LEGAL NOTICE No. 173

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, CHAP. 49:03

REGULATIONS

MADE BY THE TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY WITH THE APPROVAL OF THE MINISTER UNDER SECTION 33 OF THE CIVIL AVIATION ACT AND SUBJECT TO NEGATIVE RESOLUTION OF PARLIAMENT

THE CIVIL AVIATION [(NO. 2) OPERATIONS] (AMENDMENT) REGULATIONS, 2016

Citation

1. These Regulations may be cited as the Civil Aviation [(No. 2) Operations] (Amendment) Regulations, 2016.

Interpretation
Chap. 49:03

2. In these Regulations, "the Regulations" means the Civil Aviation [(No. 2) Operations] Regulations.

Regulation 2 amended

3. Regulation 2 of the Regulations is amended—

(a) by inserting in the appropriate alphabeticl sequence the following definitions:

" "approach procedure with vertical guidance" or "APV" means a performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A;

"combined vision system" or "CVS" means a system to display images from a combination of an enhanced vision system (EVS) and a synthetic vision system (SVS);

"command and control link" means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

"continuous descent final approach" means a technique, consistent with stabilized approach procedures, for flying the final approach segment of a non-precision instrument approach procedure as a continuous descent, without level-off, from an altitude or height at or above the final approach fix altitude or height to a point approximately 15 meters (50 feet) above the landing runway threshold or the point where the flare manoeuvre should begin for the type of aircraft flown;

"detect and avoid" means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;

"electronic flight bag" or "EFB" means an electronic information system comprised of equipment and applications for flight crew which allows for storing, updating, displaying and processing of EFB functions to support flight operations or duties;

"final approach segment" or "FAS" means that segment of an instrument approach procedure in which alignment and descent for landing are accomplished;

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period;

"instrument approach operations" means an approach and landing using instruments for navigation guidance based on an instrument approach procedure that may be executed as follows:

(a) a two-dimensional or "2D" instrument approach operation, using lateral navigation guidance only; or

(b) a three-dimensional or "3D" instrument approach operation, using both lateral and vertical navigation guidance;

"instrument approach procedures" or "IAP" means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or *en-route* obstacle clearance criteria apply and are classified as follows:

(a) "non-precision approach (NPA) procedure" which means an instrument approach procedure for 2D instrument approach operations Type A; and

(b) "approach procedure with vertical guidance" or "APV" which means a performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A; and

(c) "precision approach (PA) procedure" which means an instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B;

"non-precision approach" or "NPA" means an instrument approach procedure designed for 2D instrument approach operation Type A;

"pilot in command" means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

"precision approach" or "PA" means an instrument approach procedure based on a navigation system such as ILS, MLS, GLS, and SBAS Cat I, designed for 3D instrument approach operations Type A or B;

"remote pilot" means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time;

"remote pilot station" means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

"remotely piloted aircraft" or "RPA" means an unmanned aircraft which is piloted from a remote pilot station;

"remotely piloted aircraft system" or "RPAS" means a remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design;

"remotely piloted aircraft observer" means a trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight;

"State of the Aerodrome" means the State in whose territory the aerodrome is located;

"synthetic vision system" or "SVS" means a system to display data-derived synthetic images or the external scene from the perspective of the flight deck;

"visual line-of-sight" or "VLOS" operation" means an operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft;";

(b) by deleting the definition for "accident" and substituting the following definition:

" "accident" means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which—

(a) a person is fatally or seriously injured as a result of—

(i) being in the aircraft; or

(ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or

(iii) direct exposure to jet blast,

except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew;

(b) the aircraft sustains damage or structural failure which—

(i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and

(ii) would normally require major repair or replacement of the affected component,

except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

(c) the aircraft is missing or is completely inaccessible.";

(c) by deleting the definition for "extended over-water operation" and substituting the following definition:

" "extended over-water operation" means—

(a) in the case of an aircraft other than a helicopter, an operation over water at a horizontal distance of more than fifty nautical miles from the nearest shoreline; and

(b) in the case of a helicopter, an operation over water at a horizontal distance more than fifty nautical miles from the nearest shoreline and more than fifty nautical miles from an offshore heliport structure;";

(d) by deleting the definition for "flight time (helicopter)" and substituting the following definition:

" "flight time (helicopter)" means the total time from the moment the rotor blades of a helicopter start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped;";

(e) by deleting the definition for "decision altitude" or "decision height" and substituting the following definition:

" "decision altitude" or "decision height" means a specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established;";

(f) by deleting the definition for "minimum decision altitude" or "minimum decision height" and substituting the following definition:

" "minimum decision altitude" or "minimum decision height" means a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference;";

(g) by deleting paragraphs *(b)*, *(c)* and *(d)* in the definition for "aerodrome operating minima" and substituting the following paragraphs:

"*(b)* landing in 2D instrument approach operations, expressed in terms of visibility or runway visual range, minimum descent altitude/height and, where necessary, cloud conditions; and

(c) landing in 3D instrument approach operations, expressed in terms of visibility, or runway visual range and decision altitude/height as appropriate to the type or category of operation"; and

(h) in the definition for "dangerous goods", by deleting the words "significant risks to health, safety or property when transported by air" and substituting the words "a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical Instructions or which are classified according to those Instructions".

Regulation 9 amended

4. Regulation 9 of the Regulations is amended by inserting after subregulation (1) the following subregulation:

" (1A) An operator of an aircraft shall, subject to the approval of the Authority, develop procedures to implement amendments to the Aircraft Flight Manual specified under subregulation (1)*(a)*.

(1B) An operator shall not implement an amendment to the Aircraft Flight Manual unless such amendment has been accepted or approved by the Authority.".

