

PART I

GENERAL OPERATIONS REQUIREMENTS

4. A person shall not operate an aircraft, unless such aircraft displays the proper markings prescribed under the Civil Aviation [(No. 4) Registration and Markings] Regulations, 2004 and in the case of a foreign registered aircraft, markings approved by the State of Registry.

Requirements for registration markings

*General Operations of Aircraft*

5. (1) A person shall not operate an aircraft in Trinidad and Tobago unless it is in an airworthy condition.

Restrictions on the operation of aircraft

(2) Prior to initiating flight, a pilot in command shall determine whether an aircraft is in a condition for safe flight.

(3) The pilot in command shall discontinue a flight as soon as practicable when a mechanical, electrical or structural condition occurs that would render the aircraft no longer airworthy.

*Special Flight Permit*

6. Where a Trinidad and Tobago aircraft is issued a Special Flight Permit in accordance with the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004 a person shall operate such aircraft in accordance with the limitations issued with such Special Flight Permit.

Special Flight Permit operational restrictions

*Aircraft Instruments and Equipment*

7. A person shall not operate a Trinidad and Tobago aircraft unless it is equipped with the required instruments and navigation equipment appropriate to the type of flight operations conducted and the route being flown, as prescribed under the Civil Aviation [(No. 7) Instruments and Equipment] Regulations, 2004.

Required aircraft instruments and equipment

*Electronic Navigation Data Management*

7A. (1) An operator shall not employ electronic navigation data products that have been processed for application in the air and on the ground unless his procedures for ensuring that the process applied and the product delivered have met acceptable standards of integrity, and that the products are compatible with the intended functions of the equipment that will use them, has been approved by the Authority.

Electronic Navigation data management

(2) Where an operator employs electronic navigation data products the operator shall—

(a) continuously monitor the process and the product to ensure that the standards are maintained; and

- (b) implement procedures that ensures timely distribution and insertion of current and unaltered electronic navigation data to all aircraft that require it.

***Inoperative Instruments and Equipment***

Restrictions  
on the use of  
inoperative  
instruments  
and  
equipment

8. (1) A person shall not take-off an aircraft with inoperative instruments or equipment installed, except as authorized by the Authority.

(2) A person shall not operate an aircraft in commercial air transport with inoperative instruments and equipment installed unless maintenance on those items has been properly deferred in accordance with a current Minimum Equipment List approved by the Authority for that aircraft.

(3) An air operator shall not operate a multi-engine aircraft with inoperative instruments and equipment installed unless the following conditions are met:

- (a) an approved Minimum Equipment List exists for that aircraft;
  - (b) the Authority has issued the air operator with operations specifications authorizing operations in accordance with an approved Minimum Equipment List;
  - (c) the flight crew shall have direct access at all times prior to flight to all of the information contained in the approved Minimum Equipment List through printed or other means approved by the Authority in the air operator's operations specifications;
  - (d) records identifying the inoperative instruments and equipment and the information required by subregulation (4)(b), shall be available to the pilot; and
  - (e) the aircraft is operative under all applicable conditions and limitations contained in the Minimum Equipment List and the operations specifications authorizing use of the Minimum Equipment List.
- (4) The Minimum Equipment List under subregulation (3) shall-
- (a) be prepared in accordance with the limitations specified in the Civil Aviation [(No.3) Air Operator Certification and Administration] Regulations, 2004 and
  - (b) provide for the operations of the aircraft with certain instruments and equipment in an inoperative condition.

*Aircraft Flight Manual and Aircraft Operating Manual*

9. (1) A person shall not operate a Trinidad and Tobago aircraft unless there is available in such aircraft—

Required  
Aircraft  
Flight  
Manual,  
marking and  
placard  
requirements

(a) a current Aircraft Flight Manual; and

(b) an Aircraft Operating Manual approved by the Authority for the national air operator.

(2) Where an Aircraft Flight Manual required by subregulation (1)(a), does not exist, another—

(a) manual;

(b) document;

(c) instruction;

(d) necessary information;

(e) markings and placards; or

(f) any combination thereof,

that is approved or accepted by the Authority and which provides the pilot in command with the necessary limitations for safe operation shall be on board such aircraft.

(3) A person shall not operate an aircraft within or over Trinidad and Tobago without complying with the operating limitations specified—

(a) in the Aircraft Flight Manual;

(b) on the markings of the aircraft;

(c) on placards in the aircraft; or

(d) by the certifying authority for the State of Registry of the aircraft.

