

LEGAL NOTICE NO. 75

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ORDER, 1995

RULES

MADE BY THE MINISTER UNDER SECTION 69 OF THE CIVIL AVIATION ORDER

THE RULES OF THE AIR, 1996

1. These Rules may be cited as the Rules of the Air, 1996.

Citation

PART I

INTERPRETATION

2. (1) In these Rules, unless the context otherwise requires —

Interpreta-  
tion

“air traffic control clearance” means authorisation by an air traffic control unit for an aircraft to proceed under conditions specified by that unit;

“Anti-collision light” means—

(a) in relation to rotorcraft, a flashing red light;

(b) in relation to any other aircraft, a flashing white light,

and in either case showing in all directions for the purpose of enabling the aircraft to be more readily detected by the pilots of distant aircraft;

“ground visibility” means the horizontal visibility at ground level;

“IFR flight” means a flight conducted in accordance with the Instrument Flight Rules in Part VI;

“the Order” means the Civil Aviation Order, 1995;

“runway” means an area, whether or not paved, which is provided for the take-off or landing run of aircraft;

“special VFR flight” means a flight made at any time in a control zone which is Class A airspace, or in any other control zone in Instrument Meteorological Conditions or at night, in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules and in the course of which flight the aircraft complies with any instructions given by that unit and remains clear of cloud and in sight of the surface;

“VFR flight” means a flight conducted in accordance with the Visual Flight Rules in Part V.

(2) Subject to subrule (1) any expression used in these Rules shall, unless the context otherwise requires, have the same respective meaning as in the Order.

## PART II

### GENERAL

Application of  
Rules to  
aircraft

3. These Rules, in so far as they are applicable in relation to aircraft, shall subject to rule 34, apply in relation to—

(a) all aircraft within Trinidad and Tobago and for the purposes of rule 6, in the neighbourhood of an offshore installation; and

(b) all aircraft registered in Trinidad and Tobago wherever they may be.

Misuse of  
signals and  
markings

4. (1) A signal or markings to which a meaning is given by these Rules, or which is required by these Rules to be used in circumstances or for a purpose therein specified, shall not be used except with that meaning, or for that purpose.

(2) A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing shall not make any signal which may be confused with a signal specified in these Rules, and except with lawful authority, shall not make any signal which he knows or ought reasonably to know to be a signal in use of signalling to or from any aircraft belonging to the Trinidad and Tobago Defence Force.

Reporting  
hazardous  
conditions

5. The Commander of an aircraft shall, on meeting with hazardous conditions in the course of a flight, or as soon as possible thereafter, send to the appropriate air traffic control unit by the quickest means available information containing such particulars of the hazardous conditions as may be permitted to the safety of other aircraft.

Low Flying

6. (1) Subject to subrules (2) and (3) —

(a) an aircraft other than a helicopter shall not fly over any congested area of a city, town or settlement below—

(i) such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit and if such an aircraft is towing a banner such height shall be calculated on the basis that the banner shall not be dropped within the congested area; or

- (ii) a height of 1,000 feet above the highest fixed object within 2,000 feet of the aircraft, whichever is the higher;
  - (b) a helicopter shall not fly below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit;
  - (c) except with the permission in writing of the Minister and in accordance with any conditions therein specified a helicopter shall not fly over a congested area of a city, town or settlement below a height of 1,000 feet above the highest fixed object within 2,000 feet of the helicopter;
  - (d) an aircraft shall not fly—
    - (i) over, or within 3,000 feet of any assembly in the open air of more than 1,000 persons assembled for the purpose of witnessing or participating in any organised event, except with the permission in writing of the Minister and in accordance with any conditions therein specified and with the consent in writing of the organisers of the event; or
    - (ii) below such height as would enable it to alight clear of the assembly in the event of the failure of a power unit and if such an aircraft is towing a banner such height shall be calculated on the basis that the banner shall not be dropped within 3,000 feet of the assembly, save that, where a person is charged with an offence under this Order by reason of a contravention of this subparagraph, it shall be a good defence to prove that the flight of the aircraft over, or within 3,000 feet of, the assembly was made at a reasonable height and for a reason not connected with the assembly or with the event which was the occasion for the assembly;
  - (e) an aircraft shall not fly closer than 500 feet to any person, vessel, vehicle or structure.
- (2) Rule 1(a)(ii) and (i)(c) shall not apply to the aircraft flying—
- (a) on a route notified for the purposes of this rule; or
  - (b) on a special VFR flight.
- (3) Subrule (1)(d) and (e) shall not apply to an aircraft which is being used for police purposes or the flight of an aircraft over or within 3,000 feet of an assembly of persons gathered for the purpose of witnessing an event which consists wholly or principally of an aircraft race or contest or an exhibition of flying, if the aircraft is taking part in such race, contest or exhibition or is engaged on a flight arranged by, or made with the consent in writing of, the organisers of the event.

- (4) Rule (1)(e) shall not apply to—
- (a) any aircraft while it is landing or taking off in accordance with normal aviation practice;
  - (b) any glider while it is hill-soaring;
  - (c) any aircraft while it is flying in accordance with paragraph (f) of section 45(2) of the Order;
  - (d) any aircraft while it is flying under and in accordance with the terms of an aerial application certificate granted to the operator thereof under section 47 of the Order;
  - (e) any aircraft while it is flying for the purpose of picking up or dropping down ropes, banners or similar articles at an aerodrome in accordance with section 44(2) or section 45(2)(e) of the Order.

(5) Nothing in this Rule shall prohibit an aircraft from flying in such a manner as is necessary for the purpose of saving life.

(6) Nothing in this Rule shall prohibit any aircraft from flying in accordance with normal aviation practice, for the purpose of taking off from, landing at or practicing approaches to landing at, or checking navigational aids or procedures at, a Government aerodrome or a licensed aerodrome in Trinidad and Tobago or at any aerodrome in any other country, save that the practicing of approaches to landing shall be confined to the airspace customarily used by aircraft when landing or taking off in accordance with normal aviation practice at the aerodrome concerned.

(7) Nothing in this Rule shall apply to a captive balloon or kite.

Simulated  
instrument  
flight

7. (1) An aircraft shall not be flown in simulated instrument flight conditions unless—

- (a) the aircraft is fitted with dual controls, which are functioning properly;
- (b) an additional pilot (in this Rule called “a safety pilot”) is carried in a second control seat of the aircraft for the purpose of rendering such assistance as may be necessary to the pilot flying the aircraft; and
- (c) if the safety pilot’s field of vision is not adequate both forward and to each side of the aircraft, a third person, being a competent observer, occupies a position in the aircraft which from his field of vision makes good the deficiencies in that of the safety pilot, and from which he can readily communicate with the safety pilot.

(2) For the purposes of this Rule the expression “simulated instrument flight” means a flight during which mechanical or optical devices are used in order to reduce the field of vision or the range of visibility from the cockpit to the aircraft.