5. The Regulations are amended by revoking regulations 12 through 25 and substituting the following: Regulations 12 to 25 revoked and substituted

"PART 1A

SAFE TRANSPORT OF DANGEROUS GOODS BY AIR

Definitions

Definitions

11A. In this Part—

"approval" means an authorization granted by the Director General for—

(a) the transport of dangerous goods forbidden on a passenger or cargo aircraft where the Technical Instructions state that such goods may be carried with an approval; or

(b) other purposes as provided by the Technical Instructions;

"cargo aircraft" means an aircraft, other than a passenger aircraft, which is carrying goods or property;

"COMAT" means operator material carried on board an operator's aircraft for the operator's own purposes;

"consignment" means one or more packages of dangerous goods accepted by an operator from one shipper at a time and at one address, receipted for in one lot and moving to one consignee at one destination address;

"designated postal operator" means any governmental or non-governmental entity officially designated by the Government of Trinidad and Tobago to operate postal services and to fulfil the related obligations arising from the Universal Postal Convention;

"exception" means a provision in this Part which excludes specific items of dangerous goods from the requirements normally applicable to that item;

"exemption" means an authorization, other than an approval, granted by the Director General providing relief from the provisions of the Technical Instructions;

"overpack" means an enclosure used by a single shipper to contain one of more packages and to form one handling unit for convenience or handling and stowage;

"passenger aircraft" means an aircraft that carries any person other than a crew member, an operator's employee in an official capacity, an authorized representative of an appropriate national authority or a person accompanying a consignment or other cargo;

"State of Destination" means the State in the territory of which the consignment is finally to be unloaded from an aircraft;

"UN number" means the four-digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labeling of Chemicals to identify an article or a substance or a particular group of articles or substances.

General Applicability

General Applicability

11B. (1) Regulations under this Part shall be applicable to all international and domestic civil aircraft operations within, to, from and above the territory of Trinidad and Tobago.

(2) Where specifically provided for in the Technical Instructions, the Director General may grant an approval provided that in such instances an overall level of safety in transport by air which is equivalent to the level of safety provided for in the Technical Instructions is achieved.

(3) An operator shall not transport dangerous goods by air except in compliance with the provision of the ICAO Technical Instructions for the safe transport of dangerous goods by air on all occasions, irrespective of whether the flight is wholly of partly, within or wholly outside the territory of Trinidad and Tobago.

(4) An operator shall not transport dangerous goods by air outside the territory of Trinidad and Tobago unless he has reviewed and complied with the appropriate variations noted by Contracting States contained in Attachment 3 of the Technical Instructions.

(5) All operators, shippers and designated postal operators shall take the necessary measures to achieve compliance with the detailed provisions of the Technical Instructions and to all amendments which may be published during the specific period of applicability of an edition of the Technical Instructions.

Provision of Information to ICAO

Provisions of Information to ICAO

11C. (1) The Director General shall inform ICAO that the office designated in Trinidad and Tobago with the responsibility for ensuring compliance with Annex 18 and the Technical Instructions is the office of the Director General.

(2) Where Trinidad and Tobago or a national operator in Trinidad and Tobago adopts different provision from those specified in the Technical Instructions, the Director General shall promptly notify ICAO of such variations for publications in the Technical Instructions.

Exemption and Exception from the Technical Instructions

Exemption and Exception from the Technical Instructions

11D. (1) The Director General may grant an exemption from the provisions of the Technical Instructions provided that every effort is made to achieve an overall level of safety in air transport to the level of safety provided for in the Technical Instructions, in circumstances—

(a) of extreme urgency; or

(b) where other forms of transport are inappropriate; or

(c) when full compliance with the prescribed requirements is contrary to public interest.

(2) The Director General may grant an exemption to an operator who wishes to transport dangerous goods by air over the territory of Trinidad and Tobago based solely on whether he believes that an equivalent level of safety in air transport has been achieved, where none of the criteria is relevant.

(3) Articles and substances which would otherwise be classed as dangerous goods for transport by air shall satisfy the provision of this Part except the following articles and substances, where the articles and substances are:

(a) required to be aboard an aircraft in accordance with pertinent airworthiness requirements;

(b) required to be aboard an aircraft in accordance with operating requirements;

(c) carried as catering or cabin service supplies;

(d) for those specialized purposes identified in the Technical Instructions;

(e) carried for use in flight for medical aid for a patient, provided that—

(i) gas cylinders have been manufactured specifically for the purpose of containing and transporting that particular gas;

(ii) drugs, medicines and other medical matters are under the control of trained personnel during the time when they are in use on the aircraft; or

(iii) equipment containing wet cell batteries is kept and, when necessary secured, in an upright position to prevent spillage of the electrolyte; and

(iv) proper provision is made to stow and secure all the equipment during take-off and landing and at all other times when deemed necessary by the pilot in command in the interest of safety; or

(v) they are carried by passengers or crew members.

(4) An operator shall not transport on an aircraft, articles and substances specified in subregulation (1)*(a)* and *(b)*, intended as replacement or which have been removed following replacement except as specified in the Technical Instructions.

(5) The provision of this Part shall not apply to specific articles and substances carried by passengers or crew members to the extent specified in the Technical Instructions.

Application by an Operator to Transport Dangerous Goods by Air

Application by an Operator to Transport Dangerous Goods by Air

11E. (1) A national operator shall not conduct air transport operations in Trinidad and Tobago unless he holds Dangerous Goods Operations Specifications issued by the Authority.

(2) A national operator shall submit an application for Dangerous Goods Operations Specifications accompanied by a programme for the safe transport of dangerous goods by air that is appropriate to his operations, in accordance with the requirements of this Part and the Technical Instructions, to the Authority for approval.

(3) The Director General may recommend the Authority grant a Dangerous Goods Operations Specification to a national operator where—

(a) his programme for the safe transport of dangerous goods meets the requirements of this Part and the Technical Instructions, appropriate to his operations; and

(b) he has successfully demonstrated his organization's ability to carry out the procedures of his programme for the safe transport of dangerous goods by air.

(4) A foreign operator applying for Foreign Operation Specifications under the Civil Aviation [(No. 10) Foreign Operator] Regulations, 2004 shall submit to the Authority for acceptance, his Dangerous Operations Specification or equivalent approval document from the State of the operator.

(5) The Director General may recommend the Authority grant a foreign operator Dangerous Goods Operations Specifications where he is satisfied that the Foreign Operations Specifications issued by the State of the operator satisfies the requirements of this Part and the Technical Instructions.

Operator's Responsibilities for Safe Transport of Dangerous Goods by Air

Operator's Responsibilities for Safe Transport of Dangerous Goods by Air

11F. (1) An operator shall not accept dangerous goods for transport by air—

(a) except in accordance with the conditions and limitations of the specific provisions of the Dangerous Goods Operations Specifications issued by the Authority;

(b) unless the dangerous goods are accompanied by a completed dangerous goods transport document, or where the Technical Instructions indicate that such a document is not required; and

(c) unless the mail, package, overpack or freight container containing the dangerous goods has been inspected in accordance with the acceptance procedures contained in the Technical Instructions.

