CIVIL AVIATION REGULATIONS

SURINAME

PART 5 – AIRWORTHINESS

VERSION 5.0

NOVEMBER 2023

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AMENDMENTS

The table of amendments begins with version 5.0 as the baseline. Version 5.0 replaced version 4.0 in its entirety.

Location	Date	Amended by	Description

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PART 5 – AIRWORTHINESS

5.1 GENERAL

5.1.1.1 APPLICABILITY

(a) This part prescribes the requirements for:

(1) Certification of aircraft and aeronautical products;

(2) Issuance of certificates of airworthiness;

(3) Continuing airworthiness of aircraft and aeronautical products;

(4) Aircraft maintenance and inspection; and

(5) Continuing airworthiness records.

5.1.1.2 DEFINITIONS

(b) Definitions are contained in Part 1 of these regulations.

(c) Expanded definitions of the following terms are contained in IS 5.1.1.2(B):

(1) Major modifications

(2) Major repairs

(3) Preventive maintenance

5.1.1.3 ABBREVIATIONS

(a) The following abbreviations are used in this part:

(1) AC – Advisory Circular

(2) AD – Airworthiness Directive

(3) AOC – air operator certificate

(4) AMO – approved maintenance organization

(5) AMT – aviation maintenance technician

(6) ICAO – International Civil Aviation Organization

(7) IS – Implementing Standards

(8) RPA – remotely piloted aircraft

(9) RPAS – remotely piloted aircraft system

(10) RPS – remote pilot station

(11) STC – supplemental type certificate

(12) TC – type certificate

(13) TSO – technical standard order

5.2 CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCTS

Note: This part presumes that SURINAME does not presently have the capabilities or demand to issue its own original type *certification and will therefore not be the State of Design or State of Manufacture. Therefore, SURINAME will either issue its own certificate of airworthiness or validate the certificate of airworthiness issued by another State in accordance with this part. In either case, SURINAME is responsible for the continuing airworthiness of aircraft on its registry and for ensuring that non-SURINAME-registered aircraft operated within SURINAME are maintained in accordance* with *the* continuing airworthiness requirements of the State of Registry.

5.2.1.1 APPLICABILITY

(a) This part applies to operators of aircraft within SURINAME.

No person may operate an aircraft within SURINAME or apply for registration of an aircraft in SURINAME unless that aircraft and the aeronautical products therein have received type certification from the State of Design and production approval from the State of Manufacture by the appropriate regulatory agencies of those States in accordance with the Standards of ICAO Annex 8.

5.2.1.2 ORIGINAL CERTIFICATION OF AIRCRAFT AND AERONAUTICAL PRODUCTS

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

(b) This section is RESERVED.

5.2.1.3 ISSUANCE OF A SUPPLEMENTAL TYPE CERTIFICATE

(a) Any person who proposes to modify a product by introducing a major change in type design not great enough to require a new application for a TC shall apply for an STC to the regulatory agency of the State of Design that approved the TC 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 for the STC in accordance with the procedures prescribed by that State.

(b) The Authority will, upon receiving a request for an STC for an aircraft registered in SURINAME:

(1) Forward the request to the State of Design; or

(2) If applicable, issue an STC using the same regulatory and other guidance as the State of Design and State of Manufacture.

Note 1: Technical expertise needed by the State of Registry in order to approve an STC includes aeronautical engineers with specific expertise in the field to be approved.

Note 2: If the State of Registry is not the State of Design, the State of Registry may elect to forward a request for an STC to the State of Design.

5.3 ISSUANCE OF CERTIFICATES OF AIRWORTHINESS

5.3.1.1 APPLICABILITY

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

(b) The Authority will 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 (TC).

5.3.1.2 ELIGIBILITY

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

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

5.3.1.3 AIRCRAFT IDENTIFICATION

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

5.3.1.4 CLASSIFICATIONS OF CERTIFICATES OF AIRWORTHINESS

(a) The Authority will issue a standard certificate of airworthiness for aircraft in the specific category and model designated by the State of Design in the TC. The types of standard certificates of airworthiness include:

(1) Normal

(2) Utility

(3) Acrobatic

(4) Transport

(5) Commuter

(6) Balloon

(7) Other

(b) The Authority will issue a special certificate of airworthiness for aircraft that do not meet the requirements of the State of Design for a standard certificate of airworthiness. The types of special certificates of airworthiness include:

(1) Primary

(2) Restricted

(3) Limited

(4) Provisional

(5) Experimental

(6) Special flight permits

(7) Other

5.3.1.5 ISSUANCE OF A STANDARD CERTIFICATE OF AIRWORTHINESS

(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 TC or an STC and to the applicable ADs of the State of Design;

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

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

(b) When issuing its standard certificate of airworthiness, the Authority may consider the previous certificate of airworthiness issued by another Contracting State as satisfactory evidence, in whole or in part, that the aircraft complies with the applicable requirements of this part.

(c) The standard certificate of airworthiness will contain the information as prescribed in IS 5.3.1.5.

(d) The standard certificate of airworthiness will be issued in English.

5.3.1.6 ISSUANCE OF A SPECIAL CERTIFICATE OF AIRWORTHINESS

(a) The Authority will issue a special certificate of airworthiness to an aircraft that does not qualify for a standard certificate of airworthiness.

