

SCHEDULE 14

[Regulation 191(1)]

IMPLEMENTING STANDARDS

The following standards are numbered to correspond numerically to the relevant provisions in the regulations:

**Regulation 5**

An airman licence issued under these Regulations shall meet the following minimum standards:

- (a) an airman licence shall be printed on first quality paper or other suitable material and the items mentioned in regulation 5(1)(c) shown clearly thereon.
- (b) the following colours apply:
  - (A) white for student pilot;
  - (B) light brown for private pilot of an aeroplane;
  - (C) light blue for commercial pilot of an aeroplane;
  - (D) dark green for airline transport pilot of an aeroplane;
  - (E) pink for glider pilot;
  - (F) violet for free balloon pilot;
  - (G) brown for flight engineer;
  - (H) maroon for aircraft maintenance; and
  - (I) yellow for air traffic controller;
- (c) the Trinidad and Tobago Civil Aviation Authority ensures that the privileges granted by a pilot licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience, by the examination of the following documents:
  - (i) Pilot Medical Certificate;
  - (ii) Pilot log book;
  - (iii) Pilot Licence;
  - (iv) Pilot Authorization; and
  - (v) any other documents as may be required by the Authority;

(d) examination of the above mentioned documents may take place:

- (i) during the Renewal of Certificate of validity of the Pilot's Licence;
- (ii) during Ramp Checks; and
- (iii) during flight Checks.

**Regulation 31**

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the pilot licence for the operation of such radiotelephone.

**Regulation 33**

The following procedures meet the minimum skill requirements for a Private Pilot Licence with a helicopter rating:

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATIONS	
<i>Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.</i>	
a	Helicopter knowledge
b	Mass and balance
c	Pre-flight inspection: external and internal
d	Starting procedure
e	Taxiing including hover and air taxi
F	Pre-take-off procedures
g	ATC liaison – compliance, R/T procedures
PARAGRAPH 2 Hover manoeuvres (including confined areas)	
a	Lift off and touch down
b	Stationary hovering with head-cross-tail wind, if applicable
c	Stationary hover turns 360 degrees left and right
d	Forward, sideways and rearwards hovering
e	Simulated engine failure during hovering (at aerodromes only)
PARAGRAPH 3 Take offs (including from unprepared sites AND confined areas)	
a	Take offs (various profiles)
b	Simulated engine failure during take-off (at aerodromes only)
c	After T/O checks, departure procedure, Air Traffic Control liaison and compliance, R/T procedures
PARAGRAPH 4 Flight Procedures and manoeuvres	
a	Climbing and descending turns on to specified headings
b	Level flight, control of heading, altitude and speed
c	Level turns with 30° bank, 180° to 360° left and right, visually and 180 degrees level turns by sole reference to instruments
PARAGRAPH 5 NAVIGATION	
a	Navigation at various altitudes, map reading
b	Altitude, speed, heading control, observation of airspace, altimeter setting
c	Observation of weather conditions, assessment of trends, diversion planning
d	Monitoring of flight progress, flight log, fuel usage, instrument monitoring
e	Use of radio navigation aids

PARAGRAPH 6 Approach and landings, (including to unprepared sites and confined areas)	
a	Arrival procedures, altimeter setting, checks
b	ATC liaison and compliance, RT procedures
c	Landings (various profiles)
d	Quick stops from different speeds
e	Descent in autorotation
f	Autorotative landing (at aerodromes only)
g	Action after flight
PARAGRAPH 7 ABNORMAL AND EMERGENCY PROCEDURES (simulated where appropriate)	
a	Engine
b	Fuel system
c	Electrical system
d	Hydraulic system (if relevant)
e	Main and Tail rotor system
f	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual

**Regulation 40**

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the pilot licence for the operation of such radiotelephone.