(2) An operator shall develop and use an acceptance checklist as an aid to ensure compliance with subregulation (1).

(3) An operator shall ensure that—

(a) mail, packages and overpacks containing dangerous goods; and

(b) freight containers containing radioactive materials, are not loaded and stowed on an aircraft or into a unit load device unless—

(i) they have been inspected for evidence of leakage; and

(ii) loaded and stowed in accordance with the provisions of the Technical Instructions.

(4) An operator shall ensure that a unit load device is not loaded aboard an aircraft unless the unit load device has been inspected and found free from any evidence of leakage from, or damage to, any dangerous goods contained therein.

(5) An operator shall ensure that leaking or damage mail, packages, overpacks or freight containers under subregulation (3) are not loaded on an aircraft.

(6) An operator shall, where mail or a package containing dangerous goods loaded on an aircraft appears to be damaged or leaking—

(a) remove such mail or package from the aircraft; or

(b) arrange for the removal of such mail or package by appropriate personnel; and

(c) thereafter ensure that the remainder of the consignment is in a proper condition for transport by air and that no other package has been contaminated.

(7) An operator shall inspect mail, packages or overpacks containing dangerous goods and freight containers containing radioactive materials for signs of damage or leakage upon unloading from an aircraft or unit load device.

(8) Where evidence of damage or leakage is found during the inspection conducted in subregulation (7), an operator shall inspect the area where the dangerous goods or unit load device were stowed on the aircraft for damage or contamination.

(9) An operator shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the flight deck of an aircraft, except in circumstances permitted by the provisions of the Technical Instructions.

(10) An operator shall ensure that any hazardous contamination found on an aircraft as a result of leakage or damage to dangerous goods is removed without delay.

(11) Notwithstanding subregulation (1), where an aircraft has been contaminated by radioactive material, an operator shall ensure that the aircraft is immediately taken out of service and not returned to service until the radiation at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

(12) An operator shall ensure that mail or packages—

(a) containing dangerous goods which might react dangerously one with another are not stowed on an aircraft next to each other or in a position that would allow interaction between them in the event of a leak;

(b) of toxic and infectious substances are stowed on an aircraft in accordance with the provisions of the Technical Instructions; or

(c) of radioactive materials are stowed on an aircraft so that they are separated from persons, live animals and undeveloped film, in accordance with the provisions of the Technical Instructions.

(13) Subject to the conditions of this regulation, when dangerous goods are loaded on an aircraft, an operator shall ensure that the dangerous goods are—

(a) protected from being damaged;

(b) secured in the aircraft in such a manner to prevent movement in flight which change the orientation of the packages; and

(c) for mail and packages containing radioactive material, adequately secured to ensure the separation requirements of sub-regulation (12)*(c)*.

(14) An operator shall ensure that mail and packages of dangerous goods bearing the "Cargo aircraft only" label are—

(a) not loaded onto an aircraft carrying passengers; and

(b) loaded in accordance with the provision of the Technical Instructions.

Limitation on the Transport of Dangerous Goods by Air

Limitation on the Transport of Dangerous Goods by Air

11G. (1) An operator shall not carry on any aircraft articles and substances that are specifically identified by name or by generic description in the Technical Instructions as being forbidden for transport by air under any circumstances.

(2) An operator is forbidden from transporting dangerous goods by air except as established by this Part and the detailed specifications and procedures provided in the Technical Instructions.

(3) An operator shall not carry on any aircraft—

(a) dangerous goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances; or

(b) infected live animals, unless exempted by the Director General under the provisions of regulation 15 or unless the provisions of the Technical Instructions indicate that they may be transported under an approval granted by the State of Origin.

Classification, Packing, Labeling and Marking of Dangerous Goods

Classification, Packing, Labeling and marking of Dangerous Goods

11H. (1) An operator shall ensure that articles and substances are classified as "dangerous goods" in accordance with the provisions of the Technical Instructions.

(2) An operator shall ensure that articles and substances classified as "dangerous goods" are packed in accordance with the requirements specified under subregulation (3) and as provided for in the Technical Instructions.

(3) The standards for packaging for dangerous goods are as follows:

(a) packaging used for the transport of dangerous goods by air shall be of good quality and shall be constructed and securely closed so as to prevent leakage which might be caused in normal conditions of transport, by changes in temperature, pressure or humidity, or by ventilation;

(b) packaging shall be suitable for the contents and where the packaging comes in direct contact with dangerous goods it shall be resistant to any chemical or other action of such goods;

(c) packaging shall meet the material and construction specification in the Technical Instructions;

(d) packaging shall be tested in accordance with the provisions of the Technical Instructions;

(e) packaging for which retention of a liquid is a basic function, shall be capable of withstanding, without leaking, the pressure stated in the Technical Instructions;

(f) inner packaging shall be so packed, secured or cushioned as to prevent their breakage or leakage and to control their movement within the outer packaging during normal conditions of air transport and cushioning and absorbent materials shall not react dangerously with the contents of the packaging;

(g) packaging shall not be reused until it has been inspected and found to be free from corrosion or other damage and where a packaging is reused, all necessary measures shall be taken to prevent contamination of subsequent contents;

(h) where, because of their contents, uncleaned empty packaging shall be tightly closed and treated according to the hazard they constitute; and

(i) there shall be no harmful quantity of dangerous substance adhering to the outside of the packaging.

(4) An operator shall ensure dangerous goods, mail, packages, overpacks and freight containers are labeled with the appropriate labels in accordance with the provisions set forth in the Technical Instructions.

(5) An operator shall ensure dangerous goods, mail, packages, overpacks and freight containers are marked with—

(a) the proper shipping name of its contents;

(b) the UN number, where assigned; and

(c) other such markings as may be specified in the Technical Instructions.

(6) An operator shall ensure—

(a) he uses packaging manufactured to a specification contained in the Technical Instructions marked in accordance with the appropriate provisions of the Technical Instructions;

(b) no packaging is marked with a packaging specification marking unless it meets the appropriate packaging specification contained in the Technical Instructions; and

(c) where dangerous goods are to be carried on an aircraft outside the territory of Trinidad and Tobago, the labeling and markings are in the English language in addition to any other language requirements.

Application by a Shipper for Transport of Dangerous Goods by Air

Application by a Shipper for Transport of Dangerous Goods by Air

11I. (1) A shipper shall not offer to an operator goods for transport by air unless he is approved by the Authority to accept goods for transport by air.

