



TTCAA Advisory Circular

Subject: AMENDMENTS TO TTCAR

TTCAA Advisory Circular TAC- 024H

Date: 17/06/27

PURPOSE

1. (1) The purpose of this TTCAA Advisory Circular (TAC) is to present a summary of recent amendments to the Trinidad and Tobago Civil Aviation Regulations (TTCARs). These amendments arose because of changes to the International Civil Aviation Organization (ICAO) Annexes on which the TTCARs are based and some typographical corrections. Eight amendments have so far been published since the Regulations were first issued. Copies of the Regulations and associated amendments are available for purchase from the Government Printery, 55-57 eTeck Park, Frederick Settlement, Caroni (email: ttgovernmentprintery@mpa.gov.tt)

(2) This revision affects TTCAR No. 1, 2, 3, 4, 5, 7, 8, 10, 13, 14, 15 and 17 and introduces three new Regulations:

- (i) TTCAR No. 17 – Economics, which allows the Authority to regulate the economic aspect of passenger commercial activities;
- (ii) TTCAR No. 18 – State Aircraft Registration and Markings, which allows the Authority to register aircraft being operated for State purposes; and
- (iii) TTCAR No. 19 – Unmanned Aircraft Systems, which allows the Authority to register, licence and certify Unmanned Aircraft Systems, including drones, to operate in Trinidad and Tobago.

(3) TAC-024H replaces and supercedes TAC-024G which is now cancelled and should be destroyed.

APPROVED BY:

Francis Regis

Director General of Civil Aviation

Original signed by

Signature

28 June 2017

Date

SUMMARY OF AMENDMENTS

Change Numbers

2. The Parliamentary system of numbering amendments, sequences the amendment numbers on a yearly basis, but does not give an amendment number to the first amendment of the year. Thus, the first amendment of 2004 is simply labelled “Amendment, 2004”. Subsequent amendments in 2004 are labelled “Amendment (2), 2004”, “Amendment (3), 2004” etc. The cycle starts over in the new year. The first amendment of 2005 is labelled “Amendment, 2005”, the second “Amendment (2), 2005” etc. In order to keep track of these amendments, the TTCAA has appended a sequential change number for each set of Regulations relating that change number to the applicable amendment as shown in the Table.

Summary of Changes

3. The Table is a summary of amendments to the Regulations to date, tracked by change numbers for each set of Regulations. The table does not include the typographical corrections which are self explanatory in the published amendment or the amended document.

Table

TTCAR	Change Number	Summary of Amendments
No. 1	1	Amendment, 2004
		<ol style="list-style-type: none"> 1. Amendment to the definition of "maintenance" to give better clarity of meaning. 2. Avoidance of personnel liability to an inspector while performing his duties. 3. Introduction of the requirement for testing of language proficiency for aeroplane and helicopter pilots, air traffic controller and aeronautical station operator effective 5th March 2008.
	2	Amendment (2), 2004
		Amendment of transitional provisions.
	3	Amendment, 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2005
		Amendment of transitional provisions for AMEL.
	5	Amendment, 2006
		1. Define approved training and Approved Training Organization.
		2. Background checks for an applicant for a licence.
		3. Amendments of medical standards.
		4. Amendments of AMEL licence requirements to introduce avionics rating.
	5. Amendments of helicopter aeronautical experience requirements for an ATPL.	
6	Amendment (2), 2006	
	1. Corrections to typographical errors.	
	2. Corrections to distortion in medical standards table	
	3. Amendment of transitional provisions.	
7	Amendment, 2007	
	1. Revised and new medical provisions on upper age limits for flight crew.	
	2. New personnel licensing requirements for airship and powered lift aircraft.	
	3. Amendments to details of existing flight crew licensing standards.	
	4. Amendment to the use of flight simulation training devices for assessing competencies required for licences and ratings.	
	5. Amendment to presentation format on skill test requirements	
	6. Inclusion of schedule on units of measurement for use in aviation.	
8	Amendment, 2014	
	1. Inclusion and amendment of definitions.	
	2. New regulation added for designation of Inspectors.	
	3. Regulation added for use of units of measurement i.a.w. Metrology Act.	
	4. Deletions of regulations (1A), (4), (5) and (7) which were transferred to regulation 2A.	
	5. Amendment of regulation by deleting “from March 2008” which has passed.	
	6. Amendment to endorse powered lift category on pilot licence until March 05, 2022.	
	7. Amendment for period of issue and validity of SPL specified in Annex 1.	
	8. Amendment for student solo flight examination requirements	
	9. Correction of editorial errors.	
	10. Amendment to the standards for pilot instrument training as in Annex 1.	
	11. Amendment to provide standards for medical assessors as in Annex 1.	
	12. Amendment to provide standards for flight crew and air traffic controller having valid medical assessment when exercising privileges.	
	13. Changes in standards for language proficiency in Annex 1.	