**Regulation 42**

The following procedures meet the minimum skill requirements for a Commercial Pilot Licence with a helicopter rating:

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATION	
<i>Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.</i>	
a	Helicopter knowledge
b	Mass and balance
c	Pre-flight inspection: external and internal
d	Starting procedure
e	Taxiing including hover and air taxi
f	Pre-take-off procedures
g	ATC liaison – compliance, R/T procedures

<b>PARAGRAPH 2</b> <b>HOVER MANOEUVRES WITH AND WITHOUT STABILITY AUGMENTATION SYSTEM (SAS), IF EQUIPPED INCLUDING CONFINED AREAS</b>	
a	Lift off and touch down
b	Stationary hovering with head-cross-tail wind, if applicable
c	Stationary hover turns 360° left and right
d	Forward, sideward and rearward hovering
e	Simulated engine failure during hovering (at aerodromes only)
<b>PARAGRAPH 3</b> <b>TAKE-OFFS (INCLUDING FROM UNPREPARED SITES AND CONFINED AREAS)</b>	
a	Take-offs (various profiles)
b	After T/O checks departure procedure, ATC liaison and compliance, R/T procedures
<b>PARAGRAPH 4</b> <b>FLIGHT MANOEUVRES AND PROCEDURES BY SOLE REFERENCE TO INSTRUMENTS</b>	
a	Climbing and descending turns on to specified headings
b	Level flight, control of heading, altitude and airspeed
c	Recovery from unusual attitudes
d	Turns with 30° bank, 180° to 360° degrees left and right
<b>PARAGRAPH 5</b> <b>EN ROUTE PROCEDURES</b>	
a	Navigation at various altitudes, map reading
b	Altitude, speed, heading control, observation of airspace, altimeter setting
c	Observation of weather conditions, assessment of trends, diversion planning
d	Monitoring of flight progress, flight log, fuel usage, instrument monitoring
e	Tracking, positioning (NDB and/or VOR), identification of facilities
<b>PARAGRAPH 6</b> <b>APPROACH AND LANDINGS, (INCLUDING TO UNPREPARED SITES AND CONFINED AREAS)</b>	
a	Arrival procedures, altimeter setting, checks
b	ATC liaison and compliance, R/T procedures
c	Landings (various profiles)
d	Quick stops from different speeds
e	Descend in autorotation
f	Autorotative landing (at aerodromes only) (Straight in, 90° and 180° turn)
<b>PARAGRAPH 7</b> <b>ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)</b>	
a	Engine
b	Fuel system
c	Electrical system
d	Hydraulic system
e	Main and Tail rotor system
f	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual

**Regulation 50**

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the authority endorse the pilot licence for the operation of such radiotelephone.

**Regulation 58**

The following procedures meet the minimum skill requirements for a Type Rating for an Airline Transport Pilot Licence:

(a) the symbols hereunder has the meaning that follows:

“P”= Trained as pilot in command or co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable;

“X”= Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used except where indicated.

(b) the practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (>). The following abbreviations are used to indicate the training equipment used:

A/C= Aircraft

S = Flight Simulator

TD = Flight Training Device

TD = Other Training Devices

(c) the starred items (\*) shall be flown in actual or simulated Instrument Meteorological Conditions.

(d) where the letter “M” appears in the skill test/ proficiency check column this will indicate the mandatory exercise.

(e) a flight simulator shall be used for practical training if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the flight simulator as set out in the Act or Regulations made thereunder;

(ii) the qualifications of the instructor and examiner;

(iii) the amount of line-orientated simulator training provided on the course;

(iv) the qualifications and previous line operating experience of the pilot under training; and

(v) the amount of supervised line flying experience provided after the issue of the new type rating.