(2) A shipper who wishes to offer goods for transport by air shall submit an application accompanied by a programme for the safe transport of dangerous goods by air that is appropriate to his operations, in accordance with the requirements of this Part and the Technical Instructions, to the Authority for approval.

(3) The Director General may recommend the Authority grant an approval to a shipper where—

(a) he meets the requirements of this Part and the Technical Instructions appropriate to the operations conducted by the shipper; and

(b) the shipper has successfully demonstrated his organization's ability to carry out the procedures of his programme for the safe transport of dangerous goods by air.

Shipper's Responsibilities for Safe Transport of Dangerous Goods by Air

Shipper's Responsibilities for Safe Transport of Dangerous Goods by Air

11J. (1) A shipper shall not offer any package or overpack of dangerous goods for transport by air unless the shipper ensures that the dangerous goods are—

(a) not forbidden for transport by air;

(b) properly classified, packed, marked and labeled; and

(c) accompanied by a properly executed dangerous goods transport document specified in the Technical Instructions.

(2) A shipper shall not offer dangerous goods for transport by air unless he completes, signs and provides to the operator a dangerous goods transport document containing the information required by the Technical Instructions.

(3) The transport document under subregulation (2) shall bear a declaration signed by the person who offers dangerous goods for transport by air indicating that the dangerous goods are—

(a) fully and accurately described by their proper shipping name;

(b) classified, packed, marked and labeled; and

(c) in proper condition for transport by air, in accordance with the Part and the Technical Instructions.

(4) A shipper shall ensure that where dangerous goods are to be carried on an aircraft outside the territory of Trinidad and Tobago, the labeling and markings are in the English language in addition to any other language requirements.

Application by a Designated Postal Operator for the Safe Transport of Dangerous Goods by Air

Application by a Designated Postal Operator for the Safe Transport of Dangerous Goods by Air

11K. (1) A designated postal operator shall not offer to an air operator mail for transport by air unless he is approved by the Authority to accept mail for transport by air.

(2) A designated postal operator who wishes to offer mail for transport by air shall submit an application accompanied by a programme for the safe transport of dangerous goods by air that is appropriate to his operations, in accordance with the requirements of this Part and the Technical Instructions, to the Authority for approval.

(3) The Director General may recommend the Authority grant an approval to a designated postal operator where—

(a) he meets the requirements of this Part and the Technical Instructions and is appropriate to the operations conducted by the designated postal operator; and

(b) the designated postal operator has successfully demonstrated his organization's ability to carry out the procedures of his programme for the safe transport of dangerous goods by air.

Designated Postal Operator Responsibilities for Safe Transport of Dangerous Goods by Air

Designated Postal Operator Responsibilities for Safe Transport of Dangerous Goods by Air

11L. (1) A designated postal operator shall not offer any dangerous goods or mail for transport by air unless the designated postal operator ensures that the dangerous goods are—

(a) not forbidden for transport by air;

(b) properly classified, packed, marked and labeled; and

(c) accompanied by a properly executed dangerous goods transport document, as specified in the Technical Instructions.

(2) A designated postal operator shall not offer dangerous goods for transport by air unless he completes, signs and provides to the air operator a dangerous goods transport document containing the information required by the Technical Instructions.

(3) The transport document under subregulation (2) shall bear a declaration signed by the person who offers dangerous goods for transport by air indicating that the dangerous goods are—

(a) fully and accurately described by their proper shipping name;

(b) classified, packed, marked and labeled; and

(c) in proper condition for transport by air, in accordance with the Part and the Technical Instructions.

(4) A designated postal operator shall ensure that where dangerous goods are to be carried on an aircraft outside the territory of Trinidad and Tobago, the labeling and markings are in the English language in addition to any other language requirements.

Information to pilot in command

11M. An operator of an aircraft in which dangerous goods are to be carried shall have procedure for the pilot in command to be provided as early as practicable before departure of the aircraft with written information as specified in the Technical Instructions.

Information and instructions to flight crew members

11N. An operator shall provide such information in the Operations Manual as will enable the flight crew to carry out its responsibilities with regard to the transport of dangerous goods and provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

Information to passengers

11O. The Director General shall ensure that information is promulgated in such a manner that passengers are warned as to the types of dangerous goods which are forbidden from transporting aboard an aircraft as provided for in the Technical Instructions.

Information to other persons

11P. Operators, shippers or other organizations involved in the transport of dangerous goods by air shall provide such information to their personnel as will enable them to carry out their responsibilities with regards to the transport of dangerous goods and shall provide instructions as to the action to be taken in the event of emergencies arising involving dangerous goods.

Information from pilot in command to aerodrome authorities

11Q. Where an in-flight emergency occurs, the pilot in command shall, as soon as the situation permits, inform the appropriate air traffic services unit, for the information of aerodrome authorities, of any dangerous goods on board the aircraft, as provided for in the Technical Instructions.

Information in the event of an aircraft accident, serious aircraft incident, or aircraft incident

11R. (1) In the event of—

(a) an aircraft accident; or

(b) a serious aircraft incident where dangerous goods carried as cargo may be involved, the operator of the aircraft carrying dangerous

goods as cargo shall provide information, without delay, to—

(i) emergency services responding to the accident or serious incident about the dangerous goods on board, as shown on the written information to the pilot in command; and

(ii) the appropriate authorities of the State of the operator and the State in which the accident or serious incident occurred.

(2) In the event of an aircraft incident, where a request is made, the operator of an aircraft carrying dangerous goods as cargo shall provide information without delay to emergencies services responding to the incident and to the appropriate authority of the State in which the incident occurred about the dangerous goods on board, as shown on the written information to the pilot in command.

Dangerous Goods Training Programmes

Dangerous Goods Training Programmes

11S. (1) As part of the programme for the safe transport of dangerous goods by air under regulation 16(2), an air operator shall submit to the Authority for approval initial and recurrent dangerous goods training programmes in accordance with the Technical Instructions appropriate to his operations.

(2) The Director General may recommend the Authority approve the initial and recurrent dangerous goods training programmes in subregulation (1) where he is satisfied the training programme is appropriate to the operator operations and meets the appropriate provisions of the Technical Instructions.

(3) As part of the programme for the safe transport of dangerous goods by air under regulation 20(2), a shipper shall submit to the Authority for approval initial and recurrent dangerous goods training programme in accordance with the Technical Instructions appropriate to his operations.