8. (1) Within Trinidad and Tobago an aircraft shall carry out instrument approach practice when flying in Visual Meteorological Conditions unless—<sup>Practice instrument approaches</sup>

- (a) the appropriate air traffic control unit has previously been informed that the flight is to be made for the purpose of instrument approach practice; and
- (b) if the flight is not being carried out in simulated instrument flight conditions, a competent observer is carried in such a position in the aircraft that he has an adequate field of vision and can readily communicate with the pilot flying the aircraft.

(2) For the purpose of this rule the expression “simulated instrument flight” shall have the same meaning as in rule 7.

### PART III

#### LIGHTS AND OTHER SIGNALS TO BE SHOWN OR MADE BY AIRCRAFT

9. (1) For the purposes of this Part the horizontal plane of a light shown in an aircraft means the plane which would be the horizontal plane passing through the source of that light, if the aircraft were in level flight.<sup>General</sup>

(2) Where by reason of the physical construction of an aircraft it is necessary to fit more than one lamp in order to have shown a light required by this rule, the lamps shall be so fitted and constructed that, so far as is reasonably practicable, not more than one such lamp is visible from any one point outside the aircraft.

(3) Where in these Rules a light is required to be shown through specified angles in the horizontal plane, the lamps giving such light shall be so constructed and fitted that the light is visible from any point in any vertical plane within those angles throughout angles of 90 degrees above and below the horizontal plane, but so far as is reasonably practicable, through no greater angle, either in the horizontal plane or the vertical plane.

(4) Where in these Rules a light is required to be shown in all directions, the lamps giving such light shall be so constructed and fitted that, so far as is reasonably practicable the light is visible from any point in the horizontal plane and on any vertical plane passing through the source of that light.

10. (1) By night an aircraft shall display such of the lights specified in these Rules as may be appropriate to the circumstances of the case, and shall not display any other lights which might obscure or otherwise impair the visibility of, or be mistaken for, such lights.<sup>Display of lights by aircraft</sup>

(2) By day an aircraft fitted with an anti-collision light shall display such a light in flight.

(3) A flying machine on an aerodrome in Trinidad and Tobago shall—

(a) display by night either the lights which it would be required to display when flying or the lights specified in rule 12(2)(c) unless it is stationary on the apron or part of the aerodrome provided for the maintenance of aircraft;

(b) display when stationary on the apron by day or night with engines running a red anti-collision light, if fitted.

(4) Notwithstanding the provisions of this rule the commander of an aircraft may switch off or reduce the intensity of any flashing light fitted to the aircraft if such a light does not or is likely to—

(a) adversely affect the performance of the duties of any member of the flight crew; or

(b) subject an outside observer to unreasonable dazzle.

Failure of  
navigation and  
anti-collision  
lights

11. (1) In Trinidad and Tobago in the event of the failure of any light which is required by these Rules to be displayed at night, if the light cannot be immediately repaired or replaced the aircraft shall not depart from the aerodrome and, if in flight, shall land as soon as in the opinion of the commander of the aircraft it can safely do so, unless authorized by the appropriate air traffic control unit to continue its flight.

(2) In Trinidad and Tobago, in the event of a failure of an anti-collision light when flying by day, an aircraft may continue to fly by day only if the light is repaired at the earliest practicable opportunity.

Flying  
machines

12. (1) A flying machine when flying at night shall display lights as follows:

(a) in the case of a flying machine registered in Trinidad and Tobago having a maximum total weight authorized of more than 5700 kg or any other flying machine registered in Trinidad and Tobago which conforms to a type first issued with a type certificate on or after 1st January, 1991 the system of lights in subrule (2)(b);

(b) in the case of a flying machine registered in Trinidad and Tobago which conforms to a type first issued with a type certificate before 1st January, 1991 having a maximum total weight authorized of 5700 kg or less, any one of the following systems of lights:

- (i) that specified in subrule (2)(a), (b), (c) and (d) or that specified in subrule (2); or
  - (ii) that specified in subrule (2)(f), excluding subrule (2)(f)(ii);
- (c) in the case of any other flying machine one of the systems of lights specified in subrule (2).
- (2) The systems of lights referred to in subrule (1) are as follows:
- (a) a steady green light of at least five candela showing to the starboard side through an angle of 110 degrees from dead ahead in the horizontal plane;
  - (b) a steady red light of at least five candela showing to the port side through an angle of 110 degrees from dead ahead in the horizontal plane;
  - (c) a steady white light of at least three candela showing through angles of 70 degrees from dead astern to each side in the horizontal plane;
  - (d) the lights specified in paragraphs (a), (b) and (c);
  - (e) an anti-collision light;
  - (f) the lights specified in paragraphs (a), (b) and (c), but all being flashing lights flashing together;
  - (g) the lights specified in paragraphs (a), (b) and (c), but all being flashing lights flashing together in alternation with one or both of the following:
    - (i) a flashing white light of at least twenty candela showing in all directions;
    - (ii) a flashing red light of at least twenty candela showing through angles of 70 degrees from dead astern to each side in the horizontal plane.
- (3) If the lamp showing either the red or green light specified in subrules (2)(a) and (b) is fitted more than 2 metres from the wing tip, a lamp may, notwithstanding the provisions of rule 10(1) be fitted at the wing tip to indicate its position showing a steady light of the same color through the same angle.

13. A glider while flying at night shall display either a steady red Gliders light of at least five candela, showing in all directions, or lights in accordance with rule 11(2) and (3).

14. A free balloon while flying at night shall display a steady red Free balloons light of at least five candela showing in all directions, suspended not less than five (5) metres and not more than ten (10) metres below the basket, or if there is no basket, below the lowest part of the balloon.

Captive  
balloons and  
kites

15. (1) A captive balloon or kite while flying at night at a height exceeding 60 metres above the surface shall display lights as follows:

- (a) a group of two steady lights consisting of a white light placed four (4) metres above a red light, both being of at least five candela and showing in all directions, the white light being placed not less than five (5) metres or more than ten (10) metres below the basket, or if there is no basket, below the lowest part of the balloon or kite;
- (b) on the mooring cable, at intervals of not more than 300 metres measured from the group of lights referred to in paragraph (a), groups of two lights of the color and power and in the relative positions specified in that paragraph, and, if the lowest group of lights is obscured by cloud, an additional group below the cloud base; and
- (c) on the surface, a group of three flashing lights arranged in a horizontal place at the apexes of a triangle, approximately equilateral, each side of which measures at least 25 metres; one side of the triangle shall be approximately at right angles to the horizontal projection of the cable and shall be delimited by two red lights; the third light shall be a green light so placed that the triangle encloses the object on the surface to which the balloon or kite is moored.

(2) A captive balloon while flying by day at a height exceeding 60 metres above the surface shall have attached to its mooring cable at intervals or not more than 200 metres measured from the basket, or, if there is no basket, from the lowest part of the balloon, tubular streamers not less than 40 centimetres in diameter and 2 metres in length, and marked with alternate bands of red and white 50 centimetres wide.