		14. Amendment to include "upset prevention and recovery training for ATP licence.
		15. Amendment of Schedule 13 for requirements to Avionics E-1 licence.
TTCAR	Change Number	Summary of Amendments
No.2	1	Amendment, 2004
		1. The introduction of "Required Navigation Performance" (RNP). 2. Grouping of special airspace requirements under a single regulation.
	2	Amendment (2), 2004
		Amendment of transitional provisions.
	3	Amendment, 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2005
		1. Minor editorial changes. 2. Amplification of requirements for applying for RVSM authorization. 3. Amplification of standard for line check captain. 4. Amendment of transitional provisions.
No.2	5	Amendment, 2006
		1. Introduction of requirements for single pilot, IFR or night commercial operations.
		2. Introduction of additional requirements for operators of single engine turbine-powered aeroplane at night or in IMC.
		3. Cruise relief pilot recency requirements.
		4. Clarification of admission to cockpit.
		5. Introduction of requirements for operator management of electronic data equipment.
		6. Amplification of height keeping requirements for operations in RVSM airspace.
		7. Amendment to marshalling signals.
		8. Amplification of requirements in event of two-way radio communications failure in VMC and IMC.
		9. Amendment of area, route and aerodrome qualifications for PIC.
	6	Amendment (2), 2006
		1. Amplification of altimetry system performance requirements in RVSM airspace.
		2. Amendment of transitional provisions.

7	Amendment, 2007
	1. Implementation of SMS from 1 st January 2009.
	2. Amendment to duties of flight operations officer.
	3. Requirement to carry a copy of AOC on board.
	4. Amendment to recency of experience and use of flight simulation training devices.
8	Amendment, 2016
	1. Amendment to provide for inclusion of all definitions in ICAO Annexes 2, 6 and 18.
	2. Amendment to develop procedures to amend the Aircraft Flight Manual due omission
	3. Amendment to replace regulations 12 through 25C to provide for amended standards of ICAO Annex 18 – Safe Transport of Dangerous Goods by Air.
	4. Amendment for the time period for pilots instrument rating recency for IFR operations in accordance with ICAO Annex 6.
	5. Addition of regulations 72A and 72B with new standards for general declaration requirements and suspected communicable diseases reporting by flight crew in accordance with ICAO Annex 9.
	6. Amendment to clarify the requirements for flight recorders to be switched on in flight and conditions for deactivation and reactivation in accordance with standards of Annex 6.
	7. Amendment to add regulation 76A in respect of the standards for electronic flight bag on board an aircraft to be used by flight crew in accordance with ICAO Annex 6 – Aircraft Operations.
	8. Amendment to add the standards for operation of remotely piloted aircraft to minimize hazards to persons, property or other aircraft in accordance with ICAO Annex 2 – Rules of the Air.
	9. Amendment to correct editorial error.
	10. Amendment to clarify ambiguity in 1000ft level requirement for aircraft during t/o and landing phases.
	11. Amendment to include new standards for instrument approach as of Annex 6.
	12. Amendment to include new standards for instrument approach as of Annex 6.
	13. Amendment to include new standards of instrument approach and landing as in Annex 6.
	14. Amendment to include standards where a control flight inadvertently deviates from its current flight plan in accordance with ICAO Annex 2 – Rules of the Air.
	15. Amendment to include standards for commencing an instrument approach in accordance with ICAO Annex 6 – Aircraft Operations.
	16. Amendment to allow carriage of weapons and munition to persons on board aircraft engaged in State operations.
	17. Amendment for the age limit for pilots to be sixty five years in accordance with the standards in Annex 1.
	18. Amendment for the standards for operator Language proficiency check for pilots holding a commercial license and ATPL in accordance with the standard of Annex 1.