(4) The Director General may recommend the Authority approve the initial and recurrent dangerous goods training programmes in subregulation (3) where he is satisfied the training programme is appropriate to the shipper operations and meets the appropriate provisions of the Technical Instructions.

(5) As part of the programme for the safe transport of dangerous goods by air under regulation 22(2), a designated postal operator shall submit to the Authority for approval initial and recurrent dangerous goods training programme in accordance with the Technical Instructions appropriate to his operations.

(6) The Director General may recommend the Authority approve the initial and recurrent dangerous goods training programmes in subregulation (5) where he is satisfied the training programme is appropriate to the designated postal operator operations and meets the appropriate provisions of the Technical Instructions.

Dangerous Goods Accident and Incident Reporting

Dangerous Goods Accident and Incident Reporting

11T. (1) With the objective of preventing the recurrence of dangerous goods incidents and accidents, national and foreign operators shall report to the Authority for accident and incident which occur in Trinidad and Tobago and which involve the transport of dangerous goods in accordance with the detailed provisions of the Technical Instructions.

(2) With the objective of preventing recurrence of instances of undeclared or misdeclared dangerous goods in cargo, national and foreign operators shall report to the Authority concerning such occurrences in Trinidad and Tobago and which involve the transport of dangerous goods in accordance with the detailed provisions of the Technical Instructions.

Dangerous Goods Security Provisions

Dangerous Goods Security Provisions

11U. Shippers, operators, designated postal operator and other persons engaged in the transport of dangerous goods by air shall submit to the Authority for approval, policy and procedure for the security measures implemented to minimize theft or misuse of dangerous goods that may endanger persons, property or the environment.

Operators with no Operational Approval to Transport Dangerous Goods as Cargo

Operators with no Operational Approval to Transport Dangerous Goods as Cargo

11V. An operator who is not approved to transport dangerous goods shall—

(a) establish in his operations manual, a dangerous goods training programme that meets the requirements of these Regulations, Annex 18, the applicable requirements of the Technical Instructions, Part 1, Chap. 4; and

(b) established in his operations manual, dangerous goods policies and procedures to meet, at a minimum, the requirements of Annex 18, the Technical Instructions and these Regulations to allow operator personnel to—

(i) identify and reject undeclared dangerous goods, including COMAT classified as dangerous goods; and

(ii) report to the appropriate authorities of the State of the Operator and the State in which it occurred any—

(A) occasions when undeclared dangerous goods are discovered in cargo or mail; and

(B) dangerous goods accidents and incidents.

Operators Transporting Dangerous Goods as Cargo

Operators Transporting Dangerous Goods as Cargo

11W. An operator who is approved to transport dangerous goods shall—

(a) establish in his operations manual, a dangerous goods training programme that meets the requirements in the Technical Instructions, Part 1, Chap. 4, Table 1-4 and the requirements of these Regulations;

(b) establish in his operations manual, dangerous goods policies and procedures in its operations manual to meet, at a minimum, the requirements of Annex 18, the

Technical Instructions and these Regulations to enable operator personnel to—

(i) identify and reject undeclared or misdeclared dangerous goods, including COMAT classified as dangerous goods;

(ii) report to the appropriate authorities of the State of the Operator and the State in which it occurred any—

(A) occasions when undeclared or misdeclared dangerous goods are discovered in cargo or mail; and

(B) dangerous goods accidents and incidents;

(iii) report to the appropriate authorities of the State of the Operator and the State of Origin any occasions when dangerous goods are discovered to have been carried—

(A) when not loaded, segregated, separated or secured in accordance with the Technical Instructions Part 7, Chap. 2; and

(B) without information having been provided to the pilot in command;

(iv) accept, handle, store, transport, load and unload dangerous goods, including COMAT classified as dangerous goods as cargo on board an aircraft; and

(v) provide the pilot-in-command with accurate and legible written or printed information concerning dangerous goods that are to be carried as cargo.

Provision of operational approval and limitation Information

Provision of operational approval and limitation Information

11X. An operator shall ensure that all personnel, including shippers, designated postal operators and third-party personnel, involved in the acceptance, handling, load and unloading of cargo are informed of the operator's operational approval and limitations with regards to the transport of dangerous goods by air.".

Regulation 42 amended

6. Regulation 42 of the Regulations is amended in subregulation (2), by deleting the word "twelve" and substituting the word "six".

Regulations 72A and 72B inserted

7. The Regulations are amended by inserting after regulation 72 the following regulations:

"General Declaration Requirements

General Declaration Requirements

Chap. 78:01

72A. (1) An air operator shall, where a Contracting State requires a General Declaration, limit its information requirements to the elements indicated in Form C-5 of the Schedule to the Customs Regulations.

(2) An air operator shall keep a copy of the General Declaration referred to in subregulation (1) for a period, not less than ninety days.

Suspected Communicable Disease Reporting

Suspected Communicable Disease Reporting

72B. (1) An air operator shall establish a procedure for reporting and responding to suspected communicable disease or other public health risk on board an *en route* aircraft.

(2) The pilot in command of an *en route* aircraft shall, upon identifying a suspected case of communicable disease or public health risk on board the aircraft, promptly notify the air traffic service unit with which the pilot is communicating, the following information:

(a) aircraft identification;

(b) departure aerodrome;

(c) destination aerodrome;

(d) estimated time of arrival;

(e) number of persons on board;

(f) number of suspected cases on board; and

(g) nature of public health risk, where known.

(3) As part of the reporting procedure under subregulation (1), an air operator shall ensure that the pilot in command in subregulation (2) is required to complete the Public Health Passenger Locator Card in Schedule 1A for use by the public health authority of the destination State for tracing persons who may have been exposed to a communicable disease.".

Regulation 75 amended

8. Regulation 75 of the Regulations is amended—

(a) in subregulation (2), by deleting the words ", in order to preserve the data for an accident or incident investigation by the Authority, shall not, unless necessary," and substituting the words "shall not"; and

(b) by deleting subregulation (3) and substituting the following subregulations:

" (3) Following an accident or incident, the pilot in command shall deactivate flight recorders upon completion of flight time to preserve the recorded data for subsequent submission to the Authority as may be requested to conduct an investigation.

(4) An operator and pilot in command shall ensure that flight recorders deactivated under sub-regulation (3) are not reactivated before their disposition as determined in accordance with the Civil Aviation [(No. 14) Aircraft Accident and Incident Investigations] Regulations, 2006.".