(3) A kite flown in the circumstances referred to in subrule (2) shall have attached to its mooring cable either—

- (a) tubular streamers as specified in subrule (2); or
- (b) at intervals of not more than 100 metres measured from the lowest part of the kite, streamers of not less than 80 centimetres long and 30 centimetres wide at their widest point and marked with alternate bands of red and white 10 centimetres wide.

Airships

16. (1) Except as provided in subrule (2), an airship while flying at night shall display the following lights:

- (a) a steady white light of at least five candela showing through angles of 110 degrees from dead ahead to each side in the horizontal plane;

- (b) a steady green light of at least five candela showing to the starboard side through an angle of 110 degrees from dead ahead in the horizontal plane;
- (c) a steady red light of at least five candela showing to the port side through an angle of 110 degrees from dead ahead in the horizontal plane;
- (d) a steady white light of at least five candela showing through angles of 70 degrees from dead astern to each side in the horizontal plane; and
- (e) an anti-collision light.

(2) An airship while flying at night shall display, if it is not under command, or has voluntarily stopped its engines, or is being towed, the following steady lights:

- (a) the white lights referred to in subrule (1)(a) and (d);
- (b) two red lights, each of at least five candela and showing in all directions suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car; and
- (c) if the airship is making way but not otherwise, the green and red lights referred to in subrule (1)(b) and (c),

save that an airship while picking up its moorings, notwithstanding that it is not under command, shall display only the lights specified in subrule (1).

(3) An airship, while moored within Trinidad and Tobago by night, shall display the following steady lights:

- (a) when moored to a mooring mast, at or near the rear, a white light of at least five candela showing in all directions;
- (b) when moored otherwise than to a mooring mast—
  - (i) a white light of at least five candela showing through angles of 110 degrees from dead ahead to each side in the horizontal plane;
  - (ii) a white light of at least five candela showing through angles of 70 degrees from dead astern to each side in the horizontal plane.

(4) An airship while flying by day, if it is not under command, or has voluntarily stopped its engines, or is being towed, shall display two black balls suspended below the control car so that one is at least 4 metres above the other and at least 8 metres below the control car.

- (5) For the purposes of this Rule—
- (a) an airship shall be deemed not to be under command when it is unable to execute a manoeuvre which it may be required to execute by or under these Rules;
  - (b) an airship shall be deemed to be making way when it is not moored and is in motion relative to the air.

#### PART IV

##### GENERAL FLIGHT RULES

Weather  
reports and  
forecasts

17. (1) Immediately before an aircraft flies, the commander of the aircraft shall examine the current reports and forecasts of the weather conditions on the proposed flight path, being reports and forecasts which it is reasonably practicable for him to obtain, in order to determine whether Instrument Meteorological Conditions prevail or are likely to prevail during any part of the flight.

(2) An aircraft which is unable to communicate by radio with an air traffic control unit at the aerodrome of destination shall not begin a flight to an aerodrome within a control zone if the information which it is reasonably practicable for the commander of the aircraft to obtain indicates that it will arrive at that aerodrome when the ground visibility is less than 5 kilometres or the cloud ceiling is less than 1500 feet, unless the commander of the aircraft has obtained from an air traffic control unit at that aerodrome, permission to enter the aerodrome traffic zone.

Rules for  
avoiding  
aerial  
collisions

18. (1) The following are general rules for avoiding aerial collisions:

- (a) notwithstanding that the flight is being made with air traffic control clearance it shall remain the duty of the commander of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft;
- (b) an aircraft shall not be flown in such proximity to other aircraft as to create a danger of collision;
- (c) aircraft shall not fly in formation unless the commanders of the aircraft have agreed to do so;
- (d) an aircraft which is obliged by these Rules to give way to another aircraft shall avoid passing over or under the other aircraft, or crossing ahead of it, unless passing well clear of it;
- (e) an aircraft which has the right-of-way under this rule shall maintain its course and speed;

(f) for the purposes of this rule a glider and a flying machine which is towing it shall be considered to be a single aircraft under the command of the commander of the towing flying machine.

(2) The following are rules for avoiding aerial collisions relating to converging:

(a) subject to subrules (3) and (4), an aircraft in the air shall give way to other converging aircraft as follows:

(i) flying machines shall give way to airships, gliders and balloons;

(ii) airships shall give way to gliders and balloons;

(iii) gliders shall give way to balloons;

(b) subject to paragraph (a), when two aircraft are converging in the air at approximately the same altitude, the aircraft which has the other on its right shall give way, save that mechanically driven aircraft shall give way to aircraft which are towing other aircraft or objects.

(3) When two aircraft are approaching head-on or approximately so in the air and there is danger of collision, each shall alter its course to the right.

(4) An aircraft which is being overtaken in the air shall have the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its course to the right, and shall not cease to keep out of the way of the other aircraft until that other aircraft has been passed and is clear, notwithstanding any change in the relative positions of the two aircraft, save that a glider overtaking another glider in Trinidad and Tobago may alter its course to the right or to the left.

(5) Without prejudice to the provisions of rule 40, a flying machine, glider or airship while flying in the vicinity of what the commander of the aircraft knows or ought reasonably to know to be an aerodrome, or moving on an aerodrome, shall, unless in the case of an aerodrome having an air traffic control unit, that unit otherwise authorises—

(a) conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome, or keep clear of the airspace in which the pattern is formed; and

(b) make all turns to the left unless ground signals otherwise indicate.

(6) The order of landing shall be as follows:

(a) an aircraft while landing or on final approach to land shall have the right-of-way over other aircraft in flight or on the ground or water;

- (b) in the case of two or more flying machines, gliders or airships approaching any place for the purpose of landing, the aircraft at the lower altitude shall have the right-of-way, but it shall not cut in front of another aircraft which is in final approach to land or overtake that aircraft, save that—
  - (i) when an air traffic control unit has communicated to any aircraft an order of priority for landing, the aircraft shall approach to land in that order; and
  - (ii) when the commander of an aircraft is aware that another aircraft is making an emergency landing, he shall give way to that aircraft, and at night, notwithstanding that he may have received permission to land, shall not attempt to land until he has received further permission to do so.
- (7) Landing and take-off shall be as follows:
  - (a) a flying machine, glider or airship shall take-off and land in the direction indicated by the ground signals or, if no such signals are displayed, into the wind, unless good aviation practice demands otherwise;
  - (b) a flying machine or glider shall not land on a runway at an aerodrome if the runway is not clear unless, in the case of an aerodrome having an air traffic control unit, that unit otherwise authorises;
  - (c) where take-offs and landings are not confined to a runway—
    - (i) a flying machine or glider when landing shall leave clear on its left any aircraft which has landed or is already landing or about to take-off;
    - (ii) if such a flying machine or glider is about to turn, it shall turn to the left after the commander of the aircraft has satisfied himself that such action will not interfere with other traffic movements; and
    - (iii) a flying machine about to take-off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which has already taken-off or is about to take-off;
  - (d) a flying machine after landing shall move clear of the landing area as soon as it is possible to do so unless, in the case of an aerodrome having an air traffic control unit that unit otherwise authorises.

