

PART V

TESTING AND TRAINING

106. This Part prescribes the testing and training procedures for airmen and training equipment requirements Applicability

General Training and Testing for Airmen

107. (1) A test prescribed by or under this Part shall be administered at the times, places and by the persons designated by the Authority. General training and testing for airmen

(2) A person wishing to obtain a licence or rating may be required to take—

(a) an aeronautical knowledge test; and

(b) a skill test.

Skill Test for Airmen

108. (1) An applicant for a Pilot Licence, Flight Engineer Licence or Flight Instructor Rating who is required to take a skill test, shall meet all applicable requirements for the licence or rating sought, with the last flight under instruction having been completed within the preceding six months of the application. Requirements to take skill test

(2) Where an applicant under this regulation, does not complete all the increments of a skill test for a licence or rating on one date, he shall complete all remaining increments of the skill test not more than sixty days after that date.

(3) Where an applicant under this regulation, does not satisfactorily complete all increments of the skill test for a licence or a rating within sixty days after beginning the skill test, he shall complete the entire skill test again, including those increments satisfactorily completed.

(4) Except as provided in subregulation (5), to be eligible for a skill test for a licence or rating issued in accordance with these Regulations, an applicant shall—

(a) pass the required knowledge test within the twenty-four month period preceding the month the applicant completes the skill test, where a aeronautical knowledge test is required;

(b) present the aeronautical knowledge report at the time of application for the skill test, where an aeronautical knowledge test is required;

- (c) have satisfactorily accomplished the required instruction and obtained the aeronautical experience prescribed under these Regulations for the licence or rating sought;
 - (d) meet the prescribed age requirement for the issuance of the licence or rating sought; and
 - (e) have an endorsement in his logbook or training record that has been signed by an authorized instructor who certifies that the applicant—
 - (i) has received and logged training time within sixty days preceding the date of application in preparation for the skill test;
 - (ii) is prepared for the required skill test; and
 - (iii) has demonstrated satisfactory aeronautical knowledge of the subject areas in which the applicant was deficient on the previous aeronautical knowledge test.
- (5) An applicant for an Airline Transport Pilot Licence or an additional rating to an Airline Transport Pilot Licence may take the skill test for that licence or rating with an expired aeronautical knowledge test report, provided that the applicant—
- (a) is employed as a flight crew member by a national air operator at the time of the skill test and has satisfactorily accomplished the approved pilot in command aircraft qualification training programme of the national air operator appropriate to the airman licence and rating sought; and
 - (b) has qualification training requirements appropriate to the airman licence and rating sought.

Procedures for Skill Tests for Airmen

109. (1) The ability of an applicant to hold a licence or rating issued under these Regulations shall be based upon the ability of the applicant as assessed by the Flight Test Examiner to safely meet the following requirements during a skill test:

- (a) perform the tasks specified in the areas of operation for the licence or rating sought within the prescribed standards;
- (b) demonstrate mastery of the aircraft in accordance with Part C of Schedule 3 for the Private Pilot Licence and Part C of Schedule 4 for the Commercial Pilot Licence and Airline Transport Pilot Licence with the successful outcome of each task never seriously in doubt;
- (c) demonstrate reasonable judgement in airmanship;

General
procedures
for skill test

Schedule 3
Part C
Schedule 4
Part C

- (d) complete all manoeuvres with smoothness and accuracy;
- (e) operate the aircraft within its limitations; and
- (f) demonstrate single pilot competence where the aircraft is type certified for single pilot operations.

(2) Where an applicant does not demonstrate proficiency without the aid of a co-pilot, the Director General shall recommend the Authority place the limitation, “Co-pilot Required” on the airman licence of the applicant.

(3) An applicant under subregulation (2), may upon passing the appropriate skill test and by demonstrating single pilot competency in that aircraft, apply to have the limitation removed—

- (a) the failure by an applicant for an airman licence or rating of any area of operation, shall be treated as a failure of the skill test;
- (b) where an applicant under these regulations fails a skill test, he shall be issued with a “Notice of Disapproval” in the prescribed form;
- (c) an applicant for an airman licence or rating, is not eligible for such airman licence or rating until all the areas of operation are passed.

(4) The Flight Test Examiner or the applicant for an airman licence or rating under this Part may discontinue a skill test at any time—

- (a) when the applicant fails one or more of the areas operation, or
- (b) due to inclement weather conditions, aircraft airworthiness, or any other safety of flight concern.