Regulation 76A amended

9. The Regulations are amended by inserting after regulation 76, the following regulation:

"Electronic Flight Bag

Electronic Flight Bag

76A. (1) A pilot shall not use a portable electronic flight bag in the cockpit of an aircraft in flight—

(a) as a primary source of information to perform functions required by airworthiness, airspace or operational requirements; or

(b) as a primary source of information essential to the safe operation of an aircraft,

unless the use of such electronic flight bag has been approved by the Authority.

(2) Where an operator wishes the flight crew to use a portable electronic flight bag in the cockpit of his aircraft, he shall make an application to the Authority providing evidence that—

(a) the electronic flight bag equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements;

(b) the operator has assessed and filed a report of the safety risks associated with the operations supported by each electronic flight bag function;

(c) the operator has established requirements for redundancy of the information if appropriate, contained in, and displayed by, the electronic flight bag functions;

(d) the operator has established and documented procedures for the management of the electronic flight bag functions including any database it may use;

(e) the operator has established and documented the procedures for the use of, and training requirements for, the electronic flight bag and the electronic flight bag functions;

(f) the use of the portable electronic flight bag in the cockpit by the flight crew does not affect the performance of the aircraft systems, equipment or the ability of the flight crew to operate the aircraft; and

(g) sufficient information is readily available to the flight crew for the flight to be conducted safely in the event of failure of an electronic flight bag.

(3) The Director General may recommend the Authority approve a portable electronic flight bag where the requirements under subregulation (2) have been satisfied by the operator.".

Regulation 106 amended

10. Regulation 106 of the Regulations is amended by deleting subregulation (4A) and substituting the following subregulations:

" (4A) An operator shall not operate a helicopter in conditions where a safe continuation of flight is not ensured in the event of a critical power-unit failure unless such helicopter operation is conducted in a manner that gives consideration for achieving a safe forced landing.

(4B) An operator shall not operate an unmanned free balloon, unless it is operated in such a manner as to minimize hazards to persons, property or other aircraft in accordance with Schedule 4A and conditions specified by the Authority.

(4C) An operator shall not operate a remotely piloted aircraft, unless it is operated in such a manner as to minimize hazards to persons, property or other aircraft in accordance with Schedule 4B or conditions specified by the Authority.".

Regulation 125 amended

11. Regulation 125 of the Regulations is amended in sub-regulation (1), by inserting after the words "An operator shall ensure that" the word "except".

Regulation 126 amended

12. Regulation 126 is amended by inserting after subregulation (2), the following subregulation:

" (3) The requirements of subregulations (1) and (2) shall not apply to an aircraft during the take-off and landing phases of a flight.".

Regulation 127 amended

13. Regulation 127 of the Regulations is amended—

(a) in subregulation (3), by deleting paragraph *(e)* and substituting the following paragraph:

"*(e)* the equipment available on the aircraft for the purpose of navigation, acquisition of visual references or control or the flight path during the approach, landing and the missed approach;";

(b) by inserting after subregulation (3), the following subregulations:

" (3A) In establishing operations minima for instrument approach, such operations shall be classified based on the designed lowest operating minima below which an approach operation shall only be continued with the required visual referer as follows:

(a) Type A: a minimum descent height or decision height at or above 75 m (250 ft); and

(b) Type B: a decision height below 75 m (250 ft). Type B instrument approach operations are categorized as:

(i) Category I (CAT I): a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;

(ii) Category II (CAT II): a decision height lower than 60 m (200 ft), but not lower than 30 m (100 ft) and a runway visual range not less than 300 m;

(iii) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range not less than 175 m;

(iv) Category IIIB (CAT IIIB): a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m; and

(v) Category IIIC (CAT IIIC): no decision height and no runway visual range limitations.

(3B) Category II and Category III instrument approach and landing operations shall not be authorized unless RVR information is provided.

(3C) The operating minima for 2D instrument approach operations using instrument approach procedures shall be determined by establishing a minimum descent altitude (MDA) or minimum descent height (MDH), minimum visibility and, if necessary, cloud conditions.

(3D) The operating minima for 3D instrument approach operations using instrument approach procedures shall be determined by establishing a decision altitude (DA) or decision height (DH) and the minimum visibility or RVR.

(3E) The Director General may approve operational credits for operations with aircraft equipped with automatic landing systems, a HUD or equivalent displays, EVS, SVC or CVS and such approval shall not affect the classification of the instrument approach procedure.".

Regulation 128 amended

14. Regulation 128 of the Regulations is amended by deleting the marginal note and center-heading and substituting the words "Threshold crossing height for 3D instrument approach operations" for the marginal note and center-heading, respectively.

Regulation 129 amended

15. Regulation 129 of the Regulations is amended—

(a) in subregulation (3), by deleting the words "in accordance with the classification of designed instrument approach and landing" and substituting the words "to support instrument approach"; and

(b) by inserting after subregulation (4), the following subregulation:

" (5) All aeroplanes operated in accordance with instrument flight rules shall comply with the instrument flight procedures approved by the State in which the aerodrome is located.".

Regulation 154 amended

16. Regulation 154 of the Regulations is amended in paragraph *(c)*(i), by deleting the words "three minutes" and substituting the words "two minutes".

Regulation 182 amended

17. Regulation 182 of the Regulations is amended—

(a) in subregulation (1), by deleting the words "beyond the outer marker, or equivalent position, where the reported runway visual range or visibility is less than the applicable minima" and substituting the words "below three hundred meters (300 m) or one thousand feet (1000') above the aerodrome or heliport elevation or into the final approach segment unless the reported visibility or controlling runway visual range is at, or above the aerodrome or heliport operating minima;

(b) by deleting subregulation (2) and substituting the following subregulation:

" (2) Where, after entering the final approach segment or after descending below three hundred meters (300m) or one thousand feet (1000') above the aerodrome or heliport elevation, the reported visibility or controlling runway visual range falls below the specified minima, the approach may be continued to the decision height."; and

(c) by inserting after subregulation (3), the following subregulation:

" (4) Notwithstanding subregulations (1), (2) and (3), a pilot in command or the pilot to whom conduct of a flight has been delegated shall not continue an

approach-to-land at any aerodrome or heliport beyond a point at which the limits of the operating minima specified for that aerodrome or heliport would be infringed.".