Aerobatic  
manoeuvres

19. An aircraft shall not carry out any aerobatic manoeuvre except under conditions prescribed by the Minister and as indicated by relevant information, advice or clearance from the appropriate air traffic services unit.

20. An aircraft which is flying in sight of the ground and following a road, railway, canal or coastline, or any other line of landmarks, shall keep such line of landmarks on its left, save that this rule shall not apply to an aircraft flying within controlled airspace in accordance with instructions given by the appropriate air traffic control unit.

Right-hand  
traffic rule

21. (1) The commander of an aircraft who has caused notice of its intended arrival at any aerodrome to be given to the air traffic control unit or other authority at that aerodrome shall ensure that the air traffic control unit or other authority at that aerodrome is informed as quickly as possible of any change of intended destination and any estimated delay in arrival of 45 minutes or more.

Notification  
of arrival and  
departure

(2) The commander of an aircraft arriving at or departing from an aerodrome in Trinidad and Tobago shall take all reasonable steps to ensure upon landing or prior to departure, as the case may be, that notice of that event is given to the person in charge of the aerodrome, or to the air traffic control unit or aerodrome flight information unit at the aerodrome.

22. (1) Subject to subrule (2), in relation to flights in Visual Meteorological Conditions in Class A airspace, the commander of an aircraft shall comply with rules 32 and 33 if the flights were IFR flights save that the commander of the aircraft shall not elect to continue the flight in compliance with the Visual Flight Rules for the purposes of rule 32(c).

Flight in  
Class A  
airspace

(2) Subrule (1) shall not apply to the commander of a glider which is flying in Class A airspace which is notified for the purpose of this subrule if the glider is flown in accordance with conditions such as may also be notified for the purpose of this subrule in respect of that airspace.

23. Subject to the provisions of rule 22 an aircraft shall always be flown in accordance with the Visual Flight Rules or the Instrument Flight Rules save that an aircraft flying at night—

Choice of  
VFR or IFR

- (a) outside a control zone shall be flown in accordance with the Instrument Flight Rules; or
- (b) in a control zone shall be flown in accordance with the Instrument Flight Rules unless it is flying on a special VFR flight.

24. (1) Subject to subrule (3), an aircraft shall not fly below flight level 100 at a speed which according to its air speed indicator is more than 250 knots unless it is flying in accordance with the terms of a written permission of the Minister.

Speed  
limitations

(2) The Minister may grant a permission for the purpose of this rule subject to such conditions as it thinks fit and either generally or in respect of any aircraft or class of aircraft.

(3) Subrule (1) shall not apply to—

- (a) flight in Class A airspace;
- (b) VFR flight or IFR flight in Class B airspace;
- (c) IFR flight in Class C airspace;
- (d) VFR flight in Class C airspace or VFR flight or IFR flight in Class D airspace when authorized by the appropriate air traffic control unit;
- (e) the flight of an aircraft flying in accordance with the “A Conditions” or the “B Conditions” specified in regulations made under the Order.

## PART V

### VISUAL FLIGHT RULES

Visual Flight  
Rules

25. The Visual Flight Rules shall be as follows:
- (a) in relation to flights within controlled airspace rules 26 and 28 shall apply;
  - (b) in relation to flights outside controlled airspace rule 27 shall apply.

Flight within  
controlled  
airspace

26. (1) Within Class B airspace—
- (a) an aircraft flying within Class B airspace at or above flight level 100 shall remain clear of cloud and in a flight visibility of at least 8 kilometres;
  - (b) an aircraft flying within Class B airspace below flight level 100 shall remain clear of cloud and in a flight visibility of at least 5 kilometres.
- (2) Within Class C, Class D or Class E airspace—
- (a) an aircraft flying within Class C, Class D or Class E airspace at or above flight level 100 shall remain at least 1500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 kilometres;
  - (b) an aircraft flying within Class C, Class D or Class E airspace below flight level 100 shall remain at least 1500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 kilometres.

## 27. Flight within Classes F and G airspace—

Flight outside  
controlled  
airspace

- (a) an aircraft flying outside controlled airspace at or above flight level 100 shall remain at least 1500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 kilometres;
- (b) an aircraft flying outside controlled airspace below flight level 100 shall remain at least 1500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 kilometres, save that this subparagraph shall be deemed to be complied with if—
  - (i) the aircraft is flying at or below 3,000 feet above mean sea level and remains clear of cloud and in sight of the surface and in a flight visibility of at least 5 kilometres;
  - (ii) the aircraft, other than a helicopter, is flying at or below 3,000 feet above mean sea level at a speed which according to its air speed indicator is 140 knots or less and remains clear of cloud and in sight of the surface and in flight visibility of at least 1500 metres; or
  - (iii) in the case of a helicopter the helicopter is flying at or below 3,000 feet above mean sea level flying at a speed, which having regard to the visibility is reasonable, and remains clear of cloud and in sight of the surface.

28. (1) Unless otherwise authorized by the appropriate air traffic control unit before an aircraft flies within Class B, Class C or Class D airspace during the notified hours of watch of the appropriate air traffic control unit, the commander of the aircraft shall cause a flight plan to be communicated to the appropriate air traffic control unit and shall obtain an air traffic control clearance to fly within the said airspace.

(2) The flight plan shall contain such particulars of the flight as may be necessary to enable the air traffic control unit to issue a clearance and for search and rescue purposes.

(3) Whilst flying within the said airspace during the notified hours of watch of the appropriate air traffic control unit the commander of the aircraft shall—

- (a) cause a continuous watch to be maintained on the notified radio frequency appropriate to the circumstances; and
- (b) comply with any instructions which the appropriate air traffic control unit may give in a particular case.

- (4) Subrules (1), (2) and (3) shall not apply in respect of—
- (a) any glider flying or intending to fly in Class B airspace notified for the purpose of this subrule;
  - (b) any glider flying during the day in controlled airspace notified for the purpose of this subrule which remains at least 1500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 kilometres; or
  - (c) any mechanically driven aircraft without radio equipment flying during the day in controlled airspace notified for the purpose of this subrule which remains at least 1500 metres horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 kilometres the commander of which has previously obtained the permission of the appropriate air traffic control unit to fly within the said airspace.

## PART VI

### INSTRUMENT FLIGHT RULES

Instrument  
Flight Rules

29. The Instrument Flight Rules shall be as follows:

- (a) in relation to flights within controlled airspace rules 30, 32, 33 shall apply;
- (b) in relation to flights outside controlled airspace rules 30 and 31 shall apply.