(5) Where a skill test is discontinued the applicant shall be issued a “Letter of Discontinuance” in the prescribed form and the Director General may recommend that the applicant be given credit for those areas of operation already passed, but only where the applicant—

- (a) passes the remainder of the skill test within the sixty-day period after the date the test began;
- (b) presents to the Flight Test Examiner for the retest the original Notice of Disapproval or the Letter of Discontinuance Form; and
- (c) satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, where additional training is required.

*Equipment Required for Skill Tests*Equipment
required for
skill test

110. (1) An applicant for a licence or rating issued under these Regulations shall furnish an aircraft with the necessary equipment and controls, unless he is permitted to accomplish the entire flight increment of the skill test in approved or accepted flight training equipment.

(2) An applicant for a licence or rating undergoing a skill test under these Regulations shall—

(a) provide a Trinidad and Tobago aircraft registry for each required skill test that—

(i) is of the category, class, and type, applicable to the licence or rating sought; and

(ii) has a current Airworthiness Certificate;

(b) at the discretion of the Flight Test Examiner who administers the skill test, provide an aircraft of the same category, class and type, where applicable, of foreign registry that is properly certified by the State of Registry.

(3) Subregulation (2), shall not apply where the applicant is permitted to accomplish the entire flight increment of the skill test in an approved or accepted flight training equipment.

(4) An applicant for a skill test shall use an aircraft that has—

(a) the equipment for each area of operation;

(b) no prescribed operating limitations that prohibit its use in any of the areas of operation

(c) except as provided in subregulation (6), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(d) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional observer seat is provided for the Flight Test Examiner.

(5) An applicant for a skill test shall use an aircraft, other than a lighter-than-air aircraft, that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the Flight Test Examiner determines that the skill test can be conducted safely in the aircraft without the controls being easily reached.

(6) An applicant for a skill test that involves manoeuvring an aircraft solely by reference to instruments shall furnish—

- (a) equipment on board the aircraft that permits the applicant to be assessed in the areas of operation that apply to the rating sought; and
- (b) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the Flight Test Examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Authority.

(7) An applicant may complete a skill test in an aircraft having a single set of controls, provided the—

- (a) Flight Examiner agrees to conduct the test;
- (b) test does not involve a demonstration of instrument skills; and
- (c) proficiency of the applicant can be observed by a Flight Test Examiner who is in a position to observe the applicant.

Re-testing after Failure

111.(1) An applicant who fails an aeronautical knowledge test, skill test may reapply to the Authority only after he has received—

Procedure for
re-testing
after failure

- (a) the necessary training from an authorized instructor who has determined that the applicant is prepared for such test; and
- (b) an endorsement from an authorized instructor who gave the applicant the additional training.

(2) An applicant for a Flight Instructor Rating—

- (a) with an aeroplane category rating; or
- (b) with a glider category rating,

who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—

- (i) receive the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test before being retested;
- (ii) furnish an aircraft for the re-test that is of the appropriate aircraft category for the rating sought and is certified for spins; and

- (iii) demonstrate satisfactory instructional proficiency on stall awareness, spins entry, spins, and spin recovery to a Flight Test Examiner during the re-test.

Flight Training and Aeronautical Experience Records

Flight training and aeronautical experience to be recorded

112. (1) A person shall record and credit the flight time for—

- (a) flight training and aeronautical experience used to meet the requirements for a licence, rating, qualification, authorization, or flight review of these Regulations; and
- (b) the aeronautical experience required to show recent flight experience requirements of these Regulations, in a manner acceptable to the Authority.

(2) Notwithstanding the generality of subregulation (1), a pilot shall enter in his logbook, the following information for each flight or lesson:

- (a) general information which shall include as applicable the—
 - (i) date;
 - (ii) total flight time;
 - (iii) location where the aircraft departed and arrived, or the location where the lesson occurred, where the training was conducted in an approved flight simulator or an approved flight training device;
 - (iv) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate; and
 - (v) name of a safety pilot, where required by the Act or Regulations made thereunder;
- (b) type of pilot experience or training which shall include as applicable—
 - (i) solo;
 - (ii) pilot in command;
 - (iii) co-pilot;
 - (iv) flight and ground training received from an authorized instructor; or

(v) training received in an approved flight simulator or approved flight training device from an authorized instructor;

(c) conditions of flight which shall include as applicable—

(i) day or night;

(ii) actual instrument; or

(iii) simulated instrument conditions in flight, an approved flight simulator, or an approved flight training device.