	PRACTICAL TRAINING				Instructor initials when training completed	ATPL/TYPE-RATING SKILL TEST/PROF. CHECK	
	OTD	FTD	FS	A/C		Chkd in FS A/C	FE initials when test completed
<b>Manoeuvres/Procedures</b> Aeroplanes certificated for two pilots shall include MCC training and testing.							
<b>PARAGRAPH 1</b>							
<b>1 Flight preparation</b>	P						
1.1 Performance calculation							
1.2 Aeroplane ext. visual inspect.; location of each item and purpose of inspection				P			
1.3 Cockpit inspection		P					
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	P	>	>	>		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor.			P	>			
1.6 Pre-flight checks		P	>	>		M	
<b>PARAGRAPH 2</b>							
<b>2 Take-offs</b>							
2.1 Normal take offs with different flap settings, including expedited take off.			P	>			
2.2 Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne.			P*	>			
2.3 Cross wind take-off (aircraft, if practicable)			P	>			
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			P	>			
2.5 Take-offs with simulated. engine failure			P*	>			
2.5.1* shortly after reaching V2, or							

<i>*Unless otherwise approved by the Authority, the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2.</i>							
2.5.2 between V1 and V2, or			P*	X		M* FS Only	
2.5.3 as close as possible after V1, when V1 and V2 or V1 and VR are identical.			P*	X		M* FS Only	
2.5.4 Rejected take-off at a reasonable speed before reaching V1, giving due consideration to aeroplane characteristics, runway length, surface conditions, wind direction, brake heat energy, and any other factors that might adversely affect safety.			P	>X		M	
<b>PARAGRAPH 3</b>							
<b>3 Flight Manoeuvres and Procedures</b>			P				
3.1 Turns with and without spoilers.							
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P	>X An aircraft may not be used for this exercise		M	
3.3 Normal operation of systems and controls engineer's panel.	P	>	>	>			
3.4 Normal and abnormal operations of following systems:						A minimum of 3 items shall be selected from 3.4 to 3.5 inclusive.	
3.4.0 Engine (if necessary propeller)	P	>	>	>			
3.4.1 Pressurisation and air-conditioning	P	>	>	>			

3.4.2 Pitot/static system	P	>	>	>			
3.4.3 Fuel system	P	>	>	>			
3.4.4 Electrical system	P	>	>	>			
3.4.5 Hydraulic system	P	>	>	>			
3.4.6 Flight control and Trim-system	P	>	>	>			
3.4.7 Anti- and de-icing system, Glare shield heating	P	>	>	>			
3.4.8 Autopilot/Flight director	P	>	>	>			
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices.	P	>	>	>			
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder.	P	>	>	>			
3.4.11 Radios, navigation equipment, instruments, flight management system.	P	>	>	>			
3.4.12 Landing gear and brake-system.	P	>	>	>			
3.4.13 Slat and flap system.	P	>	>	>			
3.4.14 Auxiliary power unit.	P	>	>	>			
<b>3.5 TCAS</b>	P	>	>				
<b>3.6 Abnormal and emergency procedures:</b>							
3.6.1 Fire drills e.g. Engine, Auxillary power unit, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P	>	>			A minimum of 3 items shall be selected from 3.6 to 3.6.8 inclusive.
3.6.2 Smoke control and removal.		P	>	>			
3.6.3 Engine failures, shut-down and restart at a safe height.		P	>	>			
3.6.4 Fuel dumping (simulated).		P	>	>			
3.6.5 Windshear at Take off/landing.			P	X			FS Only
3.6.6 Simulated cabin pressure failure/Emergency descent.			P	>			
3.6.7 Incapacitation of flight crew flight member.		P	>	>			
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual.		P	>	>			
3.7 Steep turns with 45° bank, 180° to 360° left and right.		P	>	>			

3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P	>			
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration.			P	X			
<b>3.9 Instrument flight procedures:</b>							
3.9.1 Adherence to departure and arrival routes and ATC instructions.		P*	>	>		M*	
3.9.2 Holding procedures.		P*	>	>			
3.9.3 ILS-approaches down to a decision height (DH) not less than 200 ft.			P*	>		M*	
3.9.3.1 manually, without flight director.			P*	>			
3.9.3.2 manually, with flight director.			P*	>			
3.9.3.3 automatically, with autopilot.			P*	>			
3.9.3.4 manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure. <i>Unless otherwise approved by the Authority, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the NDB or VOR approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.</i>			P*	>		M*	