Minimum  
height

30. Without prejudice to the provisions of rule 6, in order to comply with Instrument Flight Rules an aircraft shall not fly at a height of less than 1,000 feet above the highest obstacle within a distance of 8 kilometres of the aircraft unless—

- (a) it is necessary for the aircraft to do so in order to take-off or land;
- (b) the aircraft is flying on a route notified for the purposes of this rule;
- (c) the aircraft has been otherwise authorized by the competent authority; or
- (d) the aircraft is flying at an altitude not exceeding 3,000 feet above mean sea level and remains clear of cloud and in sight of the surface.

Quadrangular  
rule and semi-  
circular rule

31. (1) In order to comply with the Instrument Flight Rules, an aircraft when in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track, in accordance with the appropriate Table set forth in this rule.

(2) The level of flight shall be measured by an altimeter set to a pressure setting of 1013.2 hectopascals.

(3) An aircraft may be flown at a level other than the level required by this rule if it is flying in conformity with instructions given by an air traffic control unit or in accordance with notified en-route holding patterns or in accordance with holding procedures notified in relation to an aerodrome.

(4) For the purposes of this rule "transition altitude" means the altitude so notified in relation to flight over such area or areas as may be notified.

32. (1) In order to comply with the Instrument Flight Rules, before an aircraft either takes off from a point within any controlled airspace or otherwise flies within any controlled airspace the commander of the aircraft shall cause a flight plan to be communicated to the appropriate air traffic control unit and shall obtain an air traffic control clearance based on such flight plan.

(2) The flight plan shall contain such particulars of the intended flight as may be necessary to enable the air traffic control unit to issue an air traffic control clearance and for search and rescue purposes.

(3) The commander of the aircraft shall fly in conformity with—

- (a) the air traffic control clearance issue for the flight, as amended by any further instructions given by an air traffic control unit; and
- (b) the holding and instrument approach procedures notified in relation to the aerodrome of destination, unless he is otherwise authorized by the air traffic control unit there, save that he shall not be required to comply with the foregoing provisions of this rule if—
  - (i) he is able to fly in uninterrupted Visual Meteorological Conditions for so long as he remains in controlled airspace; and
  - (ii) he has informed the appropriate air traffic control unit of his intention to continue the flight in compliance with Visual Flight Rules and has requested that unit to cancel his flight plan.

(4) If for the purpose of avoiding immediate danger any departure is made from the provisions of subrule (3), as is permitted by section 69(3) of the Order, the commander of the aircraft shall, in addition to causing particulars to be given in accordance with section 69(4) of the Order, as soon as possible inform the appropriate air traffic control unit of the deviation.

Position  
reports

33. In order to comply with the Instrument Flight Rules the commander of an aircraft in IFR flight who flies in or is intending to enter controlled airspace shall report to the appropriate air traffic control unit the time, and the position and level of the aircraft at such reporting point or at such intervals of time as may be notified for this purpose or as may be directed by the air traffic control unit.

## PART VII

### AERODROME TRAFFIC RULES

Application of  
aerodrome  
traffic rules

34. The rules in this Part, which are expressed to apply to flying machines shall also be observed, so far as is practicable, in relation to all other aircraft.

Visual signals

35. The commander of a flying machine on or in the pattern of traffic at an aerodrome shall observe such visual signals as may be displayed at that aerodrome, or directed to him from the aerodrome by the authority of the person in charge of the aerodrome, and shall obey any instructions which may be given to him by means of such signals, save that he shall not be required to obey the signals referred to in rule 48 if in his opinion it is inadvisable to do so in the interests of safety.

Movement of  
aircraft on  
aerodromes

36. An aircraft shall not be taxied on the apron or the manoeuvring area of an aerodrome without the permission of the person in charge of the aerodrome and where the aerodrome has an air traffic control unit for the time being notified as being on watch, without the permission of that unit.

Access to and  
movement of  
persons and  
vehicles on  
the  
aerodrome

37. (1) A person or vehicle shall not go to any part of an aerodrome, not being a part of the aerodrome which is a public right of way, without the permission of the person in charge of that part of the aerodrome, and except in accordance with any conditions subject to which that permission may have been granted.

(2) A person or vehicle shall not enter the manoeuvring area of an aerodrome having an air traffic control unit without the permission of that unit, and except in accordance with any conditions subject to which that permission may have been granted.

(3) Any permission granted for the purpose of this rule may be granted whether in respect of persons or vehicles generally, or in respect of any particular person or vehicle or any class of person or vehicle.

38. (1) This rule shall apply to—

Right of way  
on the ground

- (a) flying machines; and
- (b) vehicles,

on any part of a land aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome.

(2) Notwithstanding any air traffic control clearance it shall remain the duty of the commander of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft or with any vehicle.

(3) Flying machines and vehicles shall give way to aircraft which are taking off or landing.

(4) Vehicles, and flying machines which are not taking off or landing, shall give way to vehicles towing aircraft.

(5) Vehicles which are not towing aircraft shall give way to aircraft.

(6) Subject to the provisions of subrules (3), (4) and (5) and of rule 18(7)(c) in case of danger of collision between two flying machines—

- (a) when the two flying machines are approaching head-on or approximately so, each shall alter its course to the right, so as to keep well clear;
- (b) when the two flying machines are on converging courses, the one which has the other on its right shall give way to the other and shall avoid crossing ahead of the other unless passing well clear of it.

(7) Subject to subrule (4) a vehicle shall—

- (a) overtake another vehicle so that the other vehicle is on the left of the overtaking vehicle;
- (b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

(8) An aircraft taxiing on the manoeuvring area shall stop and hold at all taxiway holding positions unless otherwise authorized by the aerodrome control tower.

39. (1) Tow ropes, banners or similar articles towed by aircraft shall not be launched at an aerodrome except in accordance with arrangements made with an air traffic control unit at the aerodrome or, if there is no such unit, with the person in charge of the aerodrome.

Launching,  
picking up  
and dropping  
of tow ropes,  
etc.

(2) Tow ropes, banners or similar articles towed by aircraft shall not be picked up by or dropped from aircraft at an aerodrome except—

- (a) in accordance with arrangements with an air traffic control unit at the aerodrome or, if there is no such unit, with the person in charge of the aerodrome; or
- (b) in the aerodrome designated by the marking described in rule 43(7) and the ropes, banners or similar articles shall be picked up and dropped when the aircraft is flying in the direction appropriate for landing.

