

PART III

FLIGHTCREW REQUIREMENTS

34. (1) An operator shall ensure that—

Composition  
of the  
flight crew

- (a) the number and composition of the flight crew is no less than specified in the Aircraft Flight Manual;
- (b) all flight crew hold an applicable and valid licence acceptable to the Authority and are suitably qualified and competent to conduct the duties assigned to them;
- (c) procedures are established, acceptable to the Authority, to prevent the crewing together of inexperienced flight crew;
- (d) one pilot amongst the flight crew, qualified as a pilot in command, is designated as the pilot in command who may delegate the conduct of the flight to another qualified pilot;
- (e) where a dedicated system panel operator is required by the Aircraft Flight Manual, the flight crew includes one crew member who holds a Flight Engineer Licence issued under the Civil Aviation (General Application and Personnel Licencing) Regulations, 2004 or suitably qualified flight crew acceptable to the Authority;
- (f) an operator shall ensure that when engaging the services of flight crew who are self-employed or working on a freelance or part-time basis, all applicable flight crew requirements are complied with;
- (g) attention is paid in respect of paragraph (f), to the total number of aircraft types or variants including when his services are engaged by operators that flight crew members may fly for the purpose of commercial air transport;
- (h) a co-pilot is included as part of the flight crew in commercial air transport operations under Instrument Flight Rules, unless the Authority has issued a deviation.
- (i) an aeroplane is not operated under the Instruments Flight Rules or at night in commercial air transport operations by a single pilot unless approved by the Authority.

(2) Notwithstanding the minimum number and composition of flight crew specified in an Aircraft Flight Manual, where the Director General is of the opinion that considerations related to—

- (a) the type of aircraft used;

(b) the type of operation involved; and

(c) the duration of flight between points where flight crews are changed,

require that the number and composition of the flight crew should exceed the number specified in such Aircraft Flight Manual, he may recommend the Authority increase the minimum number of flight crew required for his operation.

(3) An operator shall ensure the revised minimum number and composition of flight crew under subregulation (2), is met.

(4) For operations under Instrument Flight Rules, or at night, an operator shall ensure that—

(a) for all turbo-propeller aircraft with an approved passenger seating configuration of more than nine, the minimum flight crew shall be two pilots; or

(b) for all turbojet aircraft, the minimum flight crew shall be two pilots.

(5) Where an aircraft other than those covered by subregulation (4)(a) and (b), is operated by a single pilot, the operator shall ensure that—

(a) the Operations Manual conversion and recurrent training programme includes the additional requirements for a single pilot operation;

(b) the cockpit procedures include—

(i) engine management and emergency handling;

(ii) use of normal, abnormal and emergency check lists;

(iii) Air Traffic Control communication;

(iv) departure and approach procedures;

(v) auto-pilot management; and

(vi) use of simplified in-flight documentation;

(c) the recurrent checks required by regulation 260 shall be performed in the single-pilot role on the type or class of aircraft in an environment representative of the operation;

(d) such pilot shall have a minimum of fifty hours flight time on the specific type or class of aircraft under Instrument Flight Rules of which ten hours shall be as pilot in command; and

(e) the minimum required recency experience for a pilot engaged in a single-pilot operation under Instrument Flight Rules or at night shall be five Instrument Flight Rules flights, including three instrument approaches, carried out during the preceding ninety days on the type or class of aircraft in the single-pilot role.

(6) The requirement under subregulation (5)(e) may be met by using an Instrument Flight Rules instrument approach check on the type or class of aircraft.

(7) An operator shall ensure that where the requirements under subregulation (5) are not satisfied, the minimum flight crew shall be two pilots.

### ***Qualification for flight crew***

35. (1) An operator shall ensure that each member of his flight crew holds valid licences with appropriate ratings.

Operator to ensure flight crew qualifications

(1A) An operator shall ensure that a flight crew member demonstrates the ability to speak and understand the language used for aeronautical radio telephony communication as specified in the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004;

(2) A pilot in command shall not operate an aircraft in commercial air transportation operations unless he ensures that the licence of each flight crew member -

(a) is valid; and

(b) contains the proper ratings.