(b) When issuing its special certificate of airworthiness, the Authority may consider the previous special certificate of airworthiness issued by another Contracting State as satisfactory evidence, in whole or in part, for the issuance of a special certificate of airworthiness.

(c) Aircraft certificated under a special certificate of airworthiness shall be subject to operating limitations within SURINAME and may not be used for international flights except as specified in paragraph 5.3.1.6(d) of this subsection. The Authority will issue specific operating limitations for each special certificate of airworthiness.

(d) No person may operate an aircraft with a special certificate of airworthiness:

(1) Except in accordance with the applicable regulations and in accordance with terms, conditions, and limitations that may be prescribed by the Authority as part of this certificate; or

(2) Over any foreign State without the permission of that State.

(e) The special certificate of airworthiness will be issued on a form and in a manner as prescribed in IS 5.3.1.6.

5.3.1.7 ISSUANCE OF A SPECIAL FLIGHT PERMIT AS A SPECIAL CERTIFICATE OF AIRWORTHINESS

(a) The Authority will issue a special flight permit, using the certificate as prescribed in IS 5.3.1.6, to an aircraft that is capable of safe flight but is unable to meet applicable airworthiness requirements, for the purpose of:

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

(2) Testing after maintenance, overhaul, modifications, repairs, or inspections have been performed;

(3) Delivering or exporting the aircraft;

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

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

(b) The Authority may issue a special flight permit with continuing authorization to an aircraft that may not meet applicable airworthiness requirements but is capable of safe flight, for the purpose of flying aircraft to a base where maintenance or modifications are to be performed. The permit issued under this paragraph is an authorization, including terms, conditions, and limitations for flight, that is set forth in the AOC holder's operations specifications. The permit under this paragraph may be issued to an AOC holder certificated under Part 9 of these regulations.

(c) In the case of a special flight permit, the Authority will require a properly executed approval for return to service in the aircraft's permanent record by a person or organization, authorized in accordance with this part, stating that the subject aircraft has been inspected and found to be safe for the intended flight.

(d) The air operator shall obtain all required overflight authorizations from States to be overflown on flights outside SURINAME.

5.3.1.8 DURATION OF A CERTIFICATE OF AIRWORTHINESS

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

(1) A certificate of airworthiness will be renewed or will remain in effect, subject to the laws of the State of Registry:

(i) A Certificate of Airworthiness issued by SURINAME shall remain in effect for 12 (twelve) months;

(ii) 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.

(iii) Until the aircraft is sold to a person outside SURINAME;

(iv) Until the aircraft is leased for operations, registered in another State, and removed from the registry of SURINAME; or

(v) Until revoked by the State of Registry.

(2) A special certificate of airworthiness, such as a special flight permit, is valid for the period of time specified in the certificate.

(b) The continuing airworthiness of the aircraft shall be determined by a periodic 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 it is restored to an airworthy condition.

5.3.1.9 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 will request that the Authority receive any and all ADs addressing that aircraft or aeronautical product and any requirements for the establishment of specific continuing airworthiness maintenance programmes.

(b) Whenever the State of Design considers that a condition in an aircraft or aeronautical product is unsafe, as shown by the issuance of an AD by that State, the Authority will make the requirements of such directives apply to SURINAME-registered civil aircraft of the type identified in that AD.

(c) The Authority may identify manufacturers' 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 SURINAME-registered civil aircraft to which the measures of this subsection apply, except in accordance with the applicable mandatory continuing airworthiness information.

5.3.1.10 AMENDMENT OF A CERTIFICATE OF AIRWORTHINESS

(a) The Authority may amend a certificate of airworthiness or a special certificate of airworthiness:

(1) Upon application from an aircraft owner, operator, or agent; or

(2) On its own initiative.

(b) An amendment may be made under the following conditions:

(1) Modification to the aircraft (STC or amended TC);

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

(3) A change in the aircraft model; and

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

5.3.1.11 TRANSFER OR SURRENDER OF A CERTIFICATE OF AIRWORTHINESS

(a) An owner shall transfer the certificate of airworthiness for an aircraft to the:

(1) Lessee upon lease of the aircraft within or outside SURINAME

(2) Buyer upon sale of the aircraft within SURINAME

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

5.3.1.12 COMMERCIAL AIR TRANSPORT

(a) The Authority will consider a certificate of airworthiness valid for commercial air transport only when accompanied by operations specifications, issued by the Authority, that identify the specific types of commercial air transport authorized.

5.3.1.13 DISPLAY OF A CERTIFICATE OF AIRWORTHINESS

(a) No person may operate a civil aircraft in SURINAME or registered in SURINAME unless the certificate of airworthiness required by this subpart, or a special flight permit, is displayed at the cabin or flight deck entrance so that it is legible to passengers or crew.

5.4 CONTINUING AIRWORTHINESS OF AIRCRAFT AND AERONAUTICAL PRODUCTS

5.4.1.1 APPLICABILITY

(a) This subpart prescribes rules governing the continuing airworthiness of civil aircraft registered in SURINAME whether operating inside or outside the borders of SURINAME.

(b) The Authority will, if it is the State of Registry for an aircraft, develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:

(1) Continues to comply with the appropriate airworthiness requirements after a modification, a repair, or the installation of a replacement part;

(2) Is maintained in an airworthy condition and in compliance with the continuing airworthiness requirements;

(c) The Authority will, if it is the State of Registry, assess and take appropriate action upon receipt of mandatory continuing airworthiness information from the State of Design regarding registered aircraft.

