

LEGAL NOTICE No. 143

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, CHAP. 49:03

REGULATIONS

MADE BY THE 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. 2) OPERATIONS] (AMENDMENT)
REGULATIONS, 2011

1. These Regulations may be cited as the Civil Aviation [(No. 2) Citation
Operations] (Amendment) Regulations, 2011.
2. In these Regulations, “the Regulations” means the Civil Aviation Interpretation
[(No. 2) Operations] Regulations, 2004.
3. Regulation 2 of the Regulations is amended by inserting in the ^{Regulation 2}
appropriate alphabetical sequence, the following definitions: _{amended}
 - “accelerate-stop distance available (ASDA)” means the length
of the take-off run available plus, where provided, the
length of the stopway;
 - “airworthy” means the status of an aircraft, engine, propeller or
part when it conforms to its approved design and is in a
condition for safe operation;
 - “continuing airworthiness” means the set of processes by which
all aircraft comply with the applicable airworthiness
requirements and remain in a condition for safe operations
throughout their operating life;
 - “engine” means a unit used or intended to be used for aircraft
propulsion consisting of at least those components and
equipment necessary for functioning and control, but
excludes propellers and rotors;
 - “enhanced vision system (EVS)” means a system to display
electronic real-time images of the external scene achieved
through the use of image sensors;
 - “head-up display system” means a display system that presents
flight information into the pilot’s forward external field of
view;

“landing distance available (LDA)” means the length of runway which is declared available and suitable for the ground run of an aeroplane landing;”.

Regulation 11
amended

4. Regulation 11 of the Regulations is amended, by inserting after subregulation (1), the following subregulation:

“ (1A) An operator shall ensure that—

(a) a true certified copy of his air operator certificate; and

(b) a copy of the operations specifications relevant to the aircraft type issued in conjunction with the air operator certificate, in the English language,

are carried on board each aircraft during operations.”.

Regulation
143A
amended

5. Regulation 143A of the Regulations is amended by inserting after subregulation (1), the following subregulations:

“ (1A) An operator shall ensure that a minimum of two aircraft of each aircraft type grouping shall have their height-keeping performance monitored at least once every two years or within intervals of one thousand flight hours per aircraft, whichever period is longer.

(1B) Where, under subregulation (1A), an aircraft type grouping consists of a single aircraft, monitoring of that aircraft shall be accomplished within the specified time period.”.

Regulation
192 amended

6. Regulation 192 of the Regulations is amended by inserting after subregulation (6), the following subregulations:

“ (7) The pilot in command of an aircraft shall, immediately before or after turning the ‘fasten seat belt’ sign off, ensure that passengers are briefed to keep their seatbelts fastened while seated, even when the “fasten seat belt” sign is switched off.

(8) The passenger briefing card required under paragraph (2)(a)(vii) shall contain information that is pertinent only to the type and model of aircraft used for that flight.

(9) The pilot in command shall, before each take off, ensure that a person of reduced mobility is personally briefed on—

(a) the route to the most appropriate exit; and

(b) the time to begin moving to the exit,

in the event of an emergency.

(10) In addition, to the requirements of subregulation (9), the pilot in command shall ensure that proper passenger briefing required by this regulation has been completed prior to each take-off.”

7. The Regulation 214 of the Regulations is revoked.

Regulation
214 revoked

8. Schedule 7 of the Regulations is amended—

Schedule 7
amended

(a) in paragraph (j)(ii), by deleting Marshalling Signal No. 21 and renumbering subsequent Marshalling Signals 22 to 29 as 21 to 28 respectively; and

(b) by inserting after paragraph (k), the following paragraphs:


“(kA) (A) Marshalling Signals No. 24 to 28 regarding Technical/servicing communication signals shall only be used when verbal communication is not possible with respect to technical and servicing communication signals.

(B) Signalmen shall ensure that an acknowledgement is received from the flight crew with respect to technical and servicing communication.

(kB) (A) Standard emergency hand signals. The following hand signals are established as the minimum required for emergency communication between the aircraft rescue and firefighting (ARFF) incident commander or ARFF firefighters and the flight crew or cabin crews of the incident aircraft.

(B) ARFF emergency hand signals should be given from the left front side of the aircraft for the flight crew.

(C) In order to communicate more effectively with the cabin crew, emergency hand signals may be given by ARFF firefighters from other positions.

1. Recommended evacuation	
	Evacuation recommended based on ARFF and incident commander’s assessment of external situation. Arm extended from body and held horizontal with hand upraised at eye level. Execute beckoning arm motion angled backward. Non-beckoning arm held against body. Night—same with wands.

*Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

**Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note: Guidance material relating to vertical separation is contained in the Manual on Implementation of a 1000ft Vertical Separation Minimum between FL290 and FL410 Inclusive (ICAO Doc 9574)

(n)(ii) Cruising Levels: RVSM (feet)

TRACK*											
From 000 degrees to 179 degrees**						From 180 degrees to 359 degrees**					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	11 000	11 300	—	—	—	020	12 000	600	—	—	—
030	13 000	900	035	13 500	11 050	040	14 000	11 200	045	14 500	11 350
050	15 000	11 500	055	15 500	11 700	060	16 000	11 850	065 1	6 500	12 000
070	17 000	12 150	075	17 500	12 300	080 1	8 000	12 450	085	18 500	12 600
090	19 000	12 750	095	19 500	12 900	100	10 000	13 050	105	10 500	13 200
110	11 000	13 350	115	11 500	3500	120	12 000	13 650	125	12 500	13 800
130	13 000	13 950	135	13 500	14 100	140	14 000	14 250	145	14 500	14 400
150	15 000	14 550	155	15 500	14 700	160	16 000	14 900	165	16 500	15 050
170	17 000	15 200	175	17 500	15 350	180	18 000	15 500	185	18 500	15 650
190	19 000	15 800	195	19 500	15 950	200	20 000	16 100	205	20 500	16 250
210	21 000	16 400	215	21 500	16 550	220	22 000	16 700	225	22 500	16 850
230	23 000	17 000	235	23 500	17 150	240	24 000	17 300	245	24 500	17 450
250	25 000	17 600	255	25 500	17 750	260	26 000	17 900	265	26 500	18 100
270	27 000	18 250	275	27 500	18 400	280	28 000	18 550	285	28 500	18 700
290	29 000	18 850				300	30 000	19 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	11 300				360	36 000	10 950			
370	37 000	10 650				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
etc.	etc.	etc.				etc.	etc.	etc.			

Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 1,000 ft (300 m) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

**Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

***Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Note: Guidance material relating to vertical separation is contained in the Manual on Implementation of a 1,000 ft. Vertical Separation Minimum between FL290 and FL410 Inclusive (ICAO Doc 9574)

Schedule 9
amended

9. Schedule 9 of the Regulations is amended in Part O—

- (a) in paragraph (a), by inserting after the words “each cabin crew” the word “member”; and
- (b) in subparagraph (a)(i)(J) by inserting after the word “equipment” the words “including universal precautions kits and automated external defibrillators”;
- (c) by inserting after subparagraph (a)(vii) the following:
 - “(viii) every twelve months, knowledge about human performance as related to passenger cabin safety duties including flight crew-cabin crew members coordination.”.

Made by the Civil Aviation Authority this 8th day of July, 2011.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport this 8th day of July, 2011.

J. WARNER
Minister of Works and Transport