

PART III

COMMUNICATION EQUIPMENT

14. This Part prescribes the minimum radio equipment requirements for aircraft operating in Trinidad and Tobago.

General
applicability
of Part III

Radio Equipment

15. (1) An operator shall not operate an aircraft unless it is equipped with the required radio equipment for the type of operation being conducted.

Radio
equipment
requirements

(2) An operator shall ensure that an aeroplane or helicopter engaged in commercial air transport operations is provided with radio communication equipment capable of –

- (a) conducting two-way communication for aerodrome control purposes;
- (b) receiving meteorological information at any time during the flight;
- (c) conducting two-way communication at any time during the flight with at least one aeronautical station and with such aeronautical stations and on such frequencies prescribed by the Authority; and
- (d) conducting two-way communication on the aeronautical emergency frequency 121.5 megahertz.

(2A) An operator shall ensure that an aeroplane not engaged in commercial air transport operations, operating –

- (a) in accordance with the Instrument Flight Rules or at night is equipped with radio communication equipment capable of conducting two-way communication with such aeronautical stations and on such frequencies as prescribed by the Authority;
- (b) in accordance with the visual flight rules as a controlled flight is equipped with radio communication equipment capable of conducting two-way communication at any time during the flight with such aeronautical stations and such frequencies prescribed by the Authority; and
- (c) on flights over water –
 - (i) at a distance of more than 93 kilometres (50 nautical miles) away from land suitable for making an emergency landing; or

- (ii) away from land suitable for making an emergency landing at a distance of more than 185 kilometres (100 nautical miles), in the case of single-engine aeroplanes, and more than 370 kilometres (200 nautical miles), in the case of multi-engine aeroplanes capable of continuing flight with one engine inoperative,

is equipped with radio communication equipment capable of conducting two-way communication at any time during the flight with such aeronautical stations and such frequencies prescribed by the Authority.

(2B) An operator shall ensure that a helicopter that is not engaged in commercial air transport operations, operating –

- (a) in accordance with the Instrument Flight Rules or at night is equipped with radio communication equipment that is capable of conducting two-way communication with such aeronautical stations and on such frequencies as prescribed by the Authority;
- (b) in accordance with the visual flight rules as a controlled flight is equipped with radio communication equipment capable of conducting two-way communication at any time during the flight with such aeronautical stations and such frequencies as prescribed by the Authority; and
- (c) on flights over –
 - (i) water; or
 - (ii) land areas, which have been designated by the State concerned as areas in which search and rescue would be especially difficult,

is equipped with radio communication equipment capable of conducting two-way communication at any time during the flight with such aeronautical stations and such frequencies prescribed by the Authority.

(2C) An operator of an aeroplane or helicopter shall ensure that the radio communication equipment under subregulations (2), (2A) or (2B) provides for communication on the aeronautical emergency frequency 121.5 megahertz.

(2D) An operator of an aeroplane or helicopter shall ensure when operating in defined portions of airspace or on routes where an RCP types have been prescribed, in addition to the requirements of subregulations (2), (2A), (2B) and (2C), the aeroplane or helicopter is –

- (a) provided with communication equipment which will enable it to operate in accordance with –
 - (i) the prescribed requirements for flights in the defined portions of airspace; or

- (ii) the prescribed RCP types; and
- (b) authorized by the Authority for operations in such airspace.
- (3) An air operator shall not conduct operations in an aircraft—
 - (a) under Instrument Flight Rules; or
 - (b) in Visual Flight Rules over routes that cannot be navigated by reference to visual landmarks,

unless such aircraft is equipped with communication and navigation equipment in accordance with the requirements of Air Traffic Control in the area of operations.

(4) The communication and navigational equipment under subregulation (3) shall comprise—

- (a) two independent radio communication systems under normal operating conditions to communicate with an appropriate ground station from any point on the route including diversions with each system having—
 - (i) an independent antenna installation; or
 - (ii) where rigidly supported non-wire antennae or other antenna installations are used, only one antenna is required; and
- (b) a Secondary Surveillance Radar Transponder equipment required for the route flown.

(5) An operator shall ensure that where the route of the aircraft or area of operations to be flown requires more than one communications equipment unit, each unit shall be independent of the other to the extent that a failure in any one will not result in failure of any other.

(6) An operator shall not conduct operations in an aircraft under Instrument Flight Rules unless it is equipped with an audio selector panel accessible to each required flight crew member.

(7) An operator shall not conduct operations in an aircraft at night or conduct single-pilot Instrument Flight Rules unless the aircraft is equipped with a head-set with boom microphone or equivalent and a transmit button on the control wheel.

Crew Member Interphone System

Crew member
interphone
system

16. (1) An air operator shall not conduct operations in an aircraft on which more than one member of a flight crew is required, unless such aircraft is equipped with a flight crew interphone system, including head-sets and microphones, not of a hand-held type, for use by members of the flight crew.

(2) An air operator shall not conduct operations in an aircraft with a maximum certified take-off mass exceeding fifteen thousand kilogrammes or having a maximum approved passenger seating configuration of more than nineteen, unless such aircraft is equipped with a crew member interphone system that—

- (a) operates independently of the public address system except for hand-sets, head-sets, microphones, selector switches and signaling devices;
- (b) provides a two-way means of communication between the flight crew compartment and each—
 - (i) passenger compartment;
 - (ii) galley location other than on a passenger deck level; and
 - (iii) remote crew compartment that is not on the passenger deck and is not easily accessible from a passenger compartment;
- (c) is readily accessible for use—
 - (i) in the flight crew compartment, from each of the required flight crew stations; and
 - (ii) at required cabin crew member stations close to each separate or pair of floor level emergency exits;
- (d) has an alerting system incorporating aural or visual signals for use by flight crew members to alert the cabin crew and for use by cabin crew members to alert the flight crew;
- (e) has a mechanism through which a recipient of a call can determine whether it is a normal call or an emergency call; and
- (f) provides on the ground, a means of two-way communication between ground personnel and at least two flight crew members.