5.4.1.2 GENERAL

(a) No person may perform maintenance, overhaul, modifications, repairs, or inspections on an aircraft or aeronautical product other than as prescribed in this regulation.

(b) No person may operate an aircraft for which a manufacturer's Aircraft Maintenance Manual or instructions for continuing airworthiness have been issued that contain 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 of these regulations, or in accordance with the inspection programme approved under Part 8 of these regulations, have been complied with.

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

(d) When the Authority determines that an 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 AD prescribing inspections and the conditions and limitations, if any, under which those products may continue to be operated.

(e) The Authority will report any ADs or additional continuing airworthiness requirements that it issues, or any malfunction or defect reports, to the State of Design.

5.4.1.3 RESPONSIBILITY

(a) The owner or operator 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, modifications, repairs, or inspections that affect airworthiness are performed as prescribed by the State of Registry;

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

(3) The approval for return to service 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 approval for return to service includes a list of the uncorrected maintenance items for which temporary relief is provided in the minimum equipment list, and these items are made a part of the aircraft permanent record.

(b) The owner or operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall obtain and assess continuing airworthiness information and recommendations available from the organization responsible for the type design and shall implement resulting actions considered necessary in accordance with a procedure acceptable to the Authority.

5.4.1.4 MAINTENANCE AND OPERATIONAL EXPERIENCE

(a) The owner or operator of an aeroplane over 5 700 kg maximum certificated take-off mass shall monitor and assess maintenance and operational experience with respect to continuing airworthiness and have a system whereby information on faults, malfunctions, defects, and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of the aircraft.

(b) The owner or operator and AMO shall, with respect to aeroplanes over 5 700 kg maximum certificated take-off mass and helicopters over 3 175 kg maximum certificated take-off mass, report to the Authority the service information required by the Authority according to the procedure established by the Authority.

(c) The owner or operator and AMO shall, with respect to aeroplanes over 5 700 kg maximum certificated take-off mass and helicopters over 3 175 kg maximum certificated take-off mass, transmit to the organization responsible for the type design of the aircraft information on faults, malfunctions, defects, and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft.

5.4.1.5 REPORTING OF FAILURES, MALFUNCTIONS, AND DEFECTS

(a) Owners or operators of aircraft shall report to the Authority any failure, malfunction, or defect concerning at least the following:

(1) Fires during flight and whether or not a fire-warning system was installed and functioned properly;

(2) A false fire warning during flight;

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

(4) 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;

(5) Engine shutdown during flight because of flameout;

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

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

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

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

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

(11) A landing gear extension or retraction or opening or closing of landing gear doors during flight;

(12) A brake system component that results in loss of brake actuating force when the aircraft is in motion on the ground;

(13) Aircraft structure that requires major repair;

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

(15) Aeronautical products or systems that require emergency actions during flight (except action to shut down an engine);

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

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

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

(b) Owners or operators of aircraft shall report to the Authority:

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

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

(c) 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) The aircraft serial number;

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

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

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

(v) The nature of the failure, malfunction, or defect.

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

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

5.5 AIRCRAFT MAINTENANCE AND INSPECTION REQUIREMENTS

5.5.1.1 APPLICABILITY

(a) This subpart prescribes rules governing the maintenance and inspection of any aircraft having a certificate of airworthiness issued by SURINAME, or of any associated aeronautical products.

5.5.1.2 GENERAL REQUIREMENTS FOR MAINTENANCE AND INSPECTIONS

(a) No person may operate an aircraft unless the aircraft and aeronautical products and operational and emergency equipment are maintained in accordance with a maintenance programme and the aircraft and aeronautical product is inspected according to an inspection programme approved by the Authority.

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

(c) The maintenance programme 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 in the maintenance programme.

(e) The maintenance programme shall have an approval for return to service process, including signed documentation, in a manner satisfactory to the Authority, indicating that the maintenance performed has been completed satisfactorily. An approval for return to service shall contain a certification including:

(1) Basic details of the maintenance carried out;

(2) The date such maintenance was completed;

(3) When applicable, the identity of the AMO, AMT, or AOC holder; and

(4) The identity of the person or persons signing the approval for return to service.

(f) The owner or operator shall use one of the following inspection programmes, as appropriate for the aircraft and the type of operation:

(1) Annual inspection;

(2) Annual/100-hour inspection;

(3) Progressive inspection; or

(4) Continuing airworthiness maintenance programme.

Note: Mandatory requirements identified as part of the type design approval are often referred to as certification maintenance requirements and/or airworthiness limitations.

5.5.1.3 PERSONS AUTHORISED TO PERFORM MAINTENANCE, OVERHAUL, MODIFICATIONS, REPAIRS, AND INSPECTIONS

(a) No person or organization may perform on an aircraft or aeronautical product any task defined as maintenance 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 licensed AMT may perform the maintenance, overhaul, modifications, repairs, and inspections that the supervisory AMT is authorized 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 AMT may perform or supervise the maintenance or modification of an aircraft or aeronautical product for which that licensed AMT is rated subject to the limitations of Part 2 of these regulations.

(4) An AMO may perform aircraft maintenance, overhaul, modifications, repairs, and inspections within the limits specified by the Authority.