3.9.4 NDB or VOC/LOC-approach down to the MDH/A.			P*	>		M*	
3.9.5 Circling approach under following conditions: (a) approach to the authorized minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorized minimum circling approach altitude; <i>Remark: if a) and b) are not possible due to Air Traffic Control reasons a simulated low visibility pattern may be performed.</i>			P*	>		M*	
<b>PARAGRAPH 4</b>							
<b>4 Missed Approach Procedures</b>							
4.1 Go-around with all engines operating* after an Instrument Landing System approach on reaching decision height.			P*	>			
4.2 Other missed approach procedures.			P*	>			
4.3 Go-around with one engine simulated inoperative* after an Instrument Landing System approach on reaching Decision Height (see also 3.9.3.4).			P*	>			
4.4 Rejected landing at 50 feet above runway threshold and go-around.			P	>			
<b>PARAGRAPH 5</b>							
<b>5 Landings</b>							
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching Decision Height.			P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P	>X an aircraft may not be used for this exercise			

5.3 Cross wind landings (aircraft, if practicable).			P	>			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.			P	>			
5.5 Landing with critical engine simulated inoperative.			P	>			
5.6 Landing with two engines simulated inoperative: – Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM. – Aeroplanes with four engines: two engines at one side.			P	X		FS Only	
<b>General remarks:</b> <b>Proposed sequence for skill test Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.</b>							
<b>PARAGRAPH 6</b> <b>6 Type rating for instrument approaches down to a decision height of less than 200 feet (CAT II/III)</b> The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a Decision Height of less than 200 feet. During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a Decision Height of less than 200 feet shall be used. 6.1 Aborted take-off at minimum authorized Runway Visual Range.			P*	>X an aircraft may not be used for this exercise			
6.2 ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			P*	>		M*	

<p>6.3 Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.</p>			P*	>			M*	
<p>6.4 Landing(s) with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.</p>			P*	>			M*	

NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.

**Contents of the Airline transport pilot Licence/Type Rating Training/ skill test and Proficiency Check on Multi-Pilot helicopters**

<b>Manoeuvres / Procedures</b> (Including MCC on multi-pilot helicopters)	
<b>PARAGRAPH 1</b>	
1+	Pre-flight preparations and checks
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection.
1.2	Cockpit inspection
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies
1.4	Taxiing /air taxiing in compliance with air traffic control instructions or on instructions of an instructor
1.5	Pre take off procedures and checks
<b>PARAGRAPH 2</b>	
2	Take-offs
2.1	Take-offs (various profiles )
2.2	Cross wind take-off (if practicable)
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)
2.4	Take-offs with simulated engine failure:
2.4.1	Shortly before reaching TDP, or DPAT
2.4.2	Shortly after reaching TDP, or DPAT

