMENDED TIME BETWEEN OVERHAUL (TBO) PERIODS FOR AIRCRAFT ENGINE AND PROPELLERS

Technical Position Statement of – The Civil Aviation Authority Bahamas

The Civil Aviation Authority Bahamas holds a technical mandate to safeguard the flying public by ensuring full compliance with manufacturer standards, recommendations, and regulatory requirements. This includes the oversight of aircraft systems and components to verify their safe operation and continued airworthiness. Our commitment is to uphold the highest standards of aviation safety through rigorous inspection, monitoring, and enforcement practices.

MAINTENANCE INFORMATION

The continued airworthiness and safe operation of aircraft engines and propellers are critical, and strict adherence to manufacturer-prescribed maintenance protocols is vital. These protocols are established through extensive engineering analysis, operational data, and reliability assessments conducted by the original equipment manufacturers (OEMs).

Manufacturers issue specific guidance such as:

- **Service Letters (SLs)** – Advisory communications providing technical updates or recommendations.
- **Service Bulletins (SBs)** – Instructions for modifications, inspections, or upgrades.
- **Information Letters (ILs)** – Clarifications or supplementary technical data.
- **Maintenance Manuals** – Authoritative references for scheduled and unscheduled maintenance.

These documents define the **Time Between Overhaul (TBO)** intervals, inspection criteria, and component replacement schedules. While SLs, SBs, and ILs are **non-regulatory in nature, they form the technical foundation of CAAB's position on maintenance compliance.**

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In alignment with international best practices and ICAO Annex 8 standards, and the **Civil Aviation Authority Bahamas Act 2021 and the Civil Aviation Regulations** the Civil Aviation Authority Bahamas maintains the position that **no deviation from the manufacturer's overhaul recommendations is permissible** unless explicitly approved by the OEM and supported by validated engineering data. This includes:

- **TBO intervals** for piston and turbine engines, which are based on operational stress, wear characteristics, and failure mode analysis.
- **Propeller overhaul schedules**, which account for blade fatigue, hub integrity, and vibration limits.
- **Mandatory inspections and life-limited parts tracking**, as outlined in the manufacturer's Continued Airworthiness Instructions.

Conclusion

Any attempt to extend or bypass these intervals introduces unacceptable risk to flight safety and contravenes the principles of proactive airworthiness management. Therefore, operators under the jurisdiction of the Civil Aviation Authority Bahamas are required to comply fully with all manufacturer-issued maintenance and overhaul documentation and recommendation.

NOTE: The Civil Aviation Authority Bahamas is currently reviewing the technical and legal considerations related to manufacturers' airworthiness requirements for Time Between Overhaul (TBO) and the continued safe operation and maintenance of aircraft. This review is intended to ensure alignment with international best practices and standards outlined in ICAO Annex 8.

Contact Information

For further information, please contact:

Civil Aviation Authority Bahamas

242-397-4700

info@caabahamas.com

Approved by:



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Ms. Chequita M. Johnson
Director General

