

LEGAL NOTICE NO. 187

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

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

THE CIVIL AVIATION [(NO. 7) INSTRUMENTS AND EQUIPMENT]
(AMENDMENT) (NO. 2) REGULATIONS, 2005

1. These Regulations may be cited as the Civil Aviation [(No. 7) Citation
Instruments and Equipment] (Amendment) (No. 2) Regulations, 2005.

2. In these Regulations “the Regulations” means the Civil Aviation Interpretation
[(No. 7) Instruments and Equipment] Regulations, 2004. L.N. No. 50 of
2004

3. Regulation 30 is amended by deleting subregulations (1) and (2) Regulation 30
and substituting the following: amended

“ (1) An operator shall not conduct operations in—

- (a) an aeroplane with a maximum certified take-off mass of over five thousand seven hundred kilogrammes for which a Certificate of Airworthiness was first issued after 31st December, 1986;
- (b) a helicopter with a maximum certified take-off mass of over three thousand one hundred and eighty kilogrammes for which a Certificate of Airworthiness was first issued after 31st December, 1986;
- (c) a multi-engine turbine-powered aeroplane with a maximum certified take-off mass of five thousand seven hundred kilogrammes and less for which an individual Certificate of Airworthiness was first issued after 31st December, 1989;
- (d) a turbine-engine aeroplane with a maximum certified take-off mass of over five thousand seven hundred kilogrammes for which the prototype was certified by the State of manufacture after 30th September, 1969 and for which the individual Certificate of Airworthiness was first issued before 1st January, 1987; or

(e) a helicopter with a maximum certified take-off mass of over seven thousand kilogrammes for which an individual Certificate of Airworthiness was first issued before 1st January, 1987,

unless such aircraft has a cockpit voice recorder system installed for the recording of the aural environment in the cockpit during flight time.”.

Regulation 32 amended 4. Regulation 32 of the Regulations is amended by inserting after subregulation (4), the following:

“ (5) Whenever time is utilized in the application of data link communications, it shall be accurate to within one second of co-ordinated universal time.”.

Regulation 47 amended 5. Regulation 47 is amended in subregulation (1), by deleting the words “fifty-seven thousand kilogrammes” and substituting the words “fifty-seven hundred kilogrammes”.

Regulation 57 amended 6. Regulation 57 is amended by deleting the word “aeroplane” wherever it occurs and substituting the word “aircraft”.

Regulation 58 amended 7. Regulation 58 of the Regulations is amended—

- (a) by renumbering regulation 58 as regulation 58(1); and
- (b) in regulation 58(1) as renumbered—
 - (i) by inserting after the word “nineteen,” the words “or a helicopter with an approved passenger seating configuration of more than nine,”; and
 - (ii) in paragraph (b), by inserting after the words “emergency exit”, the words “on an aeroplane”;
- (c) by inserting after regulation 58(1) as renumbered, the following subregulation:
 - “ (2) Notwithstanding subregulation (1), in the case of a helicopter with a maximum approved passenger seating configuration of more than nine but less than nineteen, a public address system is not required where—
 - (a) the helicopter is designed without a bulkhead between the pilot and passengers; and
 - (b) the operator is able to demonstrate that when in flight the voice of the pilot is audible and intelligible at all passenger seats.”.

8. Regulation 75 of the Regulations is amended by inserting after subregulation (2) the following: Regulation 75 amended

“ (3) Notwithstanding subregulation (2), an operator of an aircraft of maximum certified take-off mass of less than 20,000 kilogrammes shall meet the requirements of these Regulations on or before 30th June, 2006.”.

9. Schedule 1 of the Regulations is amended by inserting after paragraph (b), the following: Schedule 1 amended

“Note: For the purpose of Schedule 1—

- (a) “Group I” means propeller-driven aircraft; and
- (b) “Group II” means turbo-jet powered aircraft.”.

Made by the Civil Aviation Authority this 27th day of July, 2005.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport.

C. IMBERT
Minister of Works and Transport

Laid in the House of Representatives this day of
, 2005.

Clerk of the House

Laid in the Senate this day of , 2005.

Clerk of the Senate