<b>PARAGRAPH 3</b>	
3	Flight manoeuvres and procedures
3.1	Turns
3.2	Landings, various profiles
3.2.1	Landing following simulated engine failure before LDP or DPBL
3.2.2	Landing following simulated engine failure after LDP or DPBL
3.3	Normal and abnormal operations of the following systems and procedures:
3.3.1	Engine
3.3.2	Air conditioning (heating, ventilation)
3.3.3	Pilot/static system
3.3.4	Fuel System
3.3.5	Electrical system
3.3.6	Hydraulic system
3.3.7	Flight control and Trim-system
3.3.8	Anti- and de-icing system
3.3.9	Autopilot/Flight director
3.3.10	Stability augmentation devices
3.3.11	Weather radar, radio altimeter, transponder
3.3.12	Area Navigation System
3.3.13	Landing gear system
3.3.14	Tail rotor control failure (if applicable)
3.3.15	Tail rotor loss (if applicable)
3.3.16	Auxiliary power unit
3.3.17	Radio, navigation equipment, instruments flight management system
3.4	Abnormal and emergency procedures
3.4.1	Fire drills (including evacuation if applicable)
3.4.2	Smoke control and removal
3.4.3	Engine failures, shut down and restart at a safe height
3.4.4	Fuel dumping (simulated)
3.4.5	Autorotation descent
3.4.6	Autorotative landing or power recovery
3.4.7	Incapacitation of crew member
3.4.8	Other emergency procedures as outlined in the appropriate Flight Manual
3.5	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments
<b>PARAGRAPH 4</b>	
4	INSTRUMENT FLIGHT PROCEDURES (To be performed in IMC or simulated IMC).
4.1	Instrument take-off : transition to instrument flight is required as soon possible after becoming airborne
4.2	Adherence to departure and arrival routes and Air Traffic Control instructions
4.3	Holding procedures
4.4	ILS-approaches down to CAT 1 decision height

4.4.1	manually, without flight director
4.4.2	manually, with flight director
4.4.3	with coupled autopilot
4.4.4	manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown, or through the complete missed approach procedure)
4.5	Non-precision approach down to the minimum descent altitude MDA/H
4.6	Circling approach under following conditions: a) Approach to the authorized minimum circling altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: b) Circling approach to another runway at least 90 degrees off centreline from final approach used in item a), at the authorized minimum circling approach altitude. Remark: if a) and b) are not possible due to Air Traffic Control reasons a simulated low visibility circuit (visibility less than 800 metres) may be performed.
4.7	Missed Approach Procedures
4.7.1	Go-around with all engines operating on reaching decision height/MDA
4.7.2	Other missed approach procedures
4.7.3	Go-around with one engine simulated inoperative on reaching decision height/MDA
4.7.4	IMC autorotation with power recovery
<b>PARAGRAPH 5</b>	
5	Additional authorization on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III) Following manoeuvres and procedures are to be trained for the purpose of type rating extension to instrument approach down to a DH of less than 60 m (200 ft) During the following instrument approaches and missed approach procedures all equipment necessary for type certification of instrument approaches down to a decision height of less than 60 m (200 ft) has to be used
5.1	Aborted take off ; at take off weather minima
5.2	Instrument Landing System approach down to a decision height applied for using flight guidance system standard procedures of crew co-ordination (task sharing, calling procedures, mutual surveillance, information and support ) are to be observed particularly
5.3	Go-around After approaches as indicated in 5.2. on reaching decision height. The transition training also has to comprise go-around due to (simulated) insufficient runway visual range, wind shear, aircraft deviation more than tolerable for a successful approach, and ground/airborne equipment failure prior to reaching decision height, furthermore, go-around with airborne equipment failure. Special attention has to be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance
5.4	Landing(s) With visual reference established at decision height following an instrument approach. Depending on the specific flight guidance system, an automatic landing has to be performed.

**PARAGRAPH 6**

6	Use of optional equipment
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**Regulation 60**

The following procedures meet the minimum skill requirements for an Instrument Rating skill test for a helicopter:

<b>PARAGRAPH 1 DEPARTURE</b>	
A	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
B	Use of Air Traffic Services document, weather document
C	Preparation of Air Traffic Control flight plan, Instrument Flight Rules flight plan/log
D	Pre-flight inspection
E	Weather minima
F	Taxing/Air taxi in compliance with Air Traffic Control or instructions of instructor
G	Pre-take off briefing, procedures and checks
H	Transition to instrument flight
I	Instrument departure procedures
<b>PARAGRAPH 2 GENERAL HANDLING</b>	
A	Control of the helicopter by reference solely to instruments, including:
B	Climbing and descending turns with sustained 30° bank
C	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns
<b>PARAGRAPH 3 EN-ROUTE IFR PROCEDURES</b>	
A	Tracking, including interception, e.g. NDB, VOR, RNAV
B	Use of radio aids
C	Level flight, control of heading, altitude and airspeed, power setting
D	Altimeter settings
E	Timing and revision of estimated times of arrival
F	Monitoring of flight progress, flight log, fuel usage, systems management
G	Ice protection procedures, simulated if necessary and applicable
H	ATC liaison and compliance, R/T procedures

