

PART II

NOTIFICATION

Responsibility for Reporting Accidents and Incidents

8. (1) The pilot in command of an aircraft involved in an accident or serious incident in Trinidad and Tobago, or if he has died or is incapacitated, a flight crew member, or if there are no surviving flight crew members or if they are incapacitated, the operator of the aircraft, as the case may be, shall, as soon as possible, notify—

Reporting
accidents or
incidents

(a) the Director General; or

(b) an air traffic control unit; and

(c) the aerodrome manager, where the accident or serious incident occurred at an aerodrome, of such accident or serious incident.

(2) Where the Director General receives information under subregulation (1) or institutes an investigation under Part III, he shall cause a notification to be forwarded with minimum delay and by the most suitable and quickest means available to—

(a) the State of Registry, for a foreign registered aircraft;

(b) the State of the Operator, for a foreign operated aircraft;

(c) the State of Design;

(d) the State of Manufacture; and

(e) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2 250 kg.

(3) The pilot in command of a Trinidad and Tobago aircraft or a foreign aircraft operated by a national air operator, involved in an accident or serious incident outside the territory of Trinidad and Tobago, or where he has died or is incapacitated, a flight crew member, or where there are no surviving flight crew members, or where they are incapacitated, the operator or owner, as the case may be, shall, as soon as possible, notify—

(a) the appropriate authority in the territory where the accident or serious incident occurred, directly or through any air traffic control unit; and

(b) the Director General, of the accident or serious incident.

(5) Where the Director General receives information under subregulation (4), he shall cause a notification to be forwarded with the minimum of delay and by the most suitable and quickest means available to—

- (a) the State of Occurrence, where such State is not aware of the occurrence;
- (b) the State of the Operator, for a Trinidad and Tobago registered aircraft operated by another State;
- (c) the State of Registry, for a foreign aircraft operated by a national operator;
- (d) the State of Design;
- (e) the State of Manufacture; and
- (f) the International Civil Aviation Organization, when the aircraft involved is of a maximum mass of over 2250 kg.

(6) Where the Director General has been informed that an aircraft in which Trinidad and Tobago has a legal obligation has been involved in an accident or serious incident in another State that is not aware of the accident or serious incident, he shall forward a notification by the most suitable and quickest means available, of such occurrence to—

- (a) the State of Registry, for a foreign registered aircraft;
- (b) the State of the Operator; for a foreign operated aircraft;
- (c) the State of Design;
- (d) the State of Manufacture; and
- (e) the State of Occurrence.

(7) The dispatch of the notification under this regulation shall not be delayed due to lack of complete information.

(8) Where the particulars of a notification under this regulation was issued with omissions, the Director General shall, as soon as possible after the information becomes available, cause the details omitted from the notification as well as other relevant information to be dispatched to the recipient of the earlier notification which contained an omission.

(9) Where the Director General is in receipt of notification that a Trinidad and Tobago aircraft or an aircraft operated by a national air operator is involved in an accident or serious incident, he shall with a minimum of delay and by the most suitable and quickest means available provide the State of Occurrence with—

- (a) any relevant information available to him regarding the aircraft and the flight crew involved in the accident or serious incident; and
- (b) details of any dangerous goods on board the aircraft. (10) For the purpose of this regulation “the most suitable and quickest means available” includes telephone, facsimile, e-mail or the Aeronautical Fixed Telecommunication Network (AFTN).

Format and Content of Notification

9. The notification required by this Part, shall be in plain language and contain the information set out in Schedule 1 and shall, as far as practicable, be in one of the working languages of ICAO, taking into account the language of the recipient, whenever it is possible to do so without causing undue delay.

Format and
content of
Notification

Schedule 1

Acknowledgement of Receipt of Notification

10. The Director General shall acknowledge receipt of a notification from a State of Occurrence, of an accident or serious incident of a Trinidad and Tobago aircraft or a foreign aircraft operated by a national air operator.

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of
receipt of
Notification

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