Flight within  
aerodrome  
traffic zones

40. (1) Subrules (2) and (3) shall apply only in relation to such of the aerodromes described in Column 1 of the following table as are notified for the purposes of this rule and at such times as are specified in Column 2 thereof:

TABLE

<i>Column 1</i>	<i>Column 2</i>
(a) A government aerodrome	at such times as are notified
(b) An aerodrome having an air traffic control unit or an aerodrome flight information unit	during the notified hours of watch of the air traffic control unit or the aerodrome flight information unit
(c) A licensed aerodrome having a means of two-way radio communication with aircraft	during the notified hours of watch of the air/ground radio station

(2) An aircraft shall not fly, take off or land, within the aerodrome traffic zone of an aerodrome to which this subrule applies unless the commander of the aircraft has obtained the permission of the air traffic control unit at the aerodrome or, where there is that aerodrome information to enable the flight within the zone to be conducted with safety or, where there is no air traffic control unit or aerodrome flight information unit, has obtained information from the air/ground radio station at that aerodrome to enable the flight to be conducted with safety.

(3) The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome to which this paragraph applies shall—

- (a) cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome or, if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means;
- (b) where the aircraft is fitted with means of communication by radio with the ground, communicate his position and height to the air traffic control unit, the aerodrome flight information unit or the air/ground radio station at the aerodrome, as the case may be, on entering the zone and immediately prior to leaving it.

41. The commander of an aircraft shall not make use of any radio navigation aid without complying with such restrictions and appropriate procedures as may be notified in relation to that aid unless authorized by an air traffic control unit, save that he shall not be required to comply with this rule if he is required to comply with rule 32(3). Use of radio navigation aids

PART VIII

AERODROME SIGNALS AND MARKING—VISUAL AND AURAL SIGNALS

42. (1) Wherever any signal specified in this Part is given or displayed, or whenever any marking so specified is displayed, by any person in an aircraft, or at an aerodrome, or at any other place which is being used by aircraft for landing or take off, it shall, when given or displayed in Trinidad and Tobago have the meaning assigned to it in this section. General

(2) All dimensions, other than those in rule 46(6), of signals or markings specified in this section of these Rules but not distances at which markings must be placed, shall be subject to a tolerance of ten per cent, plus or minus.

43. (1) When any signal specified in this rule is displayed it shall be placed in a signals area, which shall be square visible from all directions bordered by a white strip 30 centimetres wide, the internal sides measuring 12 metres. Signals in the signals area

(2) A white landing T, as illustrated in this subrule

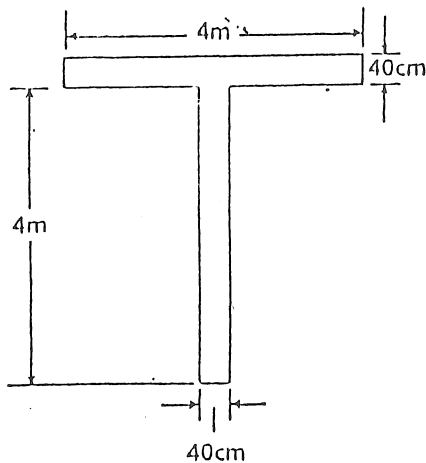


Fig 1

signifies that aeroplanes and gliders taking off or landing shall do so in a direction parallel with the shaft of the T and towards the cross arm, unless otherwise authorised by the appropriate air traffic control unit.

(3) A white disc 60 centimetres in diameter displayed alongside the cross arm of the T and in line with the shaft of the T, as illustrated in this subrule,

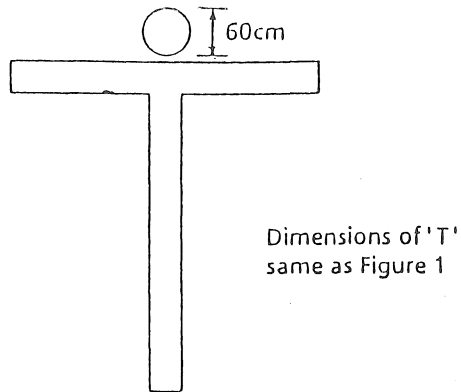


Fig 2

signifies that the direction of landing and take off do not necessarily coincide.

(4) A white dumb-bell, as illustrated in this subrule,

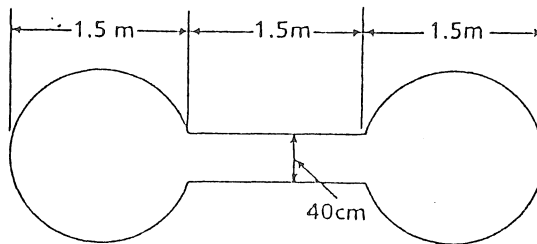


Fig. 3

signifies that movements of aeroplanes and gliders on the ground shall be confined to paved, metalled or similar hard surfaces.

(5) A white dumb-bell as described in sub-rule (4) but with a black strip 60 centimetres wide each disc at right angles to the shaft of the dumb-bell, as illustrated in this subrule,

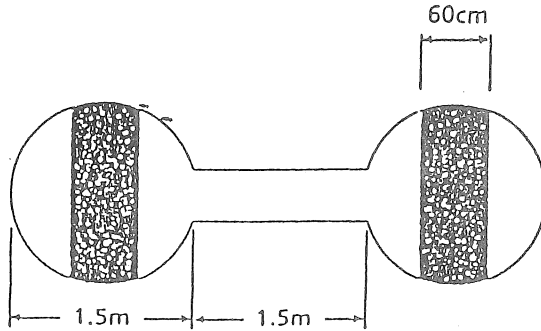


Fig. 4

signifies that aeroplanes and gliders taking-off or landing shall do so on a runway but that movement on the ground is not confined to paved, metalled or similar hard surfaces.

(6) A red and yellow striped arrow, as illustrated in this subrule,

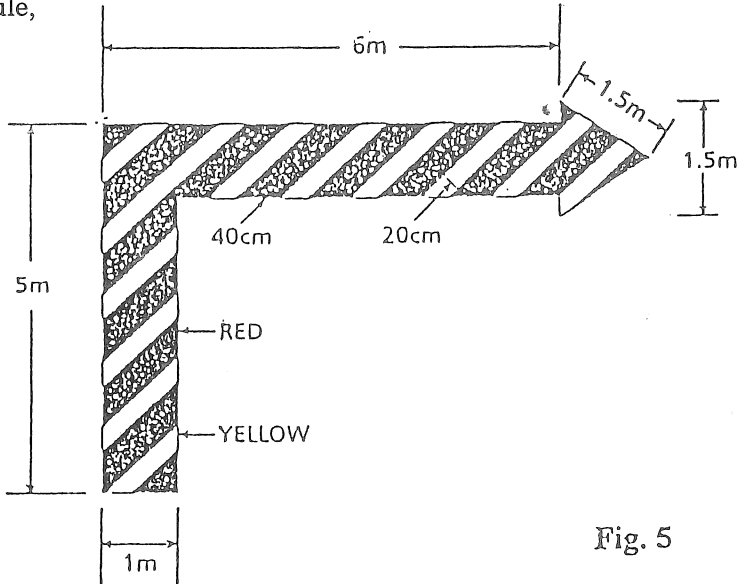


Fig. 5

the shaft of which is one metre wide placed along the whole or a total of 11 metres of two adjacent sides of the signals area and pointing in a clockwise direction signifies that a right hand circuit is in force.