(5) The AOC holder may perform aircraft maintenance, overhaul, modifications, repairs, and inspections, as specified by the Authority.

(6) A manufacturer holding an AMO certificate may:

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

(ii) Overhaul or modify any aeronautical product manufactured by that manufacturer under a TSO authorisation, a parts manufacturer approval issued by the State of Design, or a product and process specification issued by the State of Design; and

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

5.5.1.4 AUTHORISED PERSONNEL TO APPROVE FOR RETURN TO SERVICE

(a) No person or entity, other than the Authority, may approve an aircraft or aeronautical product for return to service after it has undergone maintenance, overhaul, modifications, repairs, or inspections, except as provided in the following:

(1) A pilot licensed by the Authority may return that pilot's aircraft to service after performing authorised preventive maintenance.

(2) A licensed AMT may approve aircraft and aeronautical products for return to service after that licensed AMT has performed, supervised, or inspected its maintenance subject to the limitation of 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.

5.5.1.5 PERSONS AUTHORISED TO PERFORM INSPECTIONS

(a) No person or organisation, other than the Authority, may perform the inspections required by 8.2.1.7 of these regulations prior to or after an aircraft or aeronautical product has undergone maintenance, overhaul, modifications, repairs, or inspections, except as provided in the following:

(1) An AMT may conduct the required inspections of aircraft and aeronautical products for which that AMT is rated and current.

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

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

5.5.1.6 PERFORMANCE RULES: MAINTENANCE

(a) Each person performing maintenance, overhaul, modifications, repairs, or inspections on an aircraft or aeronautical product shall use the methods, techniques, and practices prescribed in:

(1) The current manufacturer's Aircraft Maintenance Manual or instructions for continuing airworthiness prepared by the 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 documentation was 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, that is acceptable to the Authority.

(c) Each person performing maintenance, overhaul, modifications, repairs, or inspections on an aircraft or aeronautical product shall do that work in such a manner, and shall use materials of such a quality, that the condition of that aeronautical product shall be at least equal to its original or properly modified 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 air operator's Maintenance Control Manual and continuing airworthiness maintenance programme, as approved by the Authority, shall constitute an acceptable means of compliance with the requirements of this subsection.

5.5.1.7 PERFORMANCE RULES: INSPECTIONS

(a) GENERAL. Each person performing an inspection required by the Authority shall perform the inspection so as to determine whether the aircraft, or portion(s) thereof under inspection, meets all applicable airworthiness requirements.

(b) ROTORCRAFT. Each person performing an inspection required on a rotorcraft shall inspect the following systems in accordance with the manufacturer's Aircraft Maintenance Manual or instructions for continuing 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) ANNUAL AND 100-HOUR INSPECTIONS.

(1) Each person performing an annual or 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. The checklist shall include the scope and detail of the items prescribed by the Authority. The components that shall be included in an annual or 100-hour inspection are prescribed in IS 5.5.1.7.

(2) Each person approving a reciprocating-engine aircraft for return to service after an annual or 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 aircraft for return to service after an annual or 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) PROGRESSIVE INSPECTIONS.

(1) Each person performing a progressive inspection shall, at the start of a progressive inspection system, inspect the aircraft completely. After this initial inspection, routine and detailed inspections shall be conducted as prescribed in the progressive inspection schedule. Routine inspections consist of a visual examination or check of the aircraft and aeronautical products, insofar as practicable without disassembly. Detailed inspections consist of a thorough examination of the aircraft and aeronautical products, with such disassembly as is necessary. For the purposes of this paragraph, the overhaul of an aeronautical product is considered to be a detailed inspection.

(2) If the aircraft is away from the station where inspections are normally conducted, an appropriately rated AMT or AMO or the manufacturer of the aircraft may perform inspections in accordance with the procedures and using the forms of the person who would otherwise perform the inspection.

(e) CONTINUING AIRWORTHINESS MAINTENANCE PROGRAMME INSPECTIONS.

(1) Each person performing the inspection programme required for an AOC holder's aircraft or an aircraft maintained under a continuing airworthiness maintenance programme shall perform the inspection in accordance with the instructions and procedures set forth in the inspection programme.

5.5.1.8 PERFORMANCE RULES: AIRWORTHINESS LIMITATIONS

(a) Each person performing an inspection or other maintenance specified in an airworthiness limitations section of a current manufacturer's Aircraft Maintenance Manual or in instructions for continuing airworthiness shall perform the inspection or other maintenance in accordance with that section or in accordance with specifications approved by the Authority.

5.5.1.9 AIRCRAFT MASS AND BALANCE

(a) General

(1) Except as specified in (2) of this paragraph, the mass of each aircraft shall 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.

5.6 CONTINUING AIRWORTHINESS RECORDS

5.6.1.1 CONTENT, FORM, AND DISPOSITION OF RECORDS FOR MAINTENANCE, MODIFICATIONS, AND REPAIRS OF AIRCRAFT AND LIFE-LIMITED PARTS

(a) Each person who maintains, modifies, or repairs an aircraft or life-limited parts shall, when the work is performed satisfactorily, make an entry in the continuing airworthiness of that equipment as follows:

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

(i) Total time in service (hours, calendar time, and cycles, as appropriate) of the aircraft and all life-limited parts;

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

(iii) Appropriate details of modifications and repairs;

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

(v) Current status of the aircraft's compliance with the maintenance programme; and

(vi) Specific details to show that all requirements for the signing of an approval for return to service have been met.

