

LEGAL NOTICE No. 244

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. 15) AIR NAVIGATION SERVICES]
(AMENDMENT) REGULATIONS, 2012

1. These Regulations may be cited as the Civil Aviation [(No. 15) Citation
Air Navigation Services] (Amendment) Regulations, 2012.

2. In these Regulations, “the Regulations” means the Civil Aviation Interpretation
[(No. 15) Air Navigation Services] Regulations, 2006. L.N. No. 307
of 2006

3. Regulation 2 of the Regulations is amended in subregulation (1), Regulation 2
by inserting in the appropriate alphabetical sequence, the following amended
definitions:

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

“aerodrome traffic zone” means an airspace of defined
dimensions established around an aerodrome for the
protection of aerodrome traffic;

“aeronautical station” means a station in the aeronautical
mobile service located on land, on board a ship or on a
platform at sea;

“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 other than over the high seas,
the relevant authority of the State having
sovereignty over the territory being overflown;

“ceiling” means the height above the ground or water of the
base of the lowest layer of clouds below 6,000 metres
(20,000 feet) covering more than half the sky;

“current flight plan” means the flight plan, including changes,
if any, brought about by subsequent clearances;

“danger area” means an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times;

“estimated time of arrival” means—

(a) for IFR flights, the time at which it is estimated that the aircraft will arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the aerodrome, the time at which the aircraft will arrive over the aerodrome; and

(b) for VFR flights, the time at which it is estimated that the aircraft will arrive over the aerodrome;

“heading” means the direction in which the longitudinal axis of an aircraft is pointed, usually expressed in degrees from North;

“pressure-altitude” means an atmospheric pressure expressed in terms of altitude which corresponds to that pressure in the Standard Atmosphere;

“repetitive flight plan” means a flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by ATS units;”.

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