(4) An operator shall display in his aircraft all placards, listings, instrument markings or combination thereof, containing those operating limitations prescribed by the certifying authority for the State of Registry of the aircraft.

*Aircraft and Equipment Inspections*

10. (1) Unless otherwise authorized by the Authority, a person shall not operate a Trinidad and Tobago aircraft unless it has had the following inspections:

Required  
aircraft and  
equipment  
inspections

(a) an annual inspection within the past twelve months;

- (b) a one hundred hour inspection, where the aircraft is used in commercial operations;
- (c) an altimeter and pitot-static system inspection in the past twenty-four months where the aircraft is being operated under Instrument Flight Rules;
- (d) a transponder check within the past twelve months, for transponder equipped aircraft; and
- (e) an emergency locating transmitter check within the past twelve months, for emergency locating transmitter equipped aircraft.

(2) An aircraft maintained under an alternate maintenance and inspection programme approved by the Authority, may not have current annual or one hundred hour inspections in its maintenance records.

(3) An alternate maintenance and inspection programme under subregulation (2), may include a recommended programme of the manufacturer, instructions for continued airworthiness or a programme designed by the operator and approved by the Authority.

(4) The requirements for inspections under this regulation shall be prescribed under the Act or Regulations made thereunder.

***Documents required on board an aircraft***

11. (1) Except as provided in regulation 9, a person shall not operate an aircraft unless such aircraft has on board, the following current documents in respect of such aircraft except those current documents marked with an asterisk (\*), are required for operators other than air operators:

- (a) \*Aircraft Registration Certificate issued to the owner;
- (b) \*Airworthiness Certificate;
- (c) \*aircraft journey log;
- (d) \*Aircraft Radio Licence;
- (e) \*list of passenger names and points of embarkation and destination;
- (f) cargo manifest including special loads information;.
- (g) for the air operator, an aircraft technical log;
- (h) document attesting to noise certification;
- (i) \*Aircraft Flight Manual or equivalent document under regulation 9;

Documents to be carried on aircraft for all operations

- (j) \*the part of the Operations Manual relevant to operation being conducted;
- (k) for an air operator, minimum equipment list;
- (l) Operational Flight Plan;
- (m) filed Air Traffic Control flight plan;
- (n) Notices to Airmen briefing documentation;
- (o) meteorological information;
- (p) mass and balance documentation otherwise referred to as “load sheet”;
- (q) listing of special situation passengers;
- (r) procedures and signals for intercepted aircraft;
- (s) \*current and suitable maps and charts for routes of proposed flight or possibly diverted flights;
- (t) forms for complying with the reporting requirements of the Authority and the air operator;
- (u) for international flights, a general declaration for customs;
- (v) any documentation which may be required by the Authority or State concerned with the proposed flight;
- (w) \*Certificate of Insurance for the aircraft;
- (x) Category II and Category III Manuals for general aviation operations; and
- (y) Certificate of Maintenance Review.

(2) The Authority may permit the information required under subregulation (1) to be presented in a form other than printed paper where accepted by the Authority.

(3) The Noise Certificate under subregulation (1)(h), shall state the standards in Annex 16, Volume 1 of the Chicago Convention, and may be contained in any other document under subregulation (1), approved by the Authority.

(4) The operator of an aircraft shall ensure that an acceptable standard of accessibility, usability and reliability in respect of the operational flight plan under subregulation (1)(l).

(5) In this regulation “special situation passengers” includes armed security personnel, deportees, persons in custody, and persons with special medical needs.

- (6) The requirement of subregulation (1)(y), shall come into effect on—
- (a) 1st July, 2009 for aircraft having more than nineteen passenger seats;
  - and
  - (b) 1st January, 2010 for aircraft having nineteen passenger seats or less.

### ***Transport of Dangerous Goods***

12. (1) An operator shall not transport dangerous goods unless approved to do so by the Authority.

Approval to transport dangerous goods

(2) Where an operator wishes to transport dangerous goods he shall apply to the Authority for approval to do so.

(3) Where approval is granted for an operator to transport dangerous goods, the continued validity of such approval shall be dependent upon—

- (a) the operator remaining in compliance with these Regulations; and
- (b) the Director General being granted access to the facilities of the organization to determine continued compliance with these Regulations.