(7) A red panel 3 metres square with a yellow strip along one diagonal 50 centimetres wide, as illustrated in this subrule,

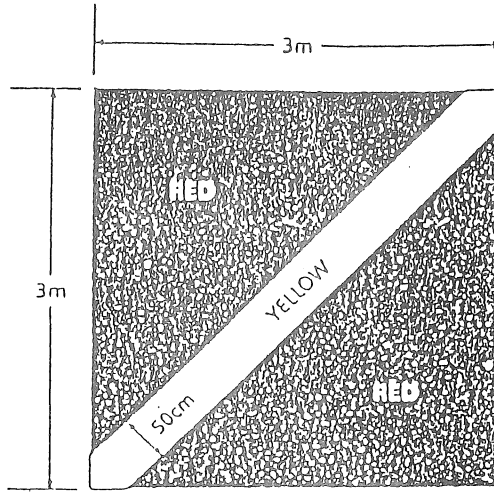
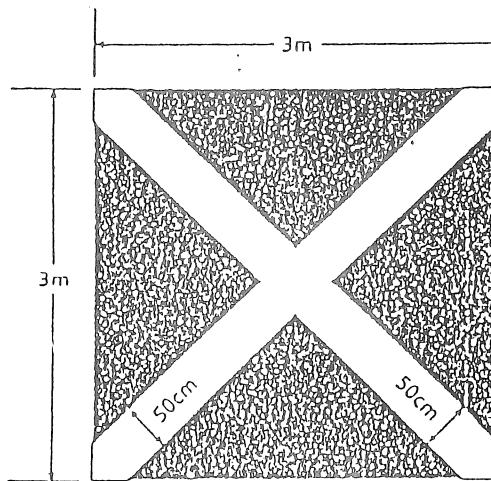


Fig. 6

signifies that the state of the manoeuvring area is poor and pilots must exercise special care when landing.

(8) A red panel 3 metres square with a yellow strip, 50 centimetres wide, along each diagonal, as illustrated in this subrule,



YELLOW STRIPES ON  
RED BACKGROUND

Fig. 7

signifies that the aerodrome is unsafe for the movement of aircraft and that landing on the aerodrome is prohibited.

(9) A white letter H, as illustrated in this subrule,

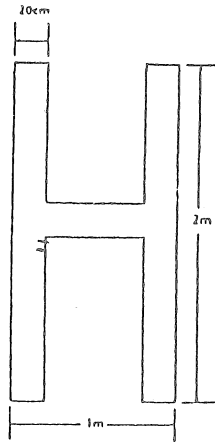


Fig. 8

signifies that helicopters shall take-off and land only within the area designated by the marking specified in rule 45(5).

(10) A red letter L displayed on the dumb-bell specified in paragraphs (4) and (5), as illustrated in this subrule,

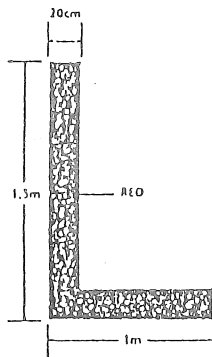


Fig. 9

signifies that light aircraft are permitted to take-off and land either on a runway or on the area designated by the marking specified in rule 45(6).

(11) A white double cross, as illustrated in this subrule,

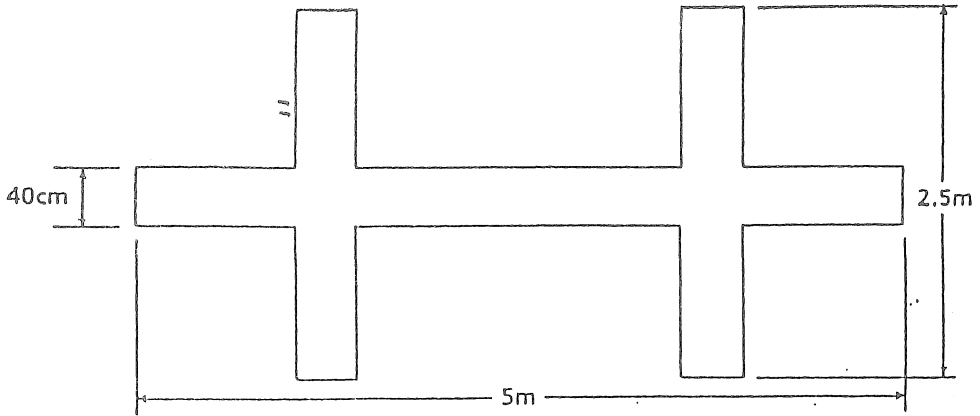


Fig.10

signifies that glider flying is in progress.

Markings for paved runways and taxiways

44. (1) Two or more white crosses, as illustrated in this subrule,

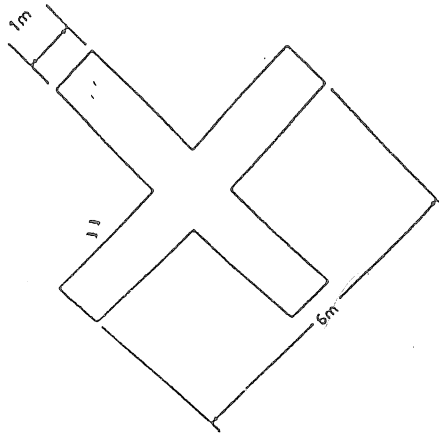


Fig. 11

displayed on a runway or taxiway, with the arms of the crosses at an angle of 45° to the centre line of the runway, at intervals of not more than 300 metres signify that the section of the runway or taxiway marked by them is unfit for the movement of aircraft.

(2) A white broken line and a continuous line, as illustrated in this subrule,

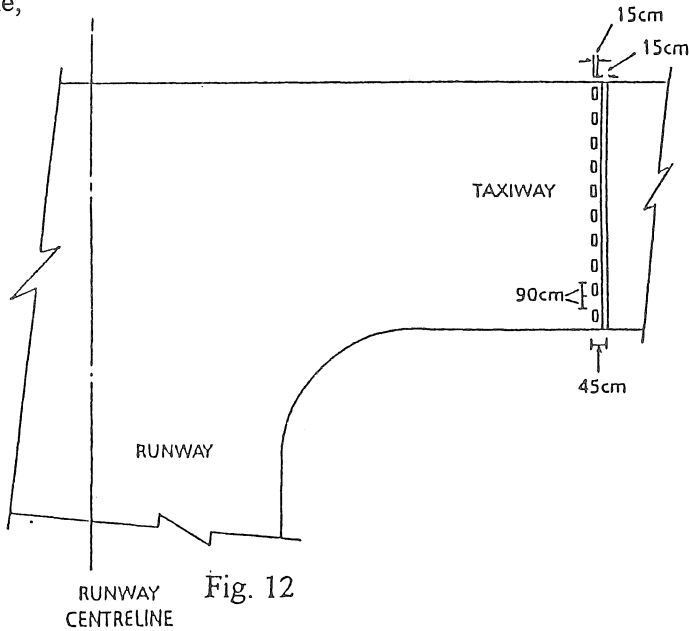


Fig. 12

signifies a holding position beyond which no part of an aircraft or vehicle shall project in the direction of the runway without permission from an air traffic control unit.