Regulation 209 amended

18. Regulation 209 of the Regulations is amended by revoking subregulation (3) and substituting the following subregulations:

" (3) This regulation shall not apply to—

(a) a person on board an aircraft that is engaged in State operations; or

(b) an air marshal authorized to be on board an aircraft in accordance with the Civil Aviation [(No. 8) Aviation Security] Regulations.

(4) In this regulation, "State operations" means operations in which an aircraft is used in military, customs and police services.".

Regulation 221 amended

19. The Regulations is amended by revoking regulation 221 and substituting the following regulation:

"Age and special medical certificate restriction

221. (1) A person shall not serve nor shall a national air operator use a person as a required pilot flight crew member in commercial air transport aircraft where such person has attained his—

(a) sixtieth birthday, and the aircraft operations is conducted with a single pilot; or

(b) sixty-fifth birthday, and the aircraft operations is conducted with more than one pilot.

(2) A check airman who has—

(a) attained his sixty-fifth birthday; or

(b) who does not hold an appropriate medical certificate,

may continue his check airman functions but shall not serve or occupy the position of a required flight crew member on an aircraft engaged in commercial air transport operations.".

Regulation 260 amended

20. Regulation 260 of the Regulations is amended in sub-regulation (16), by inserting after the words "Schedule 9" the words "and paragraph 58 of Schedule 14 of the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004, as applicable".

Regulation 265 amended

21. Regulation 265 of the Regulations is amended by deleting paragraph *(e)* and substituting the following paragraph:

"*(e)* holds a Class I medical certificate when serving as a required flight crew member and a Class II medical certificate when serving as a flight engineer.".

Regulation 272 amended

22. The Regulations is amended by revoking regulation 272 and substituting the following regulation:

"Termination of a check by a check airman

Termination of a check by check airman

272. (1) A check airman of an air operator may terminate a check of a crew member or Flight Operations Officer for reasons of unsatisfactory performance during the check.

(2) An air operator shall not use a crew member or Flight Operations Officer under subregulation (1) in commercial air transport operations until that crew member or Flight Operations Officer has satisfactorily completed a recheck.

(3) The provision of subregulation (2) shall not apply where a check airman of an air operator terminates a check of a crew member or Flight Operations Officer for reasons other than that stated in subregulation (1).".

Schedule 1A inserted

23. The Regulations are amended by inserting after Schedule 1 the following Schedule:

" SCHEDULE 1A

[Regulation 72B(3)]

PUBLIC HEALTH PASSENGER LOCATOR FORM

Public Health Passenger Locator Form: To protect your health, public health officers need you to complete this form whenever they suspect a communicable disease on-board a flight.

Your information will help public health officers to contact you if you were exposed to a communicable disease. It is important to fill out this form completely and accurately. **Your information is intended to be held in accordance with applicable laws and used only for public health purposes.** ***Thank you for helping us to protect your health.***

FLIGHT INFORMATION: number	1. Airline Name 4. Date of arrival (yyyy/mm/dd)	2. Flight number	3. Seat
PERSONAL INFORMATION:	5. Last (Family) Name	6. First (Given) Name	
7. Middle	8. Your sex		
PHONE NUMBER(S) where you can be reached if needed. Include country code and city code.			
9. Mobile		10. Business	
11. Home		12. Other	
13. Email address			
PERMANENT ADDRESS:	14. Number and Street		

15. Apartment Number

16. City

17. State/Province

18. Country | 19. ZIP/Postal code

TEMPORARY ADDRESS: If you are a visitor, write only the first place where you will be staying.

20. Hotel name (if any) | 21. Number and street

23. City | 24. State/Province

25. Country | 26. Zip/Postal code

EMERGENCY CONTACT INFORMATION of someone who can reach you during the next 30 days

27. Last (Family) Name | 28. First (Given) Name | 29. City

30. Country | 31. Email

32. Mobile phone | 33. Other phone

34. **TRAVEL COMPANIONS – FAMILY:** Only include age if younger than 18 years

Last (Family) Name | First (Given) Name

(1)

(2)

(3)

(4)

35. **TRAVEL COMPANIONS – NON-FAMILY:** Also include name of group (if any)

Last (Family) Name | **First (Given) Name**
Group *(tour, team, business, other)*

(1)

(2)

Schedule 4A amended

24. Schedule 4A of the Regulations is amended by deleting the words "[Regulation 106(5)]" and substituting the words "[Regulation 106(6)]".

Schedule 4B amended

25. The Regulations is amended by inserting after Schedule 4A, the following Schedule:

"SCHEDULE 4B

[Regulation 106(7)]

REMOTELY PILOTED AIRCRAFT SYSTEMS

The requirements for the remotely piloted aircraft system (RPAS) referred to in regulation 106(7) are as follows:

1. General operating rules:

(a) A remotely piloted aircraft system (RPAS) engaged in international air navigation shall not be operated without appropriate authorization from the State from which the take-off of the remotely piloted aircraft (RPA) is made.

(b) An RPA shall not be operated across the territory of another State, without special authorization issued by each State in which the flight is to operate. This authorization may be in the form of agreements between the States involved.

(c) An RPA shall not be operated over the high seas without prior coordination with the appropriate ATS authority.

(d) The authorization and coordination referred to in paragraphs *(b)* and *(c)* shall be obtained prior to take-off where there is reasonable expectation, when planning the operation, that the aircraft may enter the airspace concerned.

(e) An RPAS shall be operated in accordance with conditions specified by the State of Registry, the State of the Operator if different and the State(s) in which the flight is to operate.

(f) Flight plans shall be submitted as mandated by the State(s) in which the flight is to operate.

(g) RPAS shall meet the performance and equipment carriage requirements for the specific airspace in which the flight is to operate.

2. Certificates and licensing:

(a) An RPAS shall be approved, taking into account the interdependencies of the components, in accordance with national regulations and in a manner that is consistent with the provisions of related Annexes. In addition—

(i) RPA shall have a certificate of airworthiness issued in accordance with the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004; and

(ii) the associated RPAS components specified in the type design shall be certificated and maintained in accordance with the Act and Regulations made thereunder.

(b) An operator shall have an RPAS operator certificate issued in accordance with national regulations and in a manner that is consistent with the provisions of Annex 6.

(c) Remote pilots shall be licensed or have their licences rendered valid, in accordance with national regulations and in a manner that is consistent with the provisions of Annex 1.

3. Request for authorization:

(a) The request for authorization referred to in 1*(b)* above shall be made to the appropriate authorities of the State(s) in which the RPA will operate not less than seven days before the date of the intended flight unless otherwise specified by the State.