<b>PARAGRAPH 4 PRECISION APPROACH</b>	
A	Setting and checking of navigational aids, identification of facilities
B	Arrival procedures, altimeter checks
C	Approach and landing briefing, including descent/approach/landing checks
D*	Holding procedure
E	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go-around action
i*	Missed approach procedure / landing
j	Air Traffic Control liaison – compliance, Radio Telephony procedures
<i>* to be performed in Paragraph 4 or Paragraph 5</i>	

<b>PARAGRAPH 5 NON-PRECISION APPROACH</b>	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go around action
i*	Missed approach procedure*/landing
j	Air Traffic Control liaison – compliance, Radio Telephony procedures
<i>* to be performed in Paragraph 4 or Paragraph 5</i>	
<b>PARAGRAPH 6 (if applicable) ABNORMAL AND EMERGENCY PROCEDURES</b>	
<i>This Paragraph may be combined with Paragraphs 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow up actions and checks, and flying accuracy, in the following situations:</i>	
a	Engine failure after take-off and approach* (at a safe altitude unless carried out in a flight simulator or flight training equipment <i>*Multi-engine helicopter only</i>
b	Failure of stability augmentation devices/hydraulic system (if applicable)
c	Limited panel
d	Autorotation and recovery to a pre-set altitude
e	Precision approach manually without flight director* Precision approach manually with flight director* <i>*Only one item to be tested</i>

**Regulation 100**

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the airman licence for the operation of such radiotelephone.

**Regulation 107–109**

The following procedures meet the minimum training and skill test standards for an airman licence:

- (a) except as provided in paragraph (b), to be eligible for a skill test for a licence or rating issued under these Regulations, an applicant shall—
  - (i) pass the required knowledge test within the twenty-four calendar-month period preceding the month the applicant completes the skill test, if a knowledge test is required;
  - (ii) present the knowledge test report at the time of application for the skill test, if a knowledge test is required;
  - (iii) have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by these Regulations for the licence or rating sought;
  - (iv) meet the prescribed age requirement of this subpart for the issuance of the licence or rating sought; and
  - (v) have an endorsement in his or her logbook or training record that has been signed by an authorized instructor who certifies that the applicant—
    - (A) has received and logged training time within sixty days preceding the date of application in preparation for the skill test;
    - (B) is prepared for the required skill test; and
    - (C) has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test;
- (b) an applicant for an Airline Transport Pilot Licence or an additional rating to an airline transport licence may take the Skill test for that licence or rating with an expired knowledge test report, provided that the applicant is employed as a—
  - (i) is employed as a flight crew member by a certificate holder under Civil Aviation [(No. 3) Air Operator Certification and Administration] at the time of the Skill test and has satisfactorily accomplished that operator's approved—
    - (A) pilot in command aircraft qualification training program that is appropriate to the licence and rating sought; and
    - (B) Qualification training requirements appropriate to the licence and rating sought; or
  - (c) is employed as a flight crew member in scheduled military air transport operations of Trinidad and Tobago at the time of the Skill test, and has accomplished the pilot in command aircraft qualification-training program that is appropriate to the licence and rating sought.

