

LEGAL NOTICE NO. 239

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. 1) GENERAL APPLICATION AND
PERSONNEL LICENSING] (AMENDMENT) REGULATIONS, 2012

1. These Regulations may be cited as the Civil Aviation [(No. 1) Citation
General Application and Personnel Licensing] (Amendment)
Regulations, 2012.

2. In these Regulations, “the Regulations” means the Civil Interpretation
Aviation [(No. 1) General Application and Personnel Licensing] L.N. No. 100 of
Regulations, 2004. 2004

3. Regulation 2 of the Regulations is amended—

Regulation 2
amended

(a) in the definition of “approved training” by deleting the
words “that, in the case of flight crew members, is
conducted within an approved training organization”; and

(b) by deleting the definition of “approved Training
Organization” and substituting the following definition:

“ “approved Training Organization” means an
organization approved by and operating under
supervision of the Authority in accordance with
the Civil Aviation [(No. 1) General Application
and Personnel Licensing] Regulations, 2004 and
the Civil Aviation [No. 9) Aviation Training
Organization] Regulations, 2004 to perform
approved training;”;

(c) by inserting in the appropriate alphabetical sequence, the
following definitions:

“ “aerodrome control service” means an air traffic
control service for aerodrome traffic;

“appropriate authority” means—

(a) in relation to flight over the high seas, the
relevant authority of the State of Registry; or

(b) in relation to flight over the high seas, the
relevant authority of the state having
sovereignty over the territory being over-
flown;

“psychoactive substances” means substances such as alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens and volatile solvents;”.

Regulation 3 amended 4. Regulation 3 of the Regulations is amended in subregulation (1A), by deleting the word “Meteorology” and substituting the word “Metrology”.

Regulation 22 amended 5. Regulation 22 of the Regulations is amended in subregulation (4), by deleting the words “10th March, 2011” and substituting the words “5th March, 2015”.

Regulation 43 amended 6. Regulation 43 of the Regulations is amended in—

- (a) subregulation (1), by deleting the words “and fifty”;
- (b) subregulation (2)(a), by deleting the word “ninety” and substituting the word “fifty”;
- (c) subregulation (2)(b), by deleting the words “and fifty”;
- (d) subregulation (4)(a), by deleting the word “250” and substituting the words “two hundred”;
- (e) subregulation (4)(b), by deleting the word “190” and substituting the words “one hundred and fifty”; and
- (f) subregulation (4)(c), by deleting the word “150” and substituting the words “one hundred”;

Regulation 129 amended 7. Regulation 129 of the Regulations is amended in subregulation (1)(d), by inserting after the words “appropriate to the rating sought” the words “, including the recognition and management of threats and errors”.

Regulation 145 amended 8. Regulation 145 of the Regulations is amended—

- (a) in subregulation (1)(b), by deleting the word “and”;
- (b) in subregulation (1)(c), by deleting the full stop and substituting the words “; and”;
- (c) by inserting after subregulation (1)(c) the following subregulation:
 - “(d) recognize and manage threats and errors”.

9. Schedule 4 of the Regulations is amended by deleting Part E and substituting the following Part: E Schedule 4
amended

“PART E

EXPERIENCE REQUIREMENTS FOR COMMERCIAL PILOT LICENCE

1. Specific experience requirements for the issue of the aeroplane category rating:
 - (a) The applicant shall have completed not less than 200 hours of flight time, or 150 hours where completed during a course of approved training, as a pilot of aeroplanes.
 - (b) Credit shall be limited to a maximum of 10 hours for experience as a pilot under instruction in a flight simulation training device as part of the total flight time of 200 hours or 150 hours in above paragraph (a), as the case may be.
 - (c) The applicant shall have completed in aeroplanes not less than—
 - (i) 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-in-command;
 - (ii) 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
 - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
 - (iv) where the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.
 - (d) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements for aeroplanes can be reduced.
2. Specific experience requirements for the issue of the helicopter category rating:
 - (a) The applicant shall have completed not less than 150 hours of flight time, or 100 hours if completed during a course of approved training, as a pilot of helicopters.
 - (b) Credit shall be limited to a maximum of 10 hours for experience as a pilot under instruction in a flight simulation training device as part of the total flight time of 150 hours or 100 hours in above paragraph (a) as the case may be.
 - (c) The applicant shall have completed in helicopters not less than:
 - (i) 35 hours as pilot-in-command;
 - (ii) 10 hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two different points shall be made;
 - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and

- (iv) where the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.
- (d) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements for helicopters can be reduced.

3. Specific experience requirements for the issue of the airship category rating:

- (a) The applicant shall have completed not less than 200 hours of flight time as a pilot.
- (b) The applicant shall have completed not less than—
 - (i) 50 hours as a pilot of airships;
 - (ii) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than—
 - (A) 10 hours of cross-country flight time; and
 - (B) 10 hours of night flight;
 - (iii) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
 - (iv) 20 hours of flight training in airships in the areas of operation listed in paragraph 3, Part D of this Schedule.”.

Schedule 5
amended

10. Schedule 5 of the Regulations is amended in Part C by deleting clause 4(e).

Schedule 11
amended

11. Schedule 11 of the Regulations is amended by deleting Part A and substituting the following Part:

“PART A

The applicant for a Flight Operations Officer Authorization under regulation 141 shall meet the following aeronautical knowledge requirements:

- (a) Air law to include rules and regulations relevant to the holder of a flight operations officer licence and appropriate air traffic services practices and procedures;
- (b) Aircraft general knowledge to include—
 - (i) principles of operation of aeroplane engines;
 - (ii) systems and instruments;
 - (iii) operating limitations of aeroplanes and engines; and
 - (iv) minimum equipment list;
- (c) Flight performance calculation, planning procedures and loading to include—
 - (i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
 - (ii) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; *en-route* cruise control; extended range operation;

- (iii) preparation and filing of air traffic services flight plans; and
- (iv) basic principles of computer-assisted planning systems;
- (d) Human performance to include human performance relevant to dispatch duties, including principles of threat and error management;
- (e) Meteorology to include—
 - (i) aeronautical meteorology; the movement of pressure systems; the structure of fronts and the origin and characteristics of significant weather phenomena which affect take-off, *en-route* and landing conditions; and
 - (ii) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;
- (f) Navigation to include principles of air navigation with particular reference to instrument flight;
- (g) Operational procedures to include—
 - (i) use of aeronautical documentation;
 - (ii) operational procedures for the carriage of freight and dangerous goods;
 - (iii) procedures relating to aircraft accidents and incidents; emergency flight procedures; and
 - (iv) procedures relating to unlawful interference and sabotage of aircraft;
- (h) Principles of flight to include principles of flight relating to the appropriate category of aircraft; and
- (i) Radio communication to include procedures for communicating with aircraft and relevant ground stations.”.

12. Schedule 13 of the Regulations is amended in Part B by ^{Schedule 13} inserting after the words “Human performance”, wherever they occur, ^{amended} the words “, including principles of threat and error management relevant to aircraft maintenance”.

Made by the Civil Aviation Authority this 21st day of May, 2012.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Transport this 21st day of May, 2012.

D. MAHARAJ
Minister of Transport