(2) The completion date of the work performed.

(3) The name, signature, licence number, and type of licence 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 5.6.1.1(a) of this subsection, each person performing a major repair or major modification shall record such work on a form and in the manner prescribed in IS 5.6.1.1(B).

5.6.1.2 CONTENT, FORM, AND DISPOSITION OF RECORDS FOR MAINTENANCE, OVERHAUL, MODIFICATIONS, AND REPAIRS OF AN AERONAUTICAL PRODUCT

(a) No person shall approve for return to service any aeronautical product that has undergone maintenance, overhaul, modifications, or repairs unless:

(1) The appropriate continuing airworthiness record entry has been made; and

(2) The Major Repair or Modification form authorised or furnished by the Authority has been executed in a manner prescribed by the Authority.

(b) If a major repair or modification results in any change in the aircraft operating limitations or flight data contained in the approved Aircraft Flight Manual, those operating limitations or that flight data is appropriately revised and set forth as prescribed.

(c) No person shall describe, in any required maintenance entry or on any form, an aeronautical product as being overhauled unless that aeronautical product has been:

(1) Disassembled, cleaned, inspected as permitted, repaired as necessary, and reassembled using methods, techniques, and practices acceptable to the Authority; and

(2) Tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Authority, that have been developed and documented by the holder of the TC, the STC, or a material, part, process, or appliance manufacturing approval by the Authority.

(d) If the maintenance, overhaul, modification, or repair of an aeronautical product is performed by an AMO, the AMO shall complete an airworthiness approval tag, as prescribed in Part 6 of these regulations.

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

(a) INSPECTION RECORD ENTRIES. The person approving or disapproving for return to service an aircraft or aeronautical product after any inspection performed in accordance with Part 8 of these regulations shall make an entry in the continuing airworthiness record of that equipment containing the following information:

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

(2) The date of the inspection and aircraft or aeronautical product total places time in service;

(3) The signature, licence number, and type of licence held by the person approving or disapproving for return to service the aircraft or aeronautical product;

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

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

(6) If an inspection is conducted under an inspection programme provided for in Part 8 of these regulations, an entry identifying the inspection programme and that part of the inspection programme accomplished and containing a statement that the inspection was performed in accordance with the inspections and procedures for that particular programme.

(b) LISTING OF DISCREPANCIES. If the person performing any inspection required by Part 8 of these regulations finds that the aircraft is not airworthy or does not meet the applicable type certificate data, ADs, or other approved data upon which its airworthiness depends, that person shall give the owner or operator of the aircraft a signed and dated list of those discrepancies.

CIVIL AVIATION REGULATIONS

SURINAME

PART 5 – IMPLEMENTING STANDARDS

VERSION 5.0

NOVEMBER 2023

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 5.5.1.7 reflects a standard required by 5.5.1.7 of this part.

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PART 5 – IMPLEMENTING STANDARDS

IS 5.1.1.2(B) DEFINITIONS

(a) Major Modifications

(1) AIRFRAME MAJOR MODIFICATIONS. Major airframe modifications include modifications to the following aircraft parts, or modifications of the following types, when not included in the applicable manufacturer specifications or type certificate data sheet:

(i) Wings

(ii) Tail surfaces

(iii) Fuselage

(iv) Engine mounts

(v) Control system

(vi) Landing gear

(vii) Hull or floats

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

(ix) Hydraulic and electrical actuating system of components

(x) Rotor blades

(xi) Changes to the empty mass or empty balance that would result in an increase in the maximum certificated take-off mass or centre of gravity limits of the aircraft

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

(xiii) Changes to the wing, or to fixed or movable control surfaces, that would affect flutter and vibration characteristics

(2) POWERPLANT MAJOR MODIFICATIONS. Major powerplant modifications, even when not listed in the applicable engine specifications, include:

(i) 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 that requires extensive rework and testing of the engine

(ii) 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

(iii) Installing an accessory that is not approved for the engine

(iv) Removing accessories that are listed as required equipment on the aircraft or engine specification

(v) Installing structural parts other than the type of parts approved for the installation

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

(3) PROPELLER MAJOR MODIFICATIONS. Major propeller modifications, when not authorised in the applicable propeller specifications, include:

(i) Changing the blade design

(ii) Changing the hub design

(iii) Changing the governor or control design

(iv) Installing a propeller governor or feathering system

(v) Installing a propeller de-icing system

(vi) Installing parts not approved for the propeller

(4) APPLIANCE MAJOR MODIFICATIONS. Major appliance modifications are modifications of the basic design not made in accordance with the recommendations of the appliance manufacturer or in accordance with applicable ADs. In addition, major appliance modifications include 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, automatic volume control characteristics, or the ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment.