(3) The pilot time described in this regulation may be used to—

(a) apply for a licence or rating under these Regulations; or

(b) satisfy the recent flight experience requirements of the Act or Regulations made thereunder.

(4) Except for a Student Pilot acting as pilot in command of an airship requiring more than one flight crew member, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(5) A Student Pilot or a pilot shall be entitled to be credited in full with all solo, flight instruction and pilot in command flight time towards the total flight time required for the initial issue of a pilot licence or the issue of the higher grade of pilot licence.

(6) A Private Pilot or Commercial Pilot may log pilot in command time only for that flight time during which that person is—

(a) the sole manipulator of the controls of an aircraft for which the pilot is rated;

(b) operating as pilot in command of an aircraft on which more than one pilot is required under the Type Rating of the aircraft or the regulations under which the flight is conducted; or

(c) the sole occupant of the aircraft.

(7) An Airline Transport Pilot may log as pilot in command time all of the flight time while acting as pilot in command of an operation requiring an Airline Transport Pilot Licence.

(8) A Flight Instructor may log as pilot in command time all flight time while performing as a Flight Instructor.

(9) A Student Pilot may log pilot in command time all of the flight time when operating as a student pilot—

- (a) is the sole occupant of the aircraft or is performing functions of the pilot in command of an airship requiring more than one flight crew member; or
- (b) has a current solo flight endorsement as required under Regulation 27; or
- (c) is undergoing training for a pilot licence or rating.

(10) A pilot, when acting as co-pilot at a pilot station of an aircraft certified for operation by a single pilot but required by the Authority to be operated with a co-pilot, shall be entitled to be credited with not more than fifty per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

(10A) Notwithstanding subregulation (10), where the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in multi-crew operation, the pilot acting as co-pilot may be credited in full with that flight time towards the total flight time required for a higher grade of pilot licence.

(10B) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certified to be operated with a co-pilot, shall be entitled to be credited in full with that flight time towards the total flight time required for a higher grade of pilot licence.

(10C) The holder of a pilot licence, when acting as pilot in command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

(11) A pilot may log co-pilot flight time only for that flight time during which that pilot—

- (a) is qualified in accordance with the co-pilot requirements of regulation 71 and occupies a crew member station in an aircraft that requires more than one pilot by the type certificate of the aircraft; or
- (b) holds the appropriate category, class, and Instrument Rating, where an Instrument Rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

(12) A pilot may log instrument flight time only for that flight time when he operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(13) A Flight Instructor may log instrument flight time under subregulation (13), when conducting instrument flight instruction in actual instrument flight conditions.

(14) For the purposes of logging instrument flight time under subregulations (12) and (13) to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in the logbook of such person:

- (a) the location and type of each instrument approach accomplished; and
- (b) the name of the safety pilot, where required.

(15) Approved or accepted flight training equipment may be used by a person to log instrument flight time under subregulations (12), (13) and (14), provided an authorized instructor is present during the simulated flight.

(16) A pilot may record training time when he receives training from an authorized instructor in an aircraft, approved flight simulator, or approved flight training device.

(17) The training time under subregulation (16), shall be recorded in a logbook and shall—

- (a) be endorsed in a legible manner by the authorized instructor; and
- (b) include a description of the training given, the length of the training lesson, and the instructor's signature, licence number, and licence expiration date.

Limitation on the use of Flight Simulation Training Device for Acquisition of Experience and Demonstrations of Skill

113. (1) A pilot shall not receive credit for any flight simulation training device for satisfying any training, testing or checking requirements of this Part or for the acquisition of experience unless that flight simulation training device is appropriate to the task and is—

Limitation on the use of flight simulator and flight training devices

- (a) approved by the civil aviation authority of another Contracting State and accepted by the Authority; or
- (b) approved by the Authority for—
 - (i) training, testing and checking for which it is used;
 - (ii) each particular manoeuvre, procedure, or crew member function performed; and
 - (iii) the representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight simulation training devices.

(2) An approval or acceptance under subregulation (1) of a flight training equipment shall be on an annual basis.

(3) The Director General may recommend that the Authority consider as a flight simulation training device, any device used for flight training, testing, or checking which has been accepted or approved by it prior to these Regulations coming into force and which performs as originally designed, where it is used for the same purposes for which it was originally approved or accepted and only to the extent of such approval or acceptance.

