

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER
UNDER SECTION 33 OF THE CIVIL AVIATION ACT

THE CIVIL AVIATION [(NO. 1) GENERAL APPLICATION AND
PERSONNEL LICENSING] REGULATIONS, 2004

1. These Regulations may be cited as the Civil Aviation [(No. 1) General
Application and Personnel Licensing] Regulations, 2004.

Citation

2. In these Regulations —

Interpretation
No.11 of 2001

“Act” means the Civil Aviation Act, 2001;

“aerodrome” means a defined area on land or water, including buildings,
installations and equipment, intended to be used either wholly or in part for
the arrival, departure and surface movement of aircraft;

“aeronautical experience” means pilot time obtained in an aircraft, approved
flight simulator or approved flight-training device for meeting the training
and flight time requirements of these Regulations;

“aeronautical knowledge test” means a test on the aeronautical knowledge
areas required for an airman licence or rating that can be administered in
written form or by a computer;

“aeronautical product” means any aircraft engine, propeller, or sub-assembly,
appliance, material, part or component to be installed on an aircraft, or any
aircraft;

“aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in
flight chiefly from aerodynamic reactions on surfaces which remain fixed
under given conditions of flight;

“aircraft” means any machine that can derive support in the atmosphere from
the reactions of the air other than the reactions of the air against the earth’s
surface;

“aircraft category” means the classification of aircraft according to specified
basic characteristics such as aeroplane, rotorcraft, glider or lighter-than-air;

- “aircraft component” means any component part of an aircraft up to and including a complete powerplant and any operational or emergency equipment;
- “Aircraft Maintenance Programme”, means a maintenance programme approved by the Authority;
- “aircraft required to be operated with a co-pilot” means a type of aircraft that is required to be operated with a co-pilot as specified in the aircraft flight manual or under the air operator certificate;
- “aircraft type” means all aircraft of the same basic design;
- “airframe” means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces, including rotors but excluding propellers and rotating airfoils of a powerplant, landing gear of an aircraft and their accessories and controls;
- “Aircraft Maintenance Engineer” means a person approved by the Authority to perform defined maintenance upon aeronautical products and includes persons similarly qualified by other Contracting States and referred to as “licenced mechanic”, “certificated mechanic” or “certified mechanic”, “aviation maintenance technician”, “Aircraft Maintenance Technician Licence holder” or by any other term which means an Aircraft Maintenance Engineer;
- “airman licence” means either a Pilot Licence, Flight Engineer Licence, an Air Traffic Control Licence, Aircraft Maintenance Licence issued in accordance with these Regulations;
- “airmanship” means the consistent use of good judgment and well- developed knowledge, skill and attitude to accomplish flight objectives;
- “air operator” means a person who undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement;
- “airship” means a power-driven lighter-than-air aircraft;
- “air transport service” means a service for the carriage by air of passengers, cargo or mail;
- “Air Traffic Control” means a service that promotes the safe, orderly, and expeditious flow of air traffic at aerodromes and during the approach, departure and en route environments;
- “Air Traffic Control Facility” means an area control centre, approach control unit and an aerodrome control tower;

“Air Traffic Services surveillance service” means a service provided directly by means of an Air Traffic Services surveillance system;

“Air Traffic Services surveillance system” means a ground-based system that enables the identification of aircraft such as Automatic Dependant Surveillance-Broadcast, Primary Surveillance Radar and Secondary Surveillance Radar;

“appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft and is not part of an airframe, powerplant, or propeller;

“approved by the Authority” means approved by the Authority directly or in accordance with a procedure approved by the Authority;

“approved flight training device”, means a flight training device that has—

(a) a cockpit that accurately replicates a specific make, model and type of aircraft cockpit; and

(b) handling characteristics that accurately model the aircraft handling characteristics;

“Approved Maintenance Organization” means an organization approved by the Authority or by a civil aviation authority of another Contracting State to perform specific aircraft maintenance activities by the Authority by a civil aviation authority of another Contracting State including the inspection, overhaul, maintenance, repair and modification and release to service of aircraft or aeronautical products;

“approved maintenance programme” means a maintenance programme approved by the State of Registry;

“approved standard” means a manufacturing, design, maintenance, or quality standard approved by the Authority;

“approved training” means training conducted under special curricula and supervision approved by the Authority that, in the case of flight crew members, is conducted within an approved training organization;

“approved Training Organization” means an organization approved by the Authority to perform flight crew training and other aviation training that is specified by the Authority, operating under the supervision of the Authority and has the same meaning as “approved training Organization”;

“authorized instructor” means a person who—

(a) holds a current Flight Instructor Rating issued under Part III of these Regulations; or

(b) is authorized by the Authority to provide ground training, flight simulator training or flight training under these Regulations;

“Authority” means the Trinidad and Tobago Civil Aviation Authority established under the Act;