(b) Major Repairs

(1) AIRFRAME MAJOR REPAIRS. Major airframe repairs include 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, or their replacement, when replacement is by fabrication such as riveting or welding:

(i) Box beams

(ii) Monocoque or semi-monocoque wings or control surfaces

(iii) Wing stringers or chord members

(iv) Spars

(v) Spar flanges

(vi) Members of truss-type beams

(vii) Thin sheet webs of beams

(viii) Keel and chine members of boat hulls or floats

(ix) Corrugated sheet compression members that act as flange material of wings or tail surfaces

(x) Wing main ribs and compression members

(xi) Wing or tail surface brace struts

(xii) Engine mounts

(xiii) Fuselage longerons

(xiv) Members of the side truss, horizontal truss, or bulkheads

(xv) Main seat support braces and brackets

(xvi) Landing gear brace struts

(xvii) Axles

(xviii) Wheels

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

(xx) Repairs involving the substitution of material

(xxi) Repairs to damaged areas in a metal- or plywood-stressed covering exceeding 15 cm in any direction

(xxii) Repairs to portions of skin sheets by making additional seams

(xxiii) Splicing of skin sheets

(xxiv) Repairs to three or more adjacent wing or control surface ribs or to the leading edge of wings and control surfaces between such adjacent ribs

(xxv) Repairs to fabric covering involving an area greater than that required to repair two adjacent ribs

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

(xxvii) Repairs, including rebottoming, to removable or integral fuel tanks and oil tanks

(2) POWERPLANT MAJOR REPAIRS. Major powerplant repairs include the following:

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

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

(iii) Special repairs to structural engine parts by welding, plating, metallising, or other methods

(3) PROPELLER MAJOR REPAIRS. Major propeller repairs include the following:

(i) Repairing or straightening steel blades

(ii) Repairing or machining steel hubs

(iii) Shortening blades

(iv) Retipping wood propellers

(v) Replacing outer laminations on fixed-pitch wood propellers

(vi) Repairing elongated bolt holes in the hub of fixed-pitch wood propellers

(vii) Inlay work on wood blades

(viii) Repairing composition blades

(ix) Replacing tip fabric

(x) Replacing plastic covering

(xi) Repairing propeller governors

(xii) Overhauling controllable pitch propellers

(xiii) Repairing deep dents, cuts, scars, nicks, etc., and straightening aluminum blades

(xiv) Repairing or replacing internal elements of blades

(4) APPLIANCE MAJOR REPAIRS. Major appliance repairs include the following:

(i) Calibrating and repairing instruments

(ii) Calibrating avionics or computer equipment

(iii) Rewinding the field coil of an electrical accessory

(iv) Completely disassembling complex hydraulic power valves

(v) Overhauling pressure-type carburetors and pressure-type fuel, oil, and hydraulic pumps

(c) Preventive maintenance

(1) Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

(i) Removing, installing, and repairing landing gear tires

(ii) Replacing elastic shock absorber cords on landing gear

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

(iv) Servicing landing gear wheel bearings (e.g., cleaning and greasing)

(v) Replacing defective safety wiring or cotter keys

(vi) Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings

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

(viii) Replenishing hydraulic fluid in the hydraulic reservoir

(ix) Refinishing the decorative coating of the fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, or cabin or flight deck interior, when the removal or disassembly of any primary structure or operating system is not required

(x) 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

(xi) Repairing the upholstery and decorative furnishings of the cabin or flight deck, when the repair does not require disassembly of any primary structure or operating system and does not interfere with an operating system or affect any primary structure of the aircraft

(xii) Making small, simple repairs to fairings, nonstructural cover plates, and cowlings and small patches and reinforcements not changing the contour in such a way as to interfere with proper airflow

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

(xiv) Replacing safety belts

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

(xvi) Troubleshooting and repairing broken circuits in landing light wiring circuits

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

(xviii) Replacing wheels and skis where no mass and balance computation is involved

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

(xx) Replacing or cleaning spark plugs and setting spark plug gap clearance

(xxi) Replacing any hose connections except hydraulic connections

(xxii) Replacing prefabricated fuel lines

(xxiii) Cleaning fuel and oil strainers

(xxiv) Replacing and servicing batteries

(xxv) Replacing or adjusting nonstructural fasteners incidental to operations

(xxvi) Installing anti-misfuelling devices to reduce the diameter of fuel tank filler openings, provided the aircraft manufacturer has made the specific device a part of the aircraft TC data, 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 5.3.1.5 ISSUANCE OF A STANDARD CERTIFICATE OF AIRWORTHINESS

(a) The standard certificate of airworthiness issued by the Authority will be as follows:

<table>
<tr><td>CASAS</td><td colspan="2">REPUBLIC OF SURINAME
CIVIL AVIATION SAFETY AUTHORITY SURINAME
CERTIFICATE OF AIRWORTHINESS</td><td>CERT. NO</td></tr>
<tr><td colspan="2">1. Nationality and registration marks:</td><td>2. Manufacturer and manufacturer's designation of aircraft:</td><td>3. Aircraft serial no:</td></tr>
<tr><td colspan="4">4. Categories and/or operation:</td></tr>
<tr><td colspan="4">5. This certificate of airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and the Civil Aviation Safety and Security Act of Suriname dated 12 March 2002 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.</td></tr>
<tr><td colspan="2">6. Date of issue:</td><td colspan="2">Director:</td></tr>
</table>

IS 5.3.1.6 ISSUANCE OF A SPECIAL CERTIFICATE OF AIRWORTHINESS

(a) The special certificate of airworthiness issued by the Authority will be as follows:

<table>
<tr><td>CASAS</td><td colspan="2">REPUBLIC OF SURINAME
CIVIL AVIATION SAFETY AUTHORITY SURINAME
SPECIAL CERTIFICATE OF AIRWORTHINESS</td><td>CERT. NO</td></tr>
<tr><td colspan="2">1. Nationality and registration marks:</td><td>2. Manufacturer and manufacturer's designation of aircraft:</td><td>3. Aircraft serial no:</td></tr>
<tr><td colspan="4">4. Category:</td></tr>
<tr><td colspan="4">5. This Special Certificate of Airworthiness is issued pursuant to the Civil Aviation Regulations of Suriname (CARS) part 5.3.1.6 in respect of the above described aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the operating limitations contained herein.</td></tr>
<tr><td colspan="4">6. Operating Limitations:</td></tr>
<tr><td colspan="2">Date of issue:</td><td colspan="2">Director:</td></tr>
</table>

IS 5.5.1.7 PERFORMANCE RULES: INSPECTIONS

(a) Each person performing an annual or 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 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

(2) Cabin and flight deck group:

(i) Generally – for uncleanness and loose equipment that might foul the controls

(ii) Seats and safety belts – for poor condition and apparent defects

(iii) Windows and windshields – for deterioration and breakage

(iv) Instruments – for poor condition, mounting, marking, and (where practicable) for improper operation

(v) Flight and engine controls – for improper installation and improper operation

(vi) Batteries – for improper installation and improper charge

(vii) All systems – for improper installation, poor general condition, apparent and obvious defects, and insecurity of attachment

(3) Engine and nacelle group:

(i) Engine section – for visual evidence of excessive oil, fuel, or hydraulic leaks, and for the 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 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

(4) 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

(5) Wing and centre section assembly for:

(i) Poor general condition

(ii) Fabric or skin deterioration

(iii) Distortion

(iv) Evidence of failure

(v) Insecurity of attachment

(6) Complete empennage assembly for:

(i) Poor general condition

(ii) Fabric or skin deterioration

(iii) Distortion

(iv) Evidence of failure

(v) Insecure attachment

(vi) Improper component installation

(vii) Improper component operation

(7) Propeller group:

(i) Propeller assembly – for cracks, nicks, binds, and oil leakage

(ii) Bolts – for improper torqueing and lack of safety

(iii) Anti-icing devices – for improper operations and obvious defects

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

(8) Avionics/instruments group:

(i) Avionics/instrument 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

(9) 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

(10) Each installed miscellaneous item that is not otherwise covered by this listing and/or has instructions for continuing airworthiness – for improper installation and improper operation

IS 5.6.1.1(B) RECORDING OF MAJOR REPAIRS AND MODIFICATIONS

(a) Each person performing a major repair or major modification 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) For major repairs made in accordance with a manual or specifications acceptable to the Authority, an AMO may, in place of the requirements of IS 5.6.1.1(B)(a):

(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 1 year from the date of approval for return to service of the aeronautical product;

(3) Give the aircraft owner an approval for return to service signed by an authorised representative of the AMO and incorporate the following information:

(i) The 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, the manufacturer's name, the name of the part, the model, and the serial numbers (if any); and

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

The aircraft or aeronautical product identified above was repaired, overhauled, and inspected in accordance with currently effective, applicable instructions of the State of Design and in accordance with the 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 repairs and major modifications:

CASAS
CIVIL AVIATION SAFETY AUTHORITY SURINAME

MAJOR REPAIR AND MODIFICATION

Print or type all entries. See CARS Part 5,5.6.1.1 and IS: 5.6.1.1 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	Modification
Airframe	(as described in item 1 above)				
Powerplant					
Propeller					
Appliance	Type: Manufacturer:				

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

D. I certify that the repair and/or modification made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of 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 were inspected in the manner prescribed by the Director of CASAS and is ☐ APPROVED ☐ REJECTED				
BY	☐ CASAS inspector			Other (specify):
	☐ Approved Maintenance Organisation	☐ Other		
Date of approval or rejection:		Certificate or designation number:		Signature of authorised individual:

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. A modification shall be compatible with all previous modifications to assure continuing 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.)

Instructions for Completion of Major Repair and Modification of an Aeronautical Product Form

Item 1 – Aircraft. The information to complete the make, model, and serial number blocks will be found on the aircraft manufacturer's identification plate. The nationality and registration mark is the same as shown on the certificate of aircraft registration.

Item 2 – Owner. Enter the aircraft owner's complete name and address as shown on the certificate of aircraft registration.

Note: When a major repair or modification is made to a spare part or an appliance, items 1 and 2 will be left blank, and the original and duplicate copies of the form will remain with the part until such time as it is installed on an aircraft. The person installing the part will then enter the required information in blocks 1 and 2, give the original of the form to the aircraft owner/operator, and forward the duplicate copy to the Authority within 48 hours after the work is inspected.

Item 3 – For Authority Use Only. Approval may be indicated in item 3 when the Authority determines that data to be used in performing a major modification or a major repair complies with accepted industry practices and all applicable aviation regulations. Approval is indicated by one of the following methods:

1. Approval by examination of data only – one aircraft only: "The data identified herein complies with the applicable airworthiness requirements and is approved for the above-described aircraft, subject to conformity inspection by a person authorised in 5.5.1.5 of the aviation regulations."
2. Approval by physical inspection, demonstration, testing, etc., of the data and aircraft – one aircraft only: "The modification or repair identified herein complies with the applicable airworthiness requirements and is approved for the above-described aircraft, subject to conformity inspection by a person authorised in 5.5.1.5 of the aviation regulations."
3. Approval by examination of data only – duplication on identical aircraft: "The modification identified herein complies with the applicable airworthiness requirements and is approved for duplication on identical aircraft make, model, and modified configuration by the original modifier."
4. A signature in item 3 indicates approval of the data described in that section for use in accomplishing the work described under item 8, "Description of the Work Accomplished." This signature does not indicate Authority's approval of the work described under item 8 for return to service.