(b) Unless otherwise specified by the State(s), the request for authorization shall include the following:

(i) name and contact information of the operator;

(ii) RPA characteristics (type of aircraft, maximum certificated take-off mass, number of engines, wing span);

(iii) copy of certificate of registration;

(iv) aircraft identification to be used in radiotelephony, if applicable;

(v) copy of the certificate of airworthiness;

(vi) copy of the RPAS operator certificate;

(vii) copy of the remote pilot(s) licence;

(viii) copy of the aircraft radio station licence, if applicable;

(ix) description of the intended operation (to include type of operation or purpose), flight rules, visual line-of-sight (VLOS) operation if applicable, date of intended flight(s), point of departure, destination, cruising speed(s), cruising level(s), route to be followed, duration/frequency of flight;

(x) take-off and landing requirements;

(xi) RPA performance characteristics, including—

(A) operating speeds;

(B) typical and maximum climb rates;

(C) typical and maximum descent rates;

(D) typical and maximum turn rates;

(E) other relevant performance data (e.g., limitations regarding wind, icing, precipitation); and

(F) maximum aircraft endurance;

(xii) communications, navigation and surveillance capabilities—

(A) aeronautical safety, communications frequencies and equipment, including—

(1) ATC communications, including any alternate means of communication;

(2) command and control links (C2) including performance parameters and designated operational coverage area;

(3) communications between remote pilot and RPA observer, if applicable;

(B) navigation equipment; and

(C) surveillance equipment (e.g., SSR transponder, ADS-B out);

(xiii) detect and avoid capabilities;

(xiv) emergency procedures, including—

(A) communications failure with ATC;

(B) C2 failure; and

(C) remote pilot/RPA observer communications failure, if applicable;

(xv) number and location of remote pilot stations as well as handover procedures between remote pilot stations, where applicable;

(xvi) document attesting noise certification that is consistent with the provisions of Annex 16, Volume 1, if applicable;

(xvii) confirmation of compliance with national security standards in a manner that is consistent with the provisions of Annex 17, to include security measures relevant to the RPAS operation, as appropriate;

(xviii) payload information/description; and

(xix) proof of adequate insurance/liability coverage.

(c) When certificates or other documents identified in 3.2 above are issued in a language other than English, an English translation shall be included.

(d) After authorization has been obtained from the appropriate State(s), air traffic services notification and coordination shall be completed in accordance with the requirements of the State(s).

(e) Changes to the authorization shall be submitted for consideration to the appropriate State(s). If the changes are approved, all affected authorities shall be notified by the operator.

Schedule 7 amended

26. Schedule 7 of the Regulations is amended—

(a) by deleting the table in paragraph *(n)*(i) and substituting the following table:

RVSM – FEET

a) in areas where feet are used for altitude and where, in accordance with regional air navigation agreements, a vertical separation minimum of 1 000 ft is applied between FL 290 and FL 410 inclusive:*

TRACK **

From 000 degrees to 179 degrees ***						From 180 degrees to 359 degrees ***					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
	Level			Level			Level			Level	
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1 000	300	-	-	-	020	2 000	600	-	-	-
030	3 000	900	035	3 500	1050	040	4 000	1 200	045	4 500	1350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850				300	30 000	9 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	10 650				360	36 000	10 950			
370	37 000	11 300				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
etc.	etc.	etc.				etc.	etc.	etc.			

* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 1 000 fi (300 m) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.";

*** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note.– Guidance material relating to vertical separation is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 95 74).";

(b) by deleting the table in paragraph *(n)*(ii) and substituting the following table:

"Non-RVSM – FEET

c) in other areas where feet are the primary unit of measurement for altitude:

TRACK *

From 000 degrees to 179 degrees **						From 180 degrees to 359 degrees **					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
	Level			Level			Level			Level	
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1 000	300	-	-	-	020	2 000	600	-	-	-
030	3 000	900	035	3 500	1 050	040	4 000	1 200	045	4 500	1 350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850	300	30 000	9 150	310	31 000	9 450	320	32 000	9 750
330	33 000	10 050	340	34 000	10 350	350	35 000	10 650	360	36 000	10 950
370	37 000	11 300	380	38 000	11 600	390	39 000	11 900	400	40 000	12 200
410	41 000	12 500	420	42 000	12 800	430	43 000	13 100	440	44 000	13 400
450	45 000	13 700	460	46 000	14 000	470	47 000	14 350	480	48 000	14 650
490	49 000	14 950	500	50 000	15 250	510	51 000	15 550	520	52 000	15 850
etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.

* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note.– Guidance material relating to vertical separation is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive (Doc 9574).".

27. Schedule 9 of the Regulations is amended— Schedule 9 amended

(a) in Part H—

(i) in paragraph *(b)*, by deleting the words "As noted, check airmen may waive certain events on the flight test based on an assessment of the pilot's demonstrated level of performance.";

(ii) in Table A, by deleting the words "May be waived." wherever they occur;

(b) in Part M—

(i) by deleting paragraphs *(a)* and *(b)* and substituting the following paragraph:

"*(e)* Each cabin crew member must participate—

(i) in a visit to an aircraft to be operated; and

(ii) in familiarization flight as described in paragraph *(b)* below,";

(ii) by renumbering paragraphs *(c)* and *(d)* as paragraphs *(b)* and *(c)*, respectively;

(c) in Part N—

(i) by deleting paragraph *(j)*(vi)(B) and substituting the following paragraph:

"(B) applicable to pilot in command only: visual approach with- 50% loss of power on—

(i) one engine for a 2-engined aeroplane; and

(ii) two engines for a 3-engined or a 4-engined aeroplane;";

(ii) by deleting paragraph *(j)*(vi)(E) and (F) and substituting the following paragraphs:

"(E) instrument flight rules non-precision approaches for the intended area of operation; and

(F) non-precision approach for the intended area of operation with one engine inoperative;".

28. Schedule 12 of the Regulations is amended by deleting the words *"Regulation 214"* and substituting the words *"Regulation 192"*. Schedule 12 amended

Made by the Trinidad and Tobago Civil Aviation Authority this 30th day of August, 2016.

R. LUTCHMEDIAL
Trinidad and Tobago
Civil Aviation Authority

Approved by the Minister of Works and Transport this 30th day of August, 2016.

F. E. HINDS
Minister of Works and Transport

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