“Aviation Repair Specialist” means a person who holds an Aviation Repair Specialist Licence issued in accordance with regulation 177, to perform repair works on specific aeronautical products under the supervision of an Air Operator or Aircraft Maintenance Organization;

“balloon” means a non-power driven, lighter-than-air aircraft;

“Category II operations” means with respect to the operation of aircraft, a straight-in instrument landing system approach to the runway of an airport under a Category II instrument landing system instrument approach procedure issued by the Authority or the appropriate authority of another Contracting State;

“Category III operations” means with respect to the operation of aircraft, an Instrument Landing System approach to, and landing on, the runway of an airport using a Category III Instrument Landing System instrument approach procedure issued by the Authority or the appropriate authority of another Contracting State;

“commercial air transport” means the transport by air of passengers, cargo or mail for remuneration or hire;

“competency” means having adequate knowledge, ability and qualification for the task to be performed;

“competency” means a combination of knowledge, skill and attitude required to perform a task to the prescribed standard;

“competency element” means an action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits and an observable outcome;

“competency unit” means a discrete function consisting of a number of competency elements;

“complex aeroplane” means an aeroplane having flaps, a controllable propeller and except in seaplanes, a retractable landing gear;

“co-pilot” means a licenced pilot serving in a piloting capacity other than as pilot in command, who is designated as co-pilot and who meets the requirements under these Regulations for such position;

“core curriculum” means a set of courses approved by the Authority, for use by an approved Training Organization and its satellite approved Training Organizations consisting of training that is required for licensing or aircraft ratings but does not include training for tasks and circumstances unique to a particular user;

“course” means a programme of instruction to obtain—

(a) an airman licence; and

(b) rating, qualification or authorization;

“course ware” means instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programmes, audio-visual programmes, workbooks and handouts;

“Crew Resource Management” means a programme designed to improve the safety of flight operations by optimizing the safe, efficient and effective use of human resources, hardware and information through improved crew communications and co-ordination;

“cross-country” means a flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures;

“credit” means the recognition of alternative means or prior qualifications;

“currency” means a period of validity of a medical assessment required for an airman licence;

“Director General” means the Director General of Civil Aviation appointed under section 13 of the Act;

“examiner” means a person designated by the Authority to conduct an aeronautical knowledge and other tests for which he is qualified;

“error” means action or inaction by an operational person that leads to deviation from organizational or operational person’s intentions or expectations;

“error management” means the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired aircraft condition;

- “flight crew member” means a licenced crew member charged with duties essential to the operation of an aircraft during flight time;
- “flight dispatcher” means a person who holds a flight dispatcher licence or certificate from another Contracting State;
- “flight operations officer” means a person designated by the operator to engage in the control and supervision of flight operations who is qualified in accordance with the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004 and who supports, briefs and assists the pilot in command in the safe conduct of the flight;
- “flight simulation training device” means any one of the following three types of apparatus in which flight conditions are simulated on the ground:
- (a) a flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, aircraft systems control functions, the normal environment of flight crew members and the performance and flight characteristics of that type of aircraft are realistically simulated;
 - (b) a flight procedures trainer, which provides a realistic flight deck environment and which simulates instrument responses, simple control functions of mechanical, electrical, electronic aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
 - (c) a basic instrument flight trainer, which is equipped with appropriate instruments and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions;
- “flight simulator” means a device that—
- (a) is a full-size aircraft cockpit replica of a specific type, make, model and series of aircraft;
 - (b) includes the hardware and software necessary to represent the aircraft in ground operations and flight operations;
 - (c) uses a force cueing system that provides cues at least equivalent to those cues provided by a three degree freedom of motion system;
 - (d) uses a visual system that provides at least a 45- degree horizontal field of view and a 30-degree vertical field of view simultaneously for each pilot; and
 - (e) has been approved or accepted by the Authority;

“Flight Test Examiner” means a person designated by the Authority to conduct an evaluation in an aircraft, flight simulator or a flight training device for a particular type of aircraft for an operator or Approved Training Organization;

“flight time” means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

“flight time (helicopter)” means the total time from the moment a helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped;

“flight training” means training other than ground training, received from an authorized instructor in flight in an aircraft;

“flight training device” means an instrument that—

(a) is a full-size replica of the instruments, equipment, panels, and controls of an aircraft, open or in an enclosed cockpit, including the hardware and software for the systems installed, that is necessary to simulate the aircraft in ground and flight operations;

(b) need not have a force cueing or visual system; and

(c) has been approved or accepted by the Authority;

“flight training equipment” means an aircraft, flight simulator or a flight training device;

“glider” means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

“gyroplane” means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axis;

“helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

“inspection” means the examination of an aircraft or aeronautical product to establish compliance with a standard approved by the Authority;

“Inspector” means a person designated by the Director General under regulation 3(4) to conduct an inspection, aeronautical knowledge test, skill test and proficiency check, as applicable, for an airman licence and ratings;