(3) A pilot shall not operate an aircraft in commercial air transport operations or aerial work unless he meets the requirements of the Act or Regulations made thereunder for the specific operation and in the specific type of aircraft used.

(4) The pilot in command of an aeroplane equipped with an airborne collision avoidance system (ACASII) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACASII equipment and the avoidance of collisions.

### ***Requirements for flight crew***

36. (1) A person shall not act as pilot in command or in any other capacity as a required flight crew member of—

Licence requirements for flight crew

(a) a Trinidad and Tobago aircraft, unless he carries in his personal possession the appropriate and valid licence for that flight crew position for that type of aircraft;

- (b) a foreign aircraft, unless he carries in his personal possession the appropriate and valid licence for that type of aircraft which shall include a current medical certificate issued by the State which issued the licence.

(2) The flight crew of an aircraft shall include at least one member who holds a valid licence issued or rendered valid by the Authority, authorizing operation of the type of radio transmitting equipment to be used.

### ***Commercial Air Transport Services Requirements***

Limitation on use of services for commercial air transport operations

37. A person shall not act as a required flight crew member, nor shall any national air operator require a person to act as a required flight crew member in commercial air transport operations, where he does not meet the requirements of the Civil Aviation (General Application and Personnel Licensing) Regulations, 2004, and has successfully completed the full training programme under these Regulations of the national air operator.

### ***Requirements for Instrument Flight Rules Operations***

Rating required for Instrument Flight Rules operations

38. A person shall not act as pilot in command of an aircraft under Instrument Flight Rules or in weather conditions less than the minimum prescribed for Visual Flight Rules flight unless—

- (a) in the case of an aeroplane, the pilot holds an Instrument Rating or an Airline Transport Pilot Licence with an appropriate aeroplane category, class, and type rating for the aeroplane being flown;
- (b) in the case of a helicopter, the pilot holds a helicopter Instrument Rating or an Airline Transport Pilot Licence for helicopters not limited to Visual Flight Rules operations.

### ***Category II or Category III Operations***

Special authorization required for Category II or III operations

39. (1) Except as provided in subregulation (2), a person shall not act as a flight crew member of an aircraft in a Category II or III operation under Part VII unless—

- (a) in the case of a pilot in command, he holds a current Category II or III pilot authorization issued in accordance with the Civil Aviation (General Application and Personnel Licensing) Regulations, 2004 for that type of aircraft; and
- (b) in the case of a co-pilot, he is authorized under that Part to act as co-pilot in that aircraft in Category II or III operations.

(2) An authorization is not required for individual pilots of an air operator who has operations specifications approving Category II or III operations.

***Pilot Logbook Requirements***

40. (1) A pilot shall provide the Authority with evidence that he possesses the aeronautical training and experience to meet the requirements for a licence or rating, or recency of experience, recorded in his logbook.

Pilot logbooks

(2) A Student Pilot shall carry his logbook, including the proper Flight Instructor endorsements, on all solo cross-country flights.

***Pilot in Command and Co-Pilot Recency Requirements***

41. (1) A person shall not act as pilot in command or co-pilot of a type or variant of a type of an aeroplane or helicopter carrying passengers, nor of an aeroplane or helicopter certified for more than one required flight crew member unless within the preceding ninety days that pilot has—

Recency requirements for a pilot in command

(a) made three take-offs and landings as the sole manipulator of the flight controls in an aeroplane or helicopter of the same category and class and where a type rating is required, of the same type; or

(b) for a tailwheel aeroplane, made three take-offs and landings in a tailwheel aeroplane with each landing to a full stop.

(2) A pilot who has not met the recency of experience for take-offs and landings under subregulation (1), shall satisfactorily complete a re-qualification training programme acceptable to the Authority.

(3) Requirements of subregulations (1) and (2), may be satisfied in a flight simulator.