(4) The Director General may recommend that the Authority approve or accept a device other than a flight simulation training device for specific purposes.

Flight Training Equipment for Aeroplane Category to be Conducted in Accordance with Approved Course

Flight training equipment for aeroplane category to be conducted in accordance with approved course

114. (1) Where approved or accepted flight training equipment is used to accomplish any of the training and required skill test for a pilot licence with an aeroplanes category, class, and Type Rating, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an approved Aviation Training Organization.

(2) Where flight training equipment is used to accomplish any of the training and the required skill test for an additional aeroplane category, class, and Type Rating for a pilot licence, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an organization approved to conduct such courses.

(3) In order to complete all training and testing under subregulation (2), with the exception of pre-flight inspection, for an additional aeroplane rating without limitations when using a flight simulator—

- (a) the flight simulator shall be approved as Level C or Level D; and
- (b) the applicant for an additional rating under these Regulations shall meet any one of the following experience and qualification requirements:
 - (i) hold a Type Rating for a turbojet or turbofan aeroplane of the same class of aeroplanes for which the Type Rating is sought;
 - (ii) hold a Type Rating for a turbo propeller aeroplane of the same class of aeroplanes for which the Type Rating is sought;
 - (iii) have at least two thousand hours of flight time, of which five hundred hours is in turbine-powered aeroplanes of the same class of aeroplanes for which the Type Rating is sought;

- (iv) have at least five hundred hours of flight time in the same type of aeroplane as the aircraft for which the rating is sought; and
- (v) have at least one thousand hours of flight time in at least two different aeroplanes requiring a Type Rating.

(4) Subject to the limitations set out in subregulation (5), an applicant who does not meet the requirements of subregulation (3), may complete all training and testing for a pilot licence or rating when using a flight simulator where—

- (a) the flight simulator is approved as a Level C or Level D; and
- (b) the applicant for an additional rating under this regulation meets at least one of the following requirements:
 - (i) holds a Type Rating in a propeller-driven aeroplane where a Type Rating in a turbojet or turbofan aeroplanes is sought, or holds a Type Rating in a turbojet or turbofan aeroplanes where a Type Rating in a propeller-driven aeroplane is sought; or
 - (ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional aeroplane rating, has logged—
 - (A) at least one hundred hours of flight time in aeroplanes of the same class for which the Type Rating is sought and which requires a Type Rating; and
 - (C) at least twenty-five hours of flight time in aeroplanes of the same type for which the rating is sought.

(5) An applicant meeting only the requirements of subregulation (3), shall be issued a rating with a limitation which shall state the following, “This licence is subject to pilot in command limitations for the additional rating”.

(6) An applicant under this regulation who has been issued a pilot licence with the limitation specified in subregulation (5)—

- (a) shall not act as pilot in command of aeroplanes for which the rating was obtained under the provisions of this regulation until the limitation is removed from his pilot licence; and
- (b) may have the limitation removed by accomplishing fifteen hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of aeroplane to which the limitation applies.

(7) An applicant under this regulation, who does not meet the requirements of subregulation (3) or (4), may be issued a rating, where he complies with—

(a) subregulation (2), and the following tasks, which shall be successfully completed on a static aeroplane or in flight, as appropriate—

(i) pre-flight inspection;

(ii) normal takeoff;

(iii) normal Instrument Landing System approach;

(iv) missed approach; and

(v) normal landing; and

(b) subregulations (8) and (9).

(8) An applicant who does not meet the requirements of subregulation (3), (4) or (7)(a) shall be issued a licence or rating with a limitation which shall state, “This licence is subject to pilot in command limitations for the additional rating”.

(9) An applicant under this regulation who has been issued a pilot licence with the limitation specified in subregulation (8)—

(a) shall not act as pilot in command of that aeroplane for which the rating was obtained under the provisions of this regulation until the limitation is removed from the pilot licence; and

(b) may have the limitation removed by accomplishing twenty- five hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in that aeroplanes of the same type to which the limitation applies.

Approved or Accepted Flight Training Equipment

115. (1) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for the initial issue of a pilot licence with a rotorcraft-helicopter class and Type Rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved Aviation Training Organization.

Applicant,
approved flight
simulator and
approved or
accepted flight
training devices
for rotorcraft,
helicopter class
and Type
Rating

(2) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional rotorcraft-helicopter class and Type Rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved Aviation Training Organization or in an approved or accepted flight simulator.