### ***Safe Transport of Dangerous Goods***

13. (1) An operator shall comply with the provisions contained in Annex 18 of the Chicago Convention on all occasions when dangerous goods are carried, irrespective of whether the flight is wholly or partly within or wholly outside Trinidad and Tobago.

Provisions for safe transport of dangerous goods

(2) Where dangerous goods are to be transported outside of Trinidad and Tobago, the operator shall review and comply with the appropriate variations noted by Contracting States contained in Attachment 3 to the Technical Instructions.

(3) Articles and substances which would otherwise be classified as dangerous goods are excluded from the provisions of these Regulations, to the extent specified in the Technical Instructions.

### ***Forbidden Goods***

14. (1) An operator shall take all reasonable measures to ensure that articles and substances that are specifically identified by name or generic description in the Technical Instructions, as being forbidden for transport under any circumstances, are not carried on any aircraft.

Specific goods not to be transported

(2) An operator shall take all reasonable measures to ensure that articles and substances or other goods that are identified in the Technical Instructions as being forbidden for transport in normal circumstances are transported only when—

- (a) they are exempted by the States concerned under the provisions of the Technical Instructions; or
- (b) the Technical Instructions indicate that they may be transported under an approval issued by the State of Origin.

### ***Classification of Dangerous Goods***

15. An operator shall take all reasonable measures to ensure that articles and substances are classified as dangerous goods as specified in the Technical Instructions.

Classification of dangerous goods

### ***Packing of Dangerous Goods***

16. An operator shall take all reasonable measures to ensure that dangerous goods are packed as specified in the Technical Instructions.

Packing of dangerous goods

### ***Labelling and Marking of Dangerous Goods***

17. (1) An operator shall take all reasonable measures to ensure that packages, overpacks and freight containers are labelled and marked as specified in the Technical Instructions.

Labelling and marking of dangerous goods

(2) Where dangerous goods are carried on a flight, which takes place wholly or partly outside the territory of Trinidad and Tobago, the operator shall ensure that labelling and marking are in the English Language in addition to any other language requirements.

### ***Dangerous Goods Transport Document***

18. (1) An operator shall ensure that, except when otherwise specified in the Technical Instructions, dangerous goods are accompanied by a Dangerous Goods Transport Document which shall contain information specified in the Technical Instructions.

Requirement for a Dangerous Goods Transport Document

(2) The Dangerous Goods Transport Document under subregulation (1), shall bear a declaration signed by the person who offers the dangerous goods for transport, indicating that the dangerous goods are fully described by their proper shipping names and that they are classified, packed, marked, labelled and are in proper condition for transport by air in accordance with the Technical Instructions.

(3) Where dangerous goods are carried on a flight which takes place wholly or partly outside the territory of a State, the operator shall ensure that the English Language is used for the dangerous goods transport document in addition to any other language requirements.

***Acceptance of Dangerous Goods by Operator or Handling Agent***

Restrictions on the acceptance of dangerous goods by an operator or his handling agent

19. (1) An operator or his handling agent, shall not accept dangerous goods for transport until the package, overpacks or freight container has been inspected in accordance with the acceptance procedures set out in the Technical Instructions.

(2) An operator, or his handling agent, shall use an acceptance check list which shall—

(a) allow for all relevant details to be checked; and

(b) be in such form as will allow for the recording of the results of the acceptance check by manual, mechanical or computerized means.

***Damage, Leakage or Contamination by Dangerous Goods***

Inspection for damage, leakage or contamination by dangerous goods

20. An operator shall ensure that—

(a) packages, overpacks and freight containers are inspected for evidence of leakage or damage immediately prior to loading on an aircraft or into a unit load device, as specified in the Technical Instructions;

(b) a unit load device is not loaded on an aircraft unless it has been inspected as required by the Technical Instructions and found free from any evidence of leakage from, or damage to, the dangerous goods contained therein;

(c) leaking or damaged packages, overpacks or freight containers are not loaded on an aircraft;

(d) any package of dangerous goods found on an aircraft and which appears to be damaged or leaking is removed or arrangements are made for its removal by an appropriate authority or organization;

(e) after removal of any leaking or damaged goods, the remainder of the consignment is inspected to ensure it is in a proper condition for transport and that no damage or contamination has occurred to the aircraft or its load; and

(f) packages, overpacks and freight containers are inspected for signs of damage or leakage upon unloading from an aircraft or from a unit load device and, where there is evidence of damage or leakage, the area where the dangerous goods were stowed is inspected for damage or contamination.

***Removal of Contamination by Dangerous Goods***

21. An operator shall ensure that—

- (a) any contamination found as a result of the leakage or damage of dangerous goods is removed without delay; and
- (b) an aircraft which has been contaminated by radioactive materials is immediately taken out of service and not returned until the radiation level at any accessible surface and the non-fixed contamination are not more than the values specified in the Technical Instructions.

Removal of contamination by dangerous goods

***Loading of Dangerous Goods***

22. (1) An operator shall ensure that dangerous goods are not carried in an aircraft cabin occupied by passengers or on the cockpit, unless otherwise specified in the Technical Instructions.

Loading restrictions for dangerous goods

(2) An operator shall ensure that dangerous goods are protected from damage when loading, segregating, stowing and securing such dangerous goods on an aircraft as specified in the Technical Instructions.

(3) An operator shall ensure that packages of dangerous goods bearing the “Cargo Aircraft Only” label are carried on a cargo aircraft and loaded as specified in the Technical Instructions.

***Information on Dangerous Goods***

23. (1) An operator shall ensure that—

- (a) information is provided to enable ground staff to carry out their duties with regard to the transport of dangerous goods, including the actions to be taken in the event of incidents and accidents involving dangerous goods; and
- (b) where applicable, the information referred to in paragraph (a), is also provided to his handling agent.

Provision of information in respect of dangerous goods by operator

(2) A national air operator shall ensure that information is promulgated as required by the Technical Instructions so that passengers are warned as to the types of goods which they are forbidden from transporting as checked baggage or carry-on luggage.

(3) A national air operator and, where applicable, his handling agent, shall ensure that notices are provided at check-in points for cargo giving information about the transport of dangerous goods.

(4) An operator shall ensure that information is provided in his Operations Manual to enable crew members to carry out their responsibilities in regard to the transport of dangerous goods, including the actions to be taken in the event of emergencies involving dangerous goods which may arise.

(5) An operator shall ensure that the pilot in command is provided with written information on the details in respect of the dangerous goods on board as early as practicable before flights in the manner specified in the Technical Instructions.

(6) Where dangerous goods are on board an aircraft and an aircraft accident occurs, the operator of such aircraft shall—

- (a) as soon as possible, inform the appropriate authority of the State in which the aircraft accident occurred of any dangerous goods carried; and
- (b) on request, provide any information required to minimize the hazards created by any dangerous goods carried.

### *Dangerous Goods Training Programmes*

Requirement  
for dangerous  
goods  
training  
programme

24. (1) An operator shall establish, maintain and have approved by the Authority, an initial and recurrent dangerous goods training programme, as required by the Technical Instructions in respect of his operations.

(2) Notwithstanding the generality of subregulation (1), an operator who does not hold an approval to carry dangerous goods under regulation 12 shall ensure that—

- (a) staff who are engaged in general cargo handling have received training to carry out their duties in respect of dangerous goods which covers as a minimum, the areas identified under subregulation (1), to an extent sufficient to ensure that an awareness is gained—
  - (i) of the hazards associated with dangerous goods; and
  - (ii) how to identify such goods;
- (b) crew members, passenger and ground handling staff and security staff employed by the national air operator who deal with the screening of passengers and their baggage, have received training which covers as a minimum, the areas identified in subregulation (1), to an extent sufficient to ensure that an awareness is gained—
  - (i) of the hazards associated with dangerous goods;
  - (ii) how to identify such goods; and
  - (iii) what requirements apply to the carriage of such goods specified under regulation 13.

***Reporting of Dangerous Goods Incident or Accident***

25. (1) An operator of an aircraft transporting dangerous goods shall report –

Dangerous  
goods  
incident and  
accident reports

(a) all dangerous goods incidents and accidents; and

(b) all instances of undeclared and misdeclared dangerous goods in cargo, occurring in Trinidad and Tobago and which involve the transport of dangerous goods originating in another State or destined for another State.

(2) The report on –

(a) dangerous goods incidents and accidents; and

(b) undeclared and misdeclared dangerous goods in cargo, required by subregulation (1) shall be made in accordance with the detailed provision of *ICAO Doc.9284 – Technical Instructions for the Safe Transport of Dangerous Goods by Air.*”.

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