(4) Where a pilot in command or a co-pilot is flying several variants of the same type of aeroplane or helicopter or different types of aeroplanes or helicopters with similar characteristics in terms of operating procedures, systems and handling, the Director General shall determine under which conditions the requirements of subregulation (1) for each variant of each type of aeroplane or helicopter can be combined.

**Recent Experience—Cruise Relief Pilot**

41A. (1) An operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding 90 days that pilot has either—

Recent Experience—Cruise Relief Pilot

(a) operated as a pilot in command, co-pilot or cruise relief pilot on the same type of aeroplane; or

(b) carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the purpose, and has practiced approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.

(2) When a cruise relief pilot is flying several variants of the same type of aeroplane or different types of aeroplanes with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of subregulation (1) for each variant or each type of aeroplane can be combined.

***Instrument Flight Rules for Instrument Meteorological Conditions Requirements***

Requirements for flying under Instrument Flight Rules or Instrument Meteorological Conditions

42. (1) A person shall not act as pilot in command in an aircraft under Instrument Flight Rules, nor in Instrument Meteorological Conditions, unless he has, within the past six months—

(a) logged at least six hours of instrument flight time including at least three hours in flight in the category of aircraft; and

(b) completed at least six instrument approaches.

(2) A pilot who has completed an instrument proficiency check with a Flight Test Examiner retains recency for Instrument Flight Rules operations for twelve months following such check.

***Co-pilot Recency Requirements***

Recency take-off and landings requirements for co-pilot

43. (1) A pilot shall not act as co-pilot at the flight controls of an aircraft during take-off and landing unless, within the preceding ninety days, such pilot has—

(a) made three take-offs and landings as the pilot in command or co-pilot in an aircraft of the same category and class and where a type rating is required, of the same type; and

(b) for a tailwheel aircraft, made the three take-offs and landings as the pilot in command or co-pilot in a tailwheel aircraft with each landing to a full stop.

(2) A pilot who has not met the recency requirements for takeoffs and landings prescribed by subregulation (1), shall satisfactorily complete a re-qualification training programme acceptable to the Authority.

(3) The requirements of subregulations (1) and (2), may be satisfied in a flight simulator.

(4) The ninety-day period prescribed under subregulation (1), may be extended up to a maximum of one hundred and twenty days where the pilot meets the requirements of subregulation (1), on a line flight under the supervision of a type rating instructor or Flight Test Examiner.

(5) Where a period beyond the one hundred and twenty days extension under subregulation (4), is required, the recency requirement shall be satisfied by a training flight or use of a flight simulator.

### ***General Aviation Pilot Proficiency Requirements***

44. (1) A person shall not act as pilot in command of an aircraft type certified for more than one pilot unless, since the beginning of the preceding twelve months, he has passed with a Flight Test Examiner, a proficiency check in an aircraft requiring more than one pilot.

Required  
proficiency for  
general  
aviation  
pilots

(2) A person shall not act as pilot in command of an aircraft type certified for more than one pilot unless, since the beginning of the preceding twenty-four months, he has passed a proficiency check in the aircraft type to be operated.

(3) A person shall not act as pilot in command of an aircraft type certified for a single pilot unless, since the beginning of the preceding twenty-four months, he has passed a proficiency check with a Flight Test Examiner.

(4) A Flight Test Examiner conducting proficiency checks under this regulation shall ensure that each proficiency check duplicates the manoeuvres of the type rating skill test

(5) A person shall not act as co-pilot of an aircraft type certified for more than one pilot unless, since the beginning of the preceding twelve months, he has—

(a) become familiar with the aircraft systems, performance, normal and emergency procedures; and

(b) logged three take-off and landings as the sole manipulator of the controls.

(6) This regulation shall not apply to pilots engaged in commercial air transport operations.

### ***Privileges and Limitations of Pilots***

45. A pilot may conduct operations only within the privileges and limitations of his licence.

Pilot  
privileges and  
limitations

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