(3) Orange and white markers, as illustrated in this subrule,

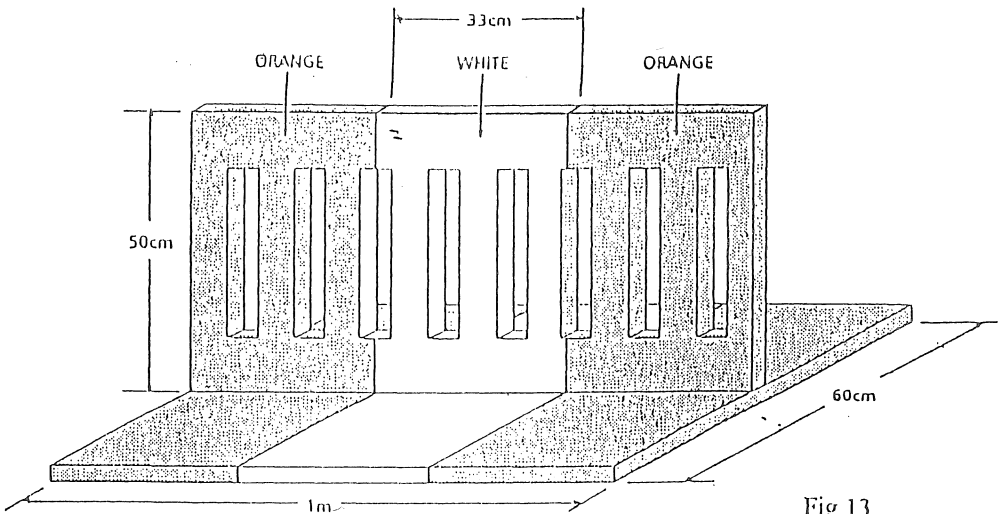


Fig 13

spaced not more than 15 metres apart, signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.

Markings on unpaved manoeuvring areas

45. (1) Markers with orange and white stripes of an equal width of 50 centimetres with an orange stripe at each end, as illustrated in this subrule,

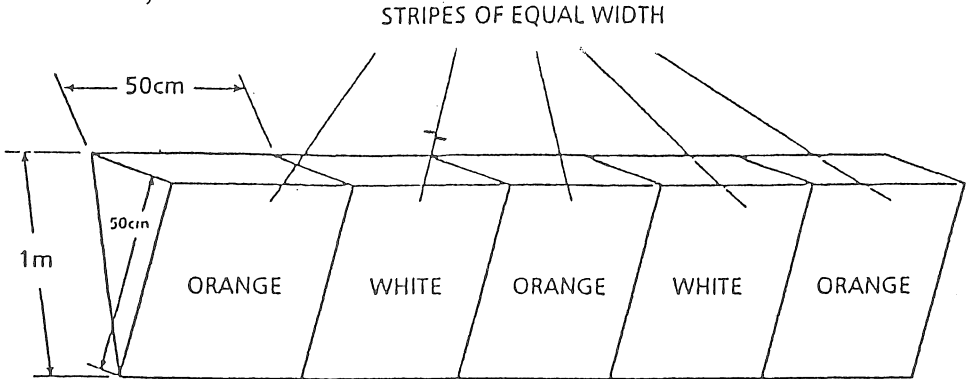


Fig. 14

alternating with flags 60 centimetres square showing equal orange and white triangular areas, indicate the boundary of an area unfit for the movement of aircraft and one or more white crosses as specified in rule 44(1) indicate the said area. The distance between any two successive orange and white flags shall not exceed 90 metres.

(2) Striped markers, as specified in subrule (1), spaced not more than 45 metres apart, indicate the boundary of an aerodrome.

(3) On structures, markers with orange and white vertical stripes, of an equal width of 50 centimetres, with an orange stripe at each end, as illustrated in this subrule,

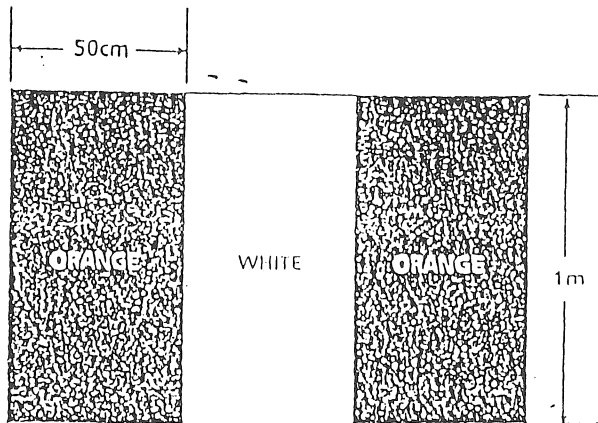


Fig. 15

spaced not more than 45 metres apart, indicate the boundary of an aerodrome. The pattern of the marker shall be visible from inside and outside the aerodrome and the marker shall be affixed not more than 15 centimetres from the top of the structure.

(4) White flat rectangular markers 3 metres long and 1 metre wide at intervals not exceeding 90 metres, flush with the surface of the unpaved runway or stopway, as the case may be, indicate the boundary on an unpaved runway or of a stopway.

A white letter H, as illustrated in this subrule,

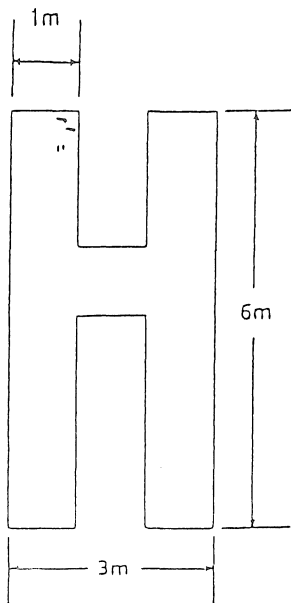


Fig. 16

indicates an area which shall be used only for the taking off and landing of helicopters.

(6) A white letter L, as illustrated in this subrule,

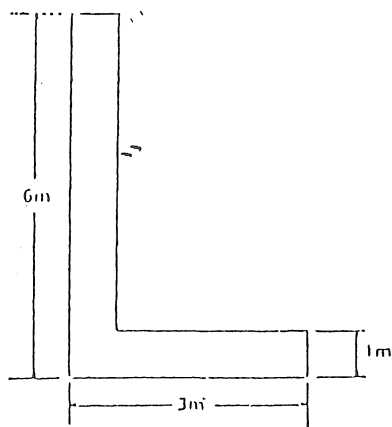


Fig. 17

indicates a part of the manoeuvring area which shall be used only for