***Required Aircraft Simulation and Equipment***

- (d) *general.* Except as provided in subparagraph (d)(ii), or when permitted to accomplish the entire flight increment of the Skill test in an approved flight simulator or an approved flight training device, an applicant for a licence or rating shall furnish—
- (i) an aircraft of Trinidad and Tobago registry for each required test that—
    - (A) is of the category, class, and type, if applicable, applicable to the licence or rating sought; and
    - (B) has a current standard, limited, or primary airworthiness certificate;
  - (ii) at the discretion of the Flight Test Examiner who administers the Skill test, the applicant may furnish—
    - (A) an aircraft that has a current airworthiness certificate other than standard, limited, or primary but that otherwise meets the requirement of paragraph (d)(i);
    - (B) an aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certified by the country of registry; or
    - (C) a military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a licence or rating.

***Required equipment-excluding controls***

- (e) each applicant for a skill test shall use an aircraft that has—
- (i) the equipment for each area of operation required for the Skill test;
  - (ii) no prescribed operating limitations that prohibit its use in any of the areas of operation required for the skill test;
  - (iii) except as provided in paragraph (h), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
  - (iv) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the Flight Test Examiner.

***Required controls***

- (f) each 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.

***Simulated instrument flight equipment***

- (g) an applicant for a skill test that involves manoeuvring an aircraft solely by reference to instruments shall furnish—
- (i) equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and

- (ii) 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.

***Aircraft with single controls***

- (h) an applicant may complete a skill test in an aircraft having a single set of controls, provided the—
  - (i) examiner agrees to conduct the test;
  - (ii) test does not involve a demonstration of instrument skills; and
  - (iii) proficiency of the applicant can be observed by an Flight Test Examiner who is in a position to observe the applicant.

**Regulation 112**

The following are the minimum standards for the recording and retention of flight training and aeronautical experience records :

- (a) for the purposes of meeting the requirements of regulation 112, each person shall enter the following information for each flight or lesson logged—
  - (i) General:
    - (A) date.
    - (B) total flight time.
    - (C) location where the aircraft departed and arrived, or for lessons in an approved flight simulator or an approved flight training device, the location where the lesson occurred.
    - (D) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate.
    - (E) the name of a safety pilot, if required by the Act or regulations made thereunder.
  - (ii) type of pilot experience or training—
    - (A) solo.
    - (B) pilot in command.
    - (C) co-pilot.
    - (D) flight and ground training received from an authorized instructor.
    - (E) training received in an approved flight simulator or approved flight raining device from an authorized instructor.
  - (iii) conditions of flight—
    - (A) day or night.
    - (B) actual instrument.

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

(b) *logging of pilot time.* The pilot time described in this subparagraph may be used to—

(i) apply for a licence or rating issued under these regulations; or

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

(c) *logging of solo flight time.* Except for a student pilot acting as pilot in command of an airship requiring more than one flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(d) *logging pilot in command flight time.*

(i) a private 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) acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted; or

(C) a sole occupant.

(ii) 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.

(iii) an authorized instructor may log as pilot in command time all flight time while acting as an authorized instructor.

(iv) a student pilot may log pilot in command time when the 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 crewmember

(B) has a current solo flight endorsement as required under regulation 27; or

(C) is undergoing training for a pilot licence or rating.

(e) *logging co-pilot flight time.* A person may log co-pilot flight time only for that flight time during which that person—

(A) is qualified in accordance with the co-pilot requirements of the Act or regulations made thereunder, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or

(B) holds the appropriate category, class, and instrument rating (if 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.

*(f) logging instrument flight time.*

- (A) a person may log instrument flight time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions; and
- (B) an authorized instructor may log instrument flight time when conducting instrument flight instruction in actual instrument flight conditions;
- (C) for the purposes of logging instrument flight time to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in a person's logbook—
  - (I) the location and type of each instrument approach accomplished; and
  - (II) the name of the safety pilot, if required;
- (D) an approved flight simulator or approved flight training device may be used by a person to log instrument flight time, provided an authorized instructor is present during the simulated flight.

*(g) logging training time.*

- (i) a person may log training time when that person receives training from an authorized instructor in an aircraft, approved flight simulator, or approved flight training device.
- (ii) the training time shall be logged 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.