Item 4 – Unit Identification. The blocks under item 4 are used to identify the airframe, powerplant, propeller, or appliance repaired or modified. It is only necessary to complete the blocks for the unit repaired or modified.

Item 5 – Type. Enter a check mark in the appropriate column to indicate if the unit was repaired or modified.

Item 6 – Conformity Statement:

1. A – Organisation Name and Address. Enter the name of the AMT or AMO accomplishing the repair or modification. Aviation maintenance technicians shall enter their name and permanent mailing address. AMOs shall enter the name and address under which they do business.
2. B – Type of Licence/Organisation. Check the appropriate box to indicate the type of licence or the organisation that performed the work.
3. C – Certificate/Licence Number. AMTs shall enter their AMT licence number in this block. AMOs shall enter their AMO certificate number and the rating or ratings under which the work was performed. Manufacturers shall enter their type production or STC number. Manufacturers of TSO appliances modifying these appliances shall enter the TSO number of the appliance modified.
4. D – Compliance Statement. This space is used to certify that the repair or modification was made in accordance with Part 5 of the aviation regulations. When work was performed or supervised by a licensed AMT not employed by an AMO, the AMT shall enter the date that the repair or modification was completed and shall sign the AMTs full name. AMOs are permitted to authorise persons in their employ to date and sign this compliance statement.
5. A signature in item 6 is a certification by the person performing the work that the work was accomplished in accordance with applicable Authority and Authority-approved data. The

certification is only applicable to that work described under item 8. This signature does not indicate Authority approval of the work described under item 8 for return to service.

Item 7 – Approval for Return to Service. Part 5 of the aviation regulations establishes the conditions under which major repairs and modifications to aeronautical products may be approved for return to service. This portion of the form is used to indicate approval or rejection of the repair or modification of the unit involved and to identify the person or agency making the airworthiness inspection. Check the approved or rejected box to indicate the finding. Additionally, check the appropriate box to indicate who made the finding. Use the box labelled "other" to indicate a finding by a person other than those listed. Enter the date the finding was made. The authorised person who made the finding shall sign the form and enter the appropriate certificate or designation number.

1. Previously Approved Data. The forms shall be completed as instructed, ensuring that item 7 is completed as noted above.
2. Non-previously Approved Data. The form shall be completed as instructed, leaving item 7 blank, and both copies of the form shall be sent to the Authority with supporting data. When the Authority determines that the major repair or modification data complies with the applicable regulations and is in conformity with accepted industry practices, data approval will be recorded by entering an appropriate statement in item 3. Both forms and supporting data will be returned to the applicant, who shall complete item 7. The applicant shall give the original of the form, with its supporting data, to the aircraft owner or operator and shall return the duplicate copy to the Authority for inclusion in the aircraft records at its Aircraft Registry.
3. A signature in item 7 does not signify Authority's approval unless the box to the left of "CASAS Inspector" has been checked. The other persons listed in item 7 are authorised to approve for return to service if the repair or modification is accomplished using Authority's-approved data, performed in accordance with Part 5 of the aviation regulations, and found to conform.

Item 8 – Description of Work Accomplished. A clear, concise, and legible statement describing the work accomplished shall be entered in item 8 on the reverse side of the form. It is important that the location of the repair or modification, relative to the aircraft or component, be described. The approved data used as the basis for approving the major repair or modification for the return to service shall be identified and described in this area.

1. For example, if a repair was made to a buckled spar, the description entered in this item might begin by stating, "Removed wing from aircraft and removed skin from outer 1.83 m. Repaired buckled spar 1.25 m from the tip in accordance with…" and continue with a description of the repair. The description shall refer to applicable regulations and approved data used to substantiate the airworthiness of the repair or modification. If the repair or modification is subject to being covered by skin or other structures, a statement shall be made certifying that an in-process inspection was made and that covered areas were found satisfactory.
2. Data used as a basis for approving major repairs or modifications for return to service shall be approved prior to its use for that purpose and includes: ADs, ACs under certain circumstances, TSO parts manufacturing approval, Approved Manufacturer's instructions, kits and service handbooks, type certificate data sheets, and aircraft specifications. Supporting data such as stress analyses, test reports, sketches, or photographs shall be submitted on the form. The Authority will return this supporting data to the applicant.
3. If additional space is needed to describe the repair or modification, sheets shall be attached bearing the aircraft nationality and registration mark and the date the work was completed.
4. Showing mass and balance computations under item 8 is not required; however, it may be done. In all cases where mass and balance of the aircraft are affected, the changes shall be entered in the aircraft mass and balance records with the date, a signature, and a reference to the Major Repair and Modification form that describes the work that required the changes.

Note: The Major Repair and Modification form is not authorised for use on other than SURINAME-registered aircraft. If a foreign civil aviation authority requests the form as a record of work performed, it may be provided.