		<p>19. Amendment to the standards for medical certificates to be held by flight crew members and flight engineers in accordance with the standard of Annex 1.</p> <p>20. Amendment to the standards of Annex 1 to bring clarity and to remove ambiguity to use of pilot whose check was prematurely terminated.</p> <p>21. Amendment by adding Schedule 1A that gives the format of the General Declaration form and Passenger Locator form.</p> <p>22. Amendment to Schedule 4A of regulations to change a numbering error: from 106(5) to 106(6).</p> <p>23. Amendment by adding Schedule 4B “Remotely Piloted Aircraft Systems” in accordance with ICAO Annex 2.</p> <p>24. Amendment to Schedule 7 of the Regulations for Non-RVSM flight levels in accordance with ICAO Annex 2 – Rules of the Air.</p> <p>25. Amendment to Schedule 9 of the Regulations in respect to Check Airman privileges and Cabin Crew training in line with FAA model regulations.</p> <p>26. Amendment to Schedule 12 references to regulation 192 instead of regulation 214 due to ‘typo error’</p>
No.3	1	Amendment, 2004
		<p>1. Introduction of "flight safety document system" and the requirement for an air operator to demonstrate method of control and supervision of ground handling.</p> <p>2. Revision of the organization structure and contents of the Operations Manual effective from 1 January 2006.</p> <p>3. Amendment to the security requirements for an aeroplane equipped with a flight crew compartment door.</p> <p>4. Clarification of the role of the operating flight crew in a pre-flight inspection.</p>
	2	Amendment (2), 2004
		Amendment of transitional provisions.
	3	Amendment, 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2005
		<p>1. Introduction of requirement for flight data monitoring for aeroplanes in excess of 27,000 kg MCTOM.</p> <p>2. Amendment to transitional provisions.</p>
	5	Amendment, 2006
		<p>1. Amendment of the definition of small aircraft and large aircraft to change the MCTOM of a helicopter from 3180kg to 3175kg.</p> <p>2. Amendment of the structure and content of an operations manual in Part B of schedule 3.</p>
	6	Amendment (2), 2006
		Amendment of transitional provisions.

TTCAR	Change Number	Summary of Amendments
No. 3	7	Amendment, 2007
		1. Introduction of SMS from 1 st January 2009.
		2. Design of MCM to take account of human factors principles.
		3. Amendment to schedule 4 in respect of flight crew training programme.
	8	1. Amendment to reflect revised standards of Annex 6. 2. Amendments for correction of editorial errors in regulations and in Schedule 10. 3. Amendment to Schedule 3 to revised standards of Annex 6, for instructional and training requirements for the use of EFB
No.4	1	Amendment (2), 2005
		Minor editorial changes.
	2	Amendment, 2016
		1. Amendment for definitions and the classification of aircraft in accordance with ICAO Annex 7, Ch. 1 – Aircraft Registration and Markings. Amendment by inserting after regulation 2 the classification of aircraft in accordance with Schedule 1. 2. Amendment to reflect the applicability of the regulations in accordance with ICAO Annex 7, Ch. 10 – Aircraft Registration and Markings. 3. Consequential amendment to reflect amendment regulation 3 of the regulations. 4. Amendment of editorial error in regulation 9 for aircraft “Certificate of Registration” in accordance with ICAO Annex 7 – Aircraft Registration and Markings. 5. Amendment to reflect standards of ICAO Annex 7 - Aircraft Registration and Markings. 6. Amendment in respect to standards for nationality and common marks in accordance with ICAO Annex 7 Ch. 3.1 and 3.2 – Aircraft Registration and Markings. 7. Amendment in respect of international recognized five letter combinations and three letter combinations not to be used as common marks in accordance with ICAO Annex 7 Ch. 3.6 – Aircraft Registration and Markings. 8. Amendment in respect to standards for markings where there is insufficient space on aircraft external surface to accommodate the markings in accordance with ICAO Annex 7, Ch. 5.1.3 and 5.2.3 – Aircraft Registration and Markings 9. Amendment for nationality and registration markings for unmanned free balloon in accordance with ICAO Annex 7 Ch. 4.2.5 – Aircraft Registration and Markings. 10. Amendment in respect to the standards for identification plates of each aircraft in accordance with ICAO Annex 7 Ch. 9.1 and 9.2– Aircraft Registration and Markings. 11. Amendment by introducing Schedule 1 – Aircraft classification as per Annex 7: Ch. 2.1 and Table1. 12. Amendment by introducing Schedule 2 Certificate of Registration format as per Annex 7 Ch. 8.1 and Fig.1. 13. Amendment to reflect the correct term “Certificate of Registration” instead of “Certificate of Aircraft Registration” in accordance with ICAO Annex 7 – Aircraft Registration and Markings.
No.5	1	Amendment, 2004
		1. Amendment of the definition of “maintenance” to give better clarity of meaning. 2. Clarification of the information flow and responsibility of the State of Design

