

LEGAL NOTICE NO. 39

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER
UNDER SECTION 33 OF THE CIVIL AVIATION ACT

THE CIVIL AVIATION [(NO. 3) AIR OPERATOR CERTIFICATION AND ADMINISTRATION] (AMENDMENT) REGULATIONS, 2007.

1. These Regulations may be cited as the Civil Aviation [(No. 3) Air Operator Certification and Administration] (Amendment) Regulations, 2007. Citation

2. In these regulations “the Regulations” means the Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulations, 2004. Interpretation L.N. Nos. 46 and 102 of 2004

3. Regulation 2 of the regulations is amended by inserting in the appropriate alphabetical sequence, the following definitions: Regulation 2 amended

“flight dispatcher” means a person who holds a flight dispatcher licence or certificate from another Contracting State;

“flight operations officer” means a person designated by the operator to engage in the control and supervision of flight operations who is qualified in accordance with the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004 and who supports, briefs and assists the pilot in command in the safe conduct of the flight;

“safe forced-landing” means an unavoidable landing or ditching of an aircraft with a reasonable expectancy of no injuries to persons in the aircraft or on the surface;

“safety programme” means an integrated set of regulations and activities aimed at improving safety; and

“safety management system” means a systematic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures;”.

Regulation 37A inserted 3. The Regulations are amended by inserting after regulation 37 the following:

“Safety Management System

Safety Management System 37A. (1) From 1st January, 2009, air operators shall implement a safety management system acceptable to the Authority that—

- (a) identifies safety hazards;
- (b) ensures that remedial action necessary to maintain the acceptable level of safety established by the Director General under subregulation (1), is implemented;
- (c) provides for continuous monitoring and regular assessment of the safety level achieved; and
- (d) aims to make continuous improvement to the overall level of safety.

(2) The Director General shall establish the acceptable level of safety to be achieved in the operations of aircraft.

(3) As part of the safety management programme required by subregulation (1), an air operator shall clearly define lines of safety accountability throughout its organization, including a direct accountability for safety on the part of senior management.”.

Regulation 76 amended 9. Regulation 76 of the regulations is amended by inserting after subregulation (1) the following:

“(1A) The design of the Maintenance Control Manual required by subregulation (1) shall observe human factors principles.”.

Schedule 3 amended 10. Schedule 3 of the regulations is amended in subclause 8.1.5 by deleting the words “and of failure of one or more of the aircraft’s power plants” and substituting the words “, loss of pressurization and the failure of one or more power units”.

11. Schedule 4 of the regulations is amended in subclause 1.2 by ^{Schedule 4} inserting after paragraph (e) the following: ^{amended}

- “(f) include proper flight crew co-ordination and training in all types of emergency and abnormal situations or procedures caused by power plant, airframe or systems malfunctions, fire or other abnormalities;
- (g) include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, human performance including threat and error management and in the transport of dangerous goods;
- (h) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures;
- (i) be given on a recurrent basis, as determined by the Authority and shall include an assessment of competence; and
- (j) the requirement for recurrent flight training in a particular type of aircraft shall be considered fulfilled by—
 - (i) the use, to the extent deemed feasible by the Authority, of flight simulation training devices approved for that purpose; or
 - (ii) the completion within the appropriate period of the proficiency check in that type of aircraft.

Made by the Civil Aviation Authority this 6th day of February, 2007.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport this 6th day of February, 2007.

C. IMBERT
Minister of Works and Transport

Laid in the House of Representatives this day of ,
2007.

Clerk of the House

Laid in the Senate this day of , 2007.

Clerk of the Senate