

LEGAL NOTICE No. 175

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, CHAP. 49:03

REGULATIONS

MADE BY THE TRINIDAD AND TOBAGO CIVIL AVIATION AUTHORITY WITH  
THE APPROVAL OF THE MINISTER UNDER SECTION 33 OF THE CIVIL  
AVIATION ACT AND SUBJECT TO NEGATIVE RESOLUTION OF  
PARLIAMENT

THE CIVIL AVIATION [(NO. 4) REGISTRATION AND  
MARKINGS] (AMENDMENT) REGULATIONS, 2016

1. These Regulations may be cited as the Civil Aviation [(No. 4) Citation  
Registration and Markings] (Amendment) Regulations, 2016.
2. In these Regulations, “the Regulations” mean the Civil Aviation Interpretation  
[(No. 4) Registration and Markings] Regulations. Chap. 49:03
3. Regulation 2 of the Regulations is amended by— Regulation 2  
amended
  - (a) revoking the definition of “CARICOM national” and  
substituting the following definition:

“CARICOM national” has the meaning assigned to the  
definition of a “national” in the Revised Treaty of  
Chaguaramas Establishing the Caribbean  
Community, including the CARICOM Single  
Market and Economy, signed in The Bahamas on  
the 5th day of July, 2001, as incorporated under  
the Caribbean Community Act, Chap. 81:11; and
  - (b) inserting in the appropriate alphabetical order the  
following definitions:

“aeroplane” means a power-driven heavier-than-air  
aircraft, deriving its lift in flight chiefly from  
aerodynamic reactions on surfaces which remain  
fixed under given conditions of flight;

“airship” means a power-driven lighter-than-air  
aircraft;

“balloon” means a non-power-driven lighter-than-air  
aircraft;

“common mark” means a mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis;

“glider” means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

“gyroplane” means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes;

“helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes;

“ornithopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted;

“remotely piloted aircraft or RPA” means an unmanned aircraft which is piloted from a remote pilot station;

“rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

Regulation 3  
revoked and  
substituted

4. Regulation 3 of the Regulations is revoked and the following regulation is substituted:

“3. (1) These Regulations shall apply to all Trinidad and Tobago civil aircraft except—

(a) meteorological pilot balloons used exclusively for meteorological purposes; and

(b) unmanned free balloons without a payload.

(2) For the purposes of these Regulations, the classification of aircrafts in Trinidad and Tobago shall be as set out in Schedule 1.”.

Regulation 4  
amended

5. Regulation 4 of the Regulations is amended by deleting the words “except as specified as regulation 3(2)” occurring after the word “Tobago”.

6. Regulation 9 of the Regulations is amended— Regulation 9  
amended
- (a) in subregulation (1), by deleting the words “Aircraft Registration in respect of such aircraft” and substituting the words “Registration as set out in Schedule 2, in respect of such aircraft”; and
  - (b) in subregulation (2), by deleting the words “Certificate of Aircraft Registration” and substituting the words “Certificate of Registration”.
7. Regulation 10 of the Regulations is amended by deleting the words “Certificate of Aircraft Registration” and substituting the words “Certificate of Registration”. Regulation 10  
amended
8. Regulation 11(3) of the Regulations is amended by deleting the words “Certificate of Aircraft Registration” and substituting the words “Certificate of Registration”. Regulation 11(3)  
amended
9. Regulation 12 of the Regulations is amended— Regulation 12  
amended
- (a) in subregulation (1)(a), by deleting the words “Certificate of Aircraft Registration” and substituting the words “Certificate of Registration”.
  - (b) in subregulation (2), by deleting the words “Except for unmanned free balloon specified under regulation 3(2)(e), the” and substituting the word “The”.
10. Regulation 14 of the Regulations is amended by— Regulation 14  
amended
- (a) renumbering Regulation 14 as Regulation 14(1); and
  - (b) inserting after the renumbered Regulation 14(1), the following subregulation:
    - “(2) The nationality or common mark and registration mark under subregulation (1) shall consist of a group of characters specified in regulation 15(3).”.
11. Regulation 15 of the Regulations is amended by revoking subregulation (4)(f) and substituting the following subregulation: Regulation  
15(4)(f)  
revoked and  
substituted
- (f) not be used where they may be interpreted as any of the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, such as XX, PAN and TTT.”.

Regulation 20 amended      12. Regulation 20 of the Regulations is amended by inserting after subregulation (2), the following subregulation:

“(3) Where a lighter-than-air aircraft or heavier-than-air aircraft does not possess the parts of sufficient size to accommodate the marks described in this Part, the measurements of the marks shall be determined by the Director General, taking account of the need for the aircraft to be readily identified.”.

Regulation 21 amended      13. Regulation 21 of the Regulations is amended by inserting after subregulation (2), the following subregulation:

“(3) The nationality and registration marking for an unmanned free balloon shall be made only on the identification plate in accordance with Regulation 23(3).”.