**Regulation 122**

Where the applicant has met the requirements pertinent to the operation of the radiotelephone, the Director General may recommend the Authority endorse the airman licence for the operation of such radiotelephone.

**Regulation 141**

Where the applicant has met the requirements pertinent to the operation of the radiotelephone, the Director General may recommend the Authority endorse the Flight Operations Officer Authorization for the operation of such radiotelephone.

**Regulation 189A**

An applicant for a licence or the holder of a licence shall meet the language proficiency requirements as follows:

- (a) to meet the language proficiency requirements under regulations 189A, an applicant for a licence or a holder of a licence shall -
  - (i) demonstrate the characteristics of a proficient speaker in a manner acceptable to the authority;
  - (ii) comply with the parameters set out in clause (b) ;and

(iii) comply with the International Civil Aviation Organization (ICAO) Language Proficiency Rating Scale Levels 4,5 and 6 set out in the Table that follows clause (b) hereunder.

(b) A person classified as a proficient speaker under clause (a) shall-

(i) communicate effectively in voice only in telephone or radio telephone and in face – to –face situations;

(ii) communicate on common, concrete and work – related topics with accuracy and clarity;

(iii) use appropriate communication strategies to exchange messages and to recognize and resolve misunderstandings in a general or work-related context such as to check, confirm or clarify information;

(iv) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occur within the context of a routine work situation or communicative task with which he is otherwise familiar; and

(v) use a dialect or accent which is intelligible to the aeronautical community.

**TABLE A**  
**ICAO LANGUAGE PROFICIENCY RATING SCALE**  
**LEVELS 1, 2 AND 3**

**Note: Levels 1, 2 and 3 describe language proficiency levels which are below the ICAO language proficiency requirements for aeronautical radiotelephony communication.**

<b>Proficiency Parameters</b>	<b>Level 1 Preliminary</b>	<b>Level 2 Elementary</b>	<b>Level 3 Pre-operational</b>
<b>Pronunciation</b>	Performs at a level below the Elementary level.	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.
<b>Structure</b>	Performs at a level below the Elementary level.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.
<b>Vocabulary</b>	Performs at a level below the Elementary level.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.

<b>Proficiency Parameters</b>	<b>Level 1 Preliminary</b>	<b>Level 2 Elementary</b>	<b>Level 3 Pre-operational</b>
<b>Comprehension</b>	Performs at a level below the Elementary level.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.
<b>Interaction</b>	Performs at a level below the Elementary level.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.

**TABLE A  
ICAO LANGUAGE PROFICIENCY RATING SCALE  
LEVELS 4, 5 AND 6**

**Note: Levels 4, 5 and 6 describe language proficiency levels that meet the ICAO language proficiency requirements for aeronautical radiotelephony communication with level 4 being rating acceptable for aeronautical radiotelephony communication.**

<b>Proficiency Parameters</b>	<b>Level 4 Operational</b>	<b>Level 5 Extended</b>	<b>Level 6 Expert</b>
<b>Pronunciation</b>	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.
<b>Structure</b>	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.
<b>Vocabulary</b>	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register

Proficiency Parameters	Level 4 Operational	Level 5 Extended	Level 6 Expert
<b>Fluency</b>	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.
<b>Comprehension</b>	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.
<b>Interaction</b>	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.

**Regulation 194 (2)**

The British Civil Airworthiness Requirements, CAP 468 Section L, Issue 13 and Airworthiness Notice No. 10, Issue 17 meet the minimum International Civil Aviation Organization requirements for giving effect to the Chicago Convention in respect of minimum standards relating to the issue of Aircraft Maintenance Engineer Licences and Ratings. Until such time as Part IX of these Regulations comes into effect, Operators may be guided by the British Civil Airworthiness Requirements, CAP 468 Section L, Issue 13 and Airworthiness Notice No. 10, Issue 17 for the issue of Aircraft Maintenance Engineer Licences and Ratings.

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