(3) Where an applicant seeks an additional Type Rating in a turbine-powered helicopter he shall meet at least one of the following requirements:

- (a) hold a Type Rating in a turbine-powered helicopter;
- (b) have at least two thousand hours of flight time that includes at least five hundred hours in turbine-powered helicopters;
- (c) have at least five hundred hours of flight time in turbine powered helicopters; or
- (d) have at least one thousand hours of flight time in at least two different turbine-powered helicopters.

(4) Subject to the limitation of subregulation (5), an applicant under this regulation who does not meet the requirements of subregulation (3) may complete all training and testing, with the exception of pre-flight inspection, for a pilot licence or rating when using a flight simulator where—

- (a) the flight simulator is approved as Level C or Level D; and
- (b) he meets at least one of the following requirements:
 - (i) holds a Type Rating in a turbine-powered helicopter where a Type Rating in a turbine powered helicopter is sought; or
 - (ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional helicopter rating, has logged at least twenty-five hours of flight time in helicopters of the same type for which the rating is sought.

(5) An applicant meeting only the requirements of subregulation (2) shall be issued a rating with a limitation which shall state, “This licence is subject to pilot in command limitations for the additional rating”.

(6) An applicant under this regulation who is issued a pilot licence with the limitation specified in subregulation (5)—

(a) shall not act as pilot in command of a helicopter for which the rating was obtained under the provisions of this regulation until the limitation is removed from the pilot licence; and

(b) may have the limitation removed by accomplishing fifteen hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of helicopter to which the limitation applies.

(7) An applicant under this regulation who does not meet the requirements of subregulations (3) or (4), may be issued a rating upon—

(a) compliance with subregulation (1) and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:

(i) pre-flight inspection;

(ii) normal takeoff;

(iii) normal Instrument Landing System approach;

(iv) missed approach; and

(v) normal landing;

(b) compliance with subregulation (1).

(8) An applicant who does not meet the requirements of subregulation (3), (4) or (7)(a) shall be issued a rating with a limitation which shall state, “This licence is subject to pilot in command limitations for the additional rating”.

(9) An applicant who has been issued a pilot licence with the limitation specified in subregulation (8)—

(a) shall not act as pilot in command of that helicopter for which the rating was obtained under the provisions of this regulation until the limitation is removed from the pilot licence; and

(b) may have the limitation removed by accomplishing twenty- five hours of supervised operating experience as pilot in command under the supervision of a qualified pilot in command with recency of experience in the seat normally occupied by the pilot in command, in that helicopter of the same type to which the limitation applies

***Approved or Accepted Flight Training Equipment for
Powered-Lift***

116. (1) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for a pilot licence with a powered-lift category and Type Rating, such training is subject to the following requirements:

Applicant approved flight simulator or flight training device for powered-lift category and Type Rating to meet certain requirements

- (a) requirements of regulations 114;
- (b) the applicant shall meet at least one of the following if a Type Rating is sought in a turbine powered-lift:
 - (i) hold a Type Rating in a turbine powered-lift;
 - (ii) have at least two thousand hours of flight time that includes at least five hundred hours in a turbine powered-lift;
 - (iii) have at least five hundred hours of flight time in a turbine powered-lift;
 - (iv) have at least one thousand hours of flight time in a turbine powered-lift.

(2) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional powered-lift category and Type Rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved Aviation Training Organization or in an approved or accepted flight simulator.

(3) Subject to the limitation described in subregulation 114 (9), an applicant who does not meet the requirements of subregulation 114(2), may complete all training and testing, with the exception of pre-flight inspection, for a rating when using a flight simulator where—

- (a) the flight simulator is approved as Level C or Level D; and
- (b) the applicant meets at least one of the following:
 - (i) holds a Type Rating in a turbine powered-lift if a Type Rating in a turbine powered-lift is sought; or
 - (ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional powered-lift rating, has logged at least twenty-five hours of flight time in powered-lifts of the same type for which the rating is sought.

Graduates of an Approved Training Programme

Graduation certificate to be sufficient evidence of training and experience

117. (1) A graduation certificate issued by an approved Aviation Training Organization, and presented to the Authority within sixty days of such graduation shall be sufficient evidence that the applicant has met the applicable aeronautical experience, aeronautical knowledge and areas of operation training requirements of these Regulations.

(2) Where the Director General is satisfied that an application submitted after sixty days from the date of issue of a graduation certificate, still meet the requirements of subregulation (1) he may recommend that the Authority accept such application.