Regulation 22(1) and (2) amended      14. Regulation 22(1) and (2) of the Regulations are amended by deleting the words “Certificate of Aircraft Registration” and substituting the words “Certificate of Registration”.

Regulation 23(3) revoked and substituted      15. Regulation 23 of the Regulations is amended by revoking subregulation (3) and substituting the following subregulation:

“(3) The other identification plate shall be inscribed with at least the nationality or common mark, registration mark and the name and address of the owner and—

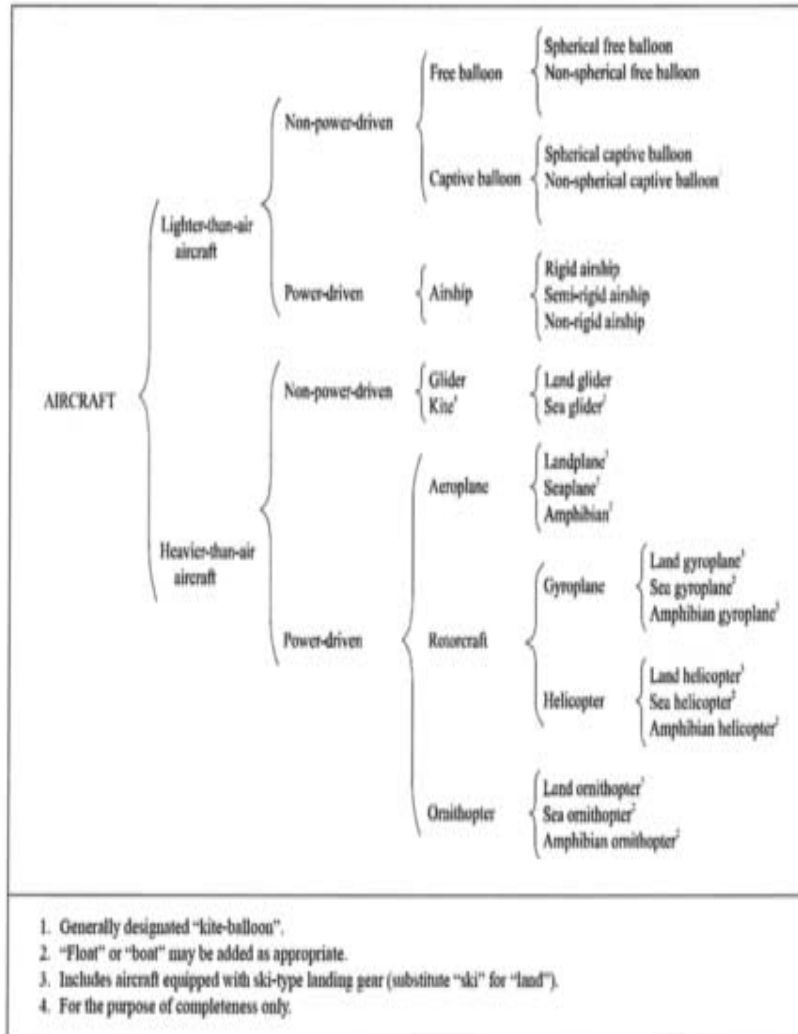
- (a) be secured to the aircraft in a prominent position near the main entrance;
- (b) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; or
- (c) in the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft where there is no main entrance or compartment.”.

Schedule 1 inserted      16. The Regulations are amended by inserting after regulation 25, the following Schedule:

SCHEDULE 1

[Regulation 3(2)]

1. Aircraft shall be classified in accordance with the Table 1 below.
2. An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
3. Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.



Schedule 2 inserted

17. The Regulations are amended by inserting after Schedule 1, the following Schedule:

SCHEDULE 2

(Regulation 9)

The following is the standard format to be used for the Certificate of Registration referred to in regulation 9:

*	State or Common mark registering authority Ministry Department or Service	*
<b>Certificate of Registration</b>		
1. Nationality or common mark and registration mark .....	2. Manufacturer and manufacturer's designation of aircraft .....	3. Aircraft Serial no. .....
4. Name of owner .....		
5. Address of owner .....		
6. It is hereby certified that the above described aircraft has been duly entered on the ..... in accordance <small>(name of register)</small> with the Convention on International Civil Aviation dated 7th December, 1944 and the (†) .....		
(Signature) ..... Date of issue ..... (†) Insert reference to applicable regulations.		
*		
*For use by the State of Registry or common mark registering authority.		

Made by the Trinidad and Tobago Civil Aviation Authority this  
30th day of August, 2016.

R. LUTCHMEDIAL  
*Trinidad and Tobago  
Civil Aviation Authority*

Approved by the Minister of Works and Transport this 30th day of  
August, 2016.

F. E. HINDS  
*Minister of Works and Transport*