

LEGAL NOTICE NO. 40

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. 5) AIRWORTHINESS] (AMENDMENT)
REGULATIONS, 2007

1. These Regulations may be cited as the Civil Aviation [(No. 5) Citation
Airworthiness] Regulations, 2007.

2. In these Regulations “the Regulations” means the Civil Aviation
[(No. 5) Airworthiness] Regulations, 2004;

Interpretation
L.N. Nos. 48
and 104 of
2004

3. The Regulations are amended in regulation 2, by inserting in the
appropriate alphabetical sequence, the following definitions:

Regulation 2
amended

“Annex 16” means Annex 16 to the Chicago Convention; and

“noise certificate” means a document issued or validated by a
State or by a competent authority of a State attesting noise
certification in respect of an aeroplane either by way of a
separate certificate or a statement contained in another
document approved by the State of Registry of the aircraft
and required by that State to be carried in the aircraft;”.

4. The Regulations are amended by inserting after PART II the
following new Part:

Part IIA
inserted

“PART IIA

NOISE CERTIFICATION

Applicability

Applicability 23A. This Part specifies the requirements for the
issue of a validation certificate for a noise certificate
(hereinafter referred to as a “noise validation
certificate”) for the following aircraft where such aircraft
are engaged in international air navigation:

- (a) all subsonic jet aeroplanes;
- (b) supersonic aeroplanes;
- (c) propeller driven aeroplanes with a maximum
certified take-off mass exceeding 5,700 kgs;

- (d) propeller driven aeroplanes with a maximum certified take-off mass of 5,700 kgs or less; and
- (e) helicopters.

Standards for noise

Standards for noise 23B. The noise certification standards applicable to an aircraft shall be those set out in ICAO Annex 16.

***Restriction on Operations without Noise
Validation Certificate***

Restriction on operations without noise validation certificate 23C. An operator shall not operate an aircraft to which these Regulations apply in Trinidad and Tobago unless there is in force in respect of the aircraft, a noise validation certificate—

- (a) validated by the Authority under regulation 23D; or
- (b) issued or validated by the competent authority of the State of Registry of the aircraft on the basis of satisfactory evidence that the aircraft complies with requirements that are at least equal to the applicable Standards specified in ICAO Annex 16.

***Requirements for the issue of a Noise Validation
Certificate***

Requirements for the issue of a noise validation certificate 23D. (1) An operator of a Trinidad and Tobago aircraft to which these Regulations apply, who wishes to have a noise validation certificate issued for that aircraft, shall—

- (a) apply to the Authority;
- (b) pay the prescribed fee;
- (c) present evidence to the Director General that the aircraft complies with the applicable requirements of ICAO Annex 16;
- (d) submit the aircraft to such flying tests as the Director may require.

(2) Where the Director General is satisfied that the evidence presented by the applicant in support of an application for a noise validation certificate and the results of any flying tests required by the Director General, show that the aircraft complies with the requirements that are at least equal to the applicable

standards specified in ICAO Annex 16 in relation to the noise made by that aircraft, he may recommend that the Authority issue a noise validation certificate.

**Continued Validity of a Noise
Validation Certificate**

Continued
validity of a
noise
validation
certificate

23E. (1) A noise validation certificate in respect of a Trinidad and Tobago aircraft shall be suspended or revoked—

- (b) where the aircraft ceases to comply with the applicable noise standards;
- (b) at such time as the aircraft or any part of it is modified, in any way which affects the ability of the aircraft to comply with the noise standards required by these Regulations, other than in a manner and with material of a type approved by the State of Design and accepted by the Authority, either generally or in relation to a class of aircraft or to a particular aircraft; or
- (c) until the completion of any inspection or test of the aircraft required by the Director General to be performed which shows that the aircraft complies with the noise standards required by these regulations.

(2) The holder of a noise validation certificate which is suspended, shall forthwith produce the noise validation certificate to the Authority for endorsement.

(3) The holder of a noise validation certificate which has been revoked by the Authority, shall within thirty days from the date on which it was revoked, surrender such certificate to the Authority.

(4) Where a noise validation certificate is suspended or revoked, such suspension or revocation shall remain in force, and a new noise validation certificate shall not be granted unless the aircraft is found, on reassessment, to comply with the applicable noise standards of ICAO Annex 16.

(6) in determining the continued validity of a noise validation certificate, the Director General may accept reports furnished to him by a person whom he approves as qualified and competent to make such reports either absolutely or subject to such conditions as he thinks fit.

Contents of a Noise Validation Certificate

Contents of a
noise
validation
certificate

23F. (1) A noise validation certificate for an aircraft shall be in the form prescribed by the Director General and contain at least the following item numbers and headings:

- (a) Item 1. Trinidad and Tobago;
- (b) Item 2. Noise Validation Certificate;
- (c) Item 3. Number of the document;
- (d) Item 4. Nationality or common mark and registration marks;
- (e) Item 5. Manufacturer and manufacturer's designation of aircraft;
- (f) Item 6. Aircraft serial number;
- (g) Item 7. Engine manufacturer, type and model;
- (h) Item 8. Propeller type and model for propeller-driven aeroplanes;
- (i) Item 9. Maximum take-off mass in kilograms;
- (j) Item 10. Maximum landing mass, in kilograms, for certificates issued under Chapters 2, 3, 4, 5, and 12 of ICAO Annex 16;
- (k) Item 11. The chapter and section of ICAO Annex 16 according to which the aircraft was certified;
- (l) Item 12. Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards;
- (m) Item 13. The lateral or full-power noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of ICAO Annex 16;
- (n) Item 14. The approach noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5, 8 and 12 of ICAO Annex 16;
- (o) Item 15. The flyover noise level in the corresponding unit for documents issued under Chapters 2, 3, 4, 5 and 12 of ICAO Annex 16;
- (p) Item 16. The overflight noise level in the corresponding unit for documents issued under Chapters 6, 8 and 11 of ICAO Annex 16;

- (q) Item 17. The take-off noise level in the corresponding unit for documents issued under Chapters 8, and 10 of ICAO Annex 16;
- (r) Item 18. Statement of compliance, including a reference to Annex 16, Volume I;
- (s) Item 19. Date of issuance of the noise certification document; and
- (t) Item 20. Signature of the officer issuing it.

(2) Item headings on the noise validation certificate shall be uniformly numbered in Arabic numerals so that on any noise validation certificate the item number will, under any arrangement, refer to the same item heading.

5. These Regulations shall come into effect on 1st October, 2007. Commencement

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