		in the processing of Airworthiness Directives. 3. Introduction of a set of criteria for the classification of a modification or repair as Major or Minor.
	2	Amendment (2), 2004
		Amendment of transitional provisions.
	3	Amendment, 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2005
		1. Clarification and amplification of certain requirements. 2. Amendment of transitional provisions.
	5	Amendment, 2006
		1. Amendment to the definition of small aircraft and large aircraft to change the MCTOM of a helicopter from 3180kg to 3175kg. 2. Amendment of the contents of an airworthiness certificate. 3. Amendment of certain definitions. 4. Amplification of limiting conditions for flight in the case of a damaged aircraft.
	6	Amendment (2), 2006
		Amendment of transitional provisions.
	7	Amendment, 2007
		Introduction of noise validation certificate to be issued by the Authority.
	8	Amendment, 2016
		1. Amendment of Schedule 1 to include the current European Aviation Safety Agency (EASA) whose Airworthiness Codes are acceptable to the Authority
No.6	1	Amendment, 2004
		1. Amendment of the definition of "maintenance" to give better clarity of meaning. 2. Issue of a limited certification authorization by an Approved Maintenance Organization to a flight crew for the accomplishment of repetitive airworthiness directive inspection during a pre-flight inspection.
	2	Amendment (2), 2004
		Amendment of transitional provisions.
	3	Amendment, 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2005
		Introduction of an Acceptance certificate for a foreign AMO when in compliance with maintenance special conditions for equivalence with TTCAR No.6
	5	Amendment (2), 2006
		Amendment of transitional provisions.
	6	Amendment, 2007
		Introduction of SMS by 1 st January 2009.

TTCAR	Change Number	Summary of Amendments
No.7	1	Amendment, 2004
		<ol style="list-style-type: none"> 1. Equipment requirements for operations in defined portions of certain airspaces. 2. Revision of the Emergency Locator Transmitter (ELT) equipment requirements.
	2	Amendment (2), 2004
		Amendment of transitional provisions.
	3	Amendment, 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2005
		<ol style="list-style-type: none"> 1. Clarification of certain expressions. 2. Amendment of transitional provisions.
	5	Amendment, 2006
		1. Additional instruments and equipment installed in an aircraft to be approved or accepted by the authority.
		2. Clarification of RVSM flight level.
		3. Amendment to aircraft lights requirement.
		4. Amendment to engine instruments requirement.
		5. Amendment to portable fire extinguisher requirement to include helicopter.
		6. Clarification of life raft and flotation equipment requirements.
		7. Clarification of flight crew compartment door security requirements..
6	Amendment (2), 2006	
	Amendment of transitional provisions.	

	7	Amendment, 2007
		Copy of AOC to be carried on board
	8	Amendment, 2016
		<p>1. Amendment for the provisions of first-aid and emergency medical kit in accordance with the standards of Annex 6 Part 1, Ch. 6.2.2 (a).</p> <p>2. Amendment to regulation 72A in accordance with the revised standards of Annex 6 Part 1 Ch. 6.23.2 for aircraft equipped with automatic landing systems, a heads-up display or equivalent system, enhanced vision system, synthetic vision system or a combined vision system.</p> <p>3. Amendment of Schedule 3 for the ratio of first-aid kits to passengers and the introduction of Part C to the Schedule for the contents of first-aid kits, universal precaution kits and medical kits in accordance with the standards of Annex 6 Part 1, attachment B:2.1 and 4.1</p>
No.8	0	Initial Issue
	1	Amendment, 2006
		Prohibition of alcohol consumption and restriction on public functions in the Airside.
	2	Amendment, 2014
		1. Purpose of regulations added in regulation 1A.
		2. New definitions introduced while amending old definitions as in Annex 17.
		3. Regulations added to make effect to TTCAR 1 Regulations 2A and 2B.
		4. Applicability of regulations to include regulated agents, aerodrome tenants and concessionaires, caterer, service providers, ATO and AMO.
		5. Amendment of training program and instructor certification i.a.w. NCASP.
		6. Amendment of program to include code sharing and collaborative arrangements.
		7. Amendment in accordance with Annex 17 standards for securities measures to mitigate suspicious activities.
		8. Amendment for enhanced security measures for high risk cargo or mail.
		9. Amendment of operators' responsibilities for security measures when designing airports.
		10. Amendment to ensure restricted areas protection from unauthorized access.
		11. Amendment requiring aircraft operators to secure operations as per security program.
		12. Amendment for security procedures for intransit disembarking passengers not leaving behind items.
		13. Amendment for carriage of weapons by inflight security officers on duty.
		14. Introduces regulation 49A for security measures on landside.
		15. Amendment in standard of advanced detection X-ray equipment by Jan 01 2017.
		16. New training standards for screening officers.
		17. Amendment for responsibilities of regulated agents.
		18. Amendment for responsibilities for catering operator.
		19. Introduces regulation 67B for DGCA to implement QC program.
		20. Amendment to ensure entities have service providers comply with security program.
		21. Amendment introduces additional contravention penalty.
		22. Amendment of Schedule 6 with revised standard for physical searches of carry-on bags.
		23. Amendment to have DGCA notified of security incidents.

No.9	1	Amendment, 2005
		Amendment of transitional provisions.
	2	Amendment (2), 2005
		1. Allow a foreign ATO to apply for training specifications for operations in Trinidad and Tobago. 2. Amendment of transitional provisions.
	3	Amendment 2006
		1. Amend Aviation Training Organization to Approved Training Organization. 2. Amplification of the Training Procedures Manual and Quality Assurance System.
	4	Amendment (2), 2006
		1. Replace Schedule 3. 2. Amendment of transitional provisions.
No.10	1	Amendment (2), 2004
		Amendment of transitional provisions.
	2	Amendment, 2005
		Amendment of transitional provisions.
	3	Amendment (2), 2005
		Amendment of transitional provisions.
	4	Amendment (2), 2006
		1. Clarification of expression 2. Amendment of transitional provisions.
	5	Amendment, 2016
		1. Amends regulation 5 of the Regulations in respect of documents to be submitted to the Authority when applying for foreign Operations Specifications, in accordance with Annex 6 Part 1, Ch. 4.2.2. 2. Amends regulation 7 of the Regulations on the location that foreign Operations Specification issued by the Authority are to be kept and made available for inspection by TTCAA Inspectors. 3. Amends regulation 8 of the Regulations on the location that foreign Operations Specification issued by the Authority are to be kept and made available for inspection by TTCAA Inspectors

TTCAR	Change Number	Summary of Amendments
No.11	1	Amendment, 2005
		Amendment of transitional provisions.
	2	Amendment (2), 2005
		1. Clarification of expression. 2. Amendment of transitional provisions.
	3	Amendment, 2006
		Amendment of operating limitations for helicopter to allow lifting or lowering of persons in actual rescue operations.
	4	Amendment (2), 2006
		Amendment of transitional provisions.
No.12	1	Amendment, 2005
		Amendment of transitional provisions.
	2	Amendment (2), 2005
		Amendment of commencement date.
	3	Amendment (2), 2006
		Amendment of transitional provisions.

	4	Amendment, 2007
		1. Reference to applicable standards contained in Annex 14.
		2. Inclusion of necessary competence for applicant and personnel at an aerodrome.
		3. Inclusion of Interim Aerodrome Certificate.
		4. Expansion of SMS requirements.
TTCAR	Change Number	Summary of Amendments
No.13	1	Amendment, 2016
		1. Amendment for the collection of debt in accordance with ICAO Doc 9181, Ch. 7.77 – 7.81.
		2. Amendment for the deadline for operators to pay the Authority for the provision of Air Navigation Services.
		3. Amendment by adding regulations 5A, 5B and 5C for interest charges on outstanding payment by operators for the provision of Air Navigation Services by the Authority, in accordance with ICAO Doc 9161, Ch. 7.77 – 7.81
TTCAR	Change Number	Summary of Amendments
No. 14	1	Amendment, 2016
		1. Amendment by adding the definition “contributing factors” in accordance with ICAO Annex 13.
		2. Amendment of regulations 27 in accordance with changes to ICAO Annex 13, Ch. 5.25 (h).
		3. Amendment of Schedule 2 by correcting editorial error in the regulation reference.
		4. Amendment of Schedule 3 by correcting editorial error in the regulation reference.
		5. Amendment of Schedule 4 by correcting editorial error in the regulation reference.
		6. Amendment of Schedule 5 by correcting editorial error in the regulation reference
TTCAR	Change Number	Summary of Amendments
No. 15	1	Amendment, 2016
		1. Amendment by inserting definitions in accordance with ICAO Annexes 4, 11 and 15.
		2. Amendment in regulations 2B – 2N for the application and issuance of an Air Navigation Services Certificate based on the aviation best practice for certification of an ANS provider.
		3. Amendment of Schedule 1 to reflect various changes to ICAO Annex 11 – Air Traffic Control.
		4. Amendment of Schedule 1 to reflect various changes to ICAO Annex 11 – Air Traffic Control, Ch. 3.3.5.1.
		5. Amendment of Schedule 1 to reflect various changes to ICAO Annex 11 – Air Traffic Control, Ch. 4.3.7.
		6. Amendment of Schedule 1 to reflect various changes to ICAO Annex 11 – Air Traffic Control, Appendix 5, Tables 1,2,3,4 & 5.

		<ol style="list-style-type: none">7. Amendment of Schedule 2 to reflect various changes to ICAO Annex 15 – Aeronautical Information Publications.8. Amendment of Part A of Schedule 3 to reflect various changes to ICAO Annex 4 – Aeronautical Charts, Ch. 2.17.3.9. Amendment of Part A of Schedule 3 to reflect various changes to ICAO Annex 4 – Aeronautical Charts, Appendix 6, Tables 2, 5 and 6.10. Amendment of Part E of Schedule 3 to reflect various changes to ICAO Annex 4 – Aeronautical Charts, Ch. 9.9.3.1.11. Amendment of Part G of Schedule 3 to reflect various changes to ICAO Annex 4 – Aeronautical Charts, Ch. 11.10.6.3 (f).
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No. 16	0	Initial Issue – Compounding Offences (Pecuniary Penalties)
TTCAR No. 17	0	Initial Issue - Economics
TTCAR No. 17	Change Number	Summary of Amendments
No. 17	1	<p style="text-align: center;">Amendment, 2016</p> <ol style="list-style-type: none"> 1. Amendment of regulation 2 by adding certain definitions. 2. Amendment of regulation 3 citing exceptions to these Regulations. 3. Amendment of regulations 3 by stating the applicability of Part II. 4. Amendment of regulation 4 for implementing penalties. The fine has been reduced. It also includes penalties for advertising or selling tickets for unauthorised operations. 5. Amendment of regulation 5 for the issue of an international commercial air transport licence including certain conditions attached to each licence granted thereunder i.a.w. Article 6 of the Chicago Convention. 6. Amendment by inserting a regulation for the application for a domestic commercial air transport licence 7. Amendment by inserting a regulation for the issue of a domestic commercial air transport licence. 8. Amendment by removing regulations 13 and 14 for the grant of provisional licences. 9. Amendment by adding regulation 16 for amending a License and introduces a Schedule for the application for amendments to licences. 10. Amendment for the revocation, amendment or suspension of a License. 11. Amendment of regulation 18 for License fees and introduces Schedule 8, a fee structure for charging for licences, permits and amendments to such. It also introduces charges for domestic commercial air transport licences. 12. Amendment by removing regulation 19 for the submission of Monthly Returns. This is incorporated in another regulation. 13. Amendment by renaming Part III from “Permits for Journeys other than Scheduled Journeys,” to “International Commercial Air Transport Permits for Unscheduled Journeys.” 14. Amendment of regulation 20 for Exceptions. It has been converted to Applicability. 15. Amendment of regulation 21 for implementing penalties. The same changes as with regulation 5 are incorporated. 16. Amendment of regulation 24 for application for permits reflecting Article 5 of the Chicago Convention. 17. Amendment of regulation 23 for issue of a permit. It introduces a restriction on the validity period for a permit to maintain a differentiation between scheduled and non-scheduled journeys as defined in ICAO Doc 9587. It also refers to Schedule 8 for the calculation of permit fees. 18. Amendment by inserting regulation 26 for the provision of a Surety Bond, Depository Agreement or Escrow Agreement for charter operators in keeping with industry best practice as evident in the regulations of the U.S.A’s Department of Transport (14 CFR 372.24) and the UK’s Civil Aviation Authority. 19. Amendment introduces Part IV (regulations 27 – 34) - permits for domestic air transport and commercial non- transport operations i.a.w. Article 36 of the Chicago Convention and the requirements of the UK’s Air Navigation Order, Article 225. 20. Amendment of regulation 28 for information re financial resources of an applicant to be treated as confidential. It introduces provisions for maintaining confidentiality and penalties for the contravention of such provisions. 21. Amendment by inserting regulation 38 for statistical information from an applicant. This reflects the requirement stated in Air Services Agreements, for States to provide statistical data to the other Party upon request. It also facilitates the Authority’s responsibility to submit monthly and annual

		<p>statistical data to ICAO.</p> <p>22. Amendment by inserting regulation 39 for General Conditions reflecting ICAO Doc 9626 Chapter 4.9 as well as incorporates industry best practise as evident in Articles 8 and 17 of the European Regulation 261/2004.</p> <p>23. Amendment by inserting regulation 40 for Advertising of Operations which reflects the recommendations within ICAO State Letter, SP 31/1-14/93. Paragraph 2.2.</p> <p>24. Amendment by inserting regulation 41 for Code Shares and Cooperative Agreements i.a.w. the policies in ICAO Doc 9626 Chapter 4.8 as well as the statements agreed upon in certain Air Service Agreements.</p> <p>25. Amendment by inserting regulation 42 for Revision of Authorizations introducing provisions for which holders of licences or permits can apply for revisions to such as well as the associated fee for such revisions.</p> <p>26. Amendment by inserting regulation 43 for Insurance Liability reflecting Article 50 of the Montreal Convention.</p> <p>27. Amendment by inserting regulation 44 for Fair Competition i.a.w. guidance and policies in ICAO Doc 9587 Chapter 1-28.</p> <p>28. Amendment by inserting Part VI for Denied Boarding/Overbooking (Regulations 46 – 54). This incorporates current industry practice as evident in the U.S.A’s Department of Transport Regulations (14 CFR 250) and Articles 9, 10, 11 and 20 of the European Regulation 261/2004.</p> <p>29. Amendment by inserting Part VII for Passenger Service Plan (Regulations 55 – 58) reflecting the recommended practices as stated in ICAO Doc 9626 Chapter 4.9. This also incorporates current industry practice as evident in the U.S.A’s Department of Transport Regulations (14 CFR 259) and the European Regulation 261/2004.</p> <p>30. Amendment by inserting Part VIII for Complaints and Dispute Resolution (Regulation 59) as per recommendation within ICAO State Letter, SP 31/1-14/93. Paragraph 2.1.</p> <p>31. Amendment by inserting Part IX for Contingency Plan for Tarmac Delays (regulation 60 - 64). This reflects current industry practice as evident in the U.S.A’s Department of Transport Regulations (14 CFR 259).</p> <p>32. Amendment by inserting Part X for En Route User Charges (Regulations 65 – 67) i.a.w. Article 15 of the Chicago Convention and policies and recommended practices listed in ICAO Docs 9082 and 9161.</p> <p>33. Amendment by deleting Schedules 1 – 8 and substituting Schedules 1 – 13.</p>
No. 18	0	Initial Issue – State Aircraft Registration and Markings
No. 19	0	Initial Issue – Unmanned Aircraft Systems