“instrument approach” means procedure for approach prescribed by the Authority having jurisdiction over an aerodrome;

“instrument training” means training that is received from an authorized instructor under actual or simulated instrument meteorological conditions;

“large aircraft” means an aeroplane having a maximum certified take-off mass of five thousand and seven hundred kilogrammes or more or a helicopter having a maximum certified take-off mass of three thousand, one hundred and seventy-five kilogrammes or more;

“likely” means, with respect to the medical provisions of these Regulations, with a probability of occurring that is unacceptable to the medical assessor;

“maintenance” means the performance of tasks required to ensure the continuing airworthiness of an aircraft or aeronautical product including any one or combination of overhaul, inspection, replacement, defect rectification and the embodiment of modification or repair;

“medical assessment” means the evidence issued by the Authority or the relevant authority of a Contracting State that the licence holder meets specific requirements of medical fitness;

“medical assessor” means a physician qualified and experienced in the practice of aviation medicine who evaluates medical reports submitted to the Authority by medical examiners;

“medical examiner” means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed;

“medical certificate” means a Class 1, Class 2 or Class 3 medical certificate issued in accordance with Part VIII;

“Minimum Equipment List” means a list approved by the Authority which provides for the operation of aircraft subject to specified conditions, with particular equipment inoperative, prepared by an air operator or operator of an aircraft, in compliance with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type by the aircraft manufacturer and approved in the State of Design;

“national air operator” means a person who has been issued a Trinidad and Tobago Air Operator Certificate by the Authority under the Act;

“night” means the hours between the end of evening civil twilight, when the center of the disc of the sun is 6° below the horizon and the beginning of the morning civil twilight, when the centre of the disc of the sun is 6° below the horizon;

“operating position” means an air traffic control function performed within or directly associated with an Air Traffic Control Facility;

“performance criteria” means a simple evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved;

“pilot” means a person holding a Student Pilot Licence, Private Pilot Licence, Commercial Pilot Licence or Airline Transport Pilot Licence issued in accordance with these Regulations;

“pilot in command” means the person responsible for the operation and safety of the aircraft during flight time;

“pilot in command under supervision” means a co-pilot performing, under supervision of the pilot in command, the duties and functions of a pilot in command, in accordance with a method of supervision acceptable to the Authority;

“pilot time” means that time in which a person—

(a) serves as a required pilot;

(b) receives training from an authorized instructor in an aircraft, flight simulator, or approved flight training device; or

(c) gives training as an authorized instructor in an aircraft, flight simulator, or approved flight training device;

“powered-lift” means a heavier-than-air aircraft capable of vertical takeoff, vertical landing, low speed flight and depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on non-rotating airfoil for lift during horizontal flight;

“powerplant” means an engine that is used or intended to be used for propelling an aircraft and includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers;

“proficiency check” means a competency test on areas of operation to assess continued skills for a licence, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;

“propeller” means a device for propelling an aircraft that has blades on a powerplant-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

“quality system” means documented organizational policies and procedures, internal audit of those policies and procedures, management review and recommendation for quality improvement;

“rating” means an authorization entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence or certificate;

“recency” means the prescribed period of time since an airman last exercised the privileges of his licence, rating or authorization;

“release to service” means an aeronautical product is certified as either airworthy or serviceable and is permitted to return to normal operations;

“repair” means the restoration of an aircraft or aeronautical product to a serviceable condition in compliance with an approved standard;

“rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

“significant” means, with respect to the medical provisions of these Regulations, to a degree of a nature that is likely to jeopardize flight safety;

“skill test” means a competency test on the areas of operations for the initial issue of a licence, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;

“small aeroplane” means an aeroplane having a maximum certified take-off mass of less than five thousand and seven hundred kilogrammes;

“solo flight” means flight time during which a Student Pilot is the sole occupant of the aircraft, or that flight time during which the Student acts as a pilot in command of a gas balloon or an airship requiring more than one flight crew member;

“State of Registry” means the Contracting State on whose register an aircraft is entered;

“threat” means an event or error that occur beyond the influence of an operational person, which increase operational complexity and which must be managed to maintain the margin of safety;

“threat management” means the process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft condition;

“training programme” means a programme that consists of courses, courseware, facilities, flight training equipment, and qualified personnel necessary to accomplish a specific training objective and may include a core curriculum and a specialty curriculum;

“training time” means the time spent receiving, from an authorized instructor, flight training, ground training, or simulated flight training in a flight simulator or approved flight-training device;

“Trinidad and Tobago aircraft” means aircraft registered in Trinidad and Tobago;

“Trinidad and Tobago Air Operator Certificate” means an Air Operator Certificate issued by the Authority under the Act; and

“type rating” means a rating issued with respect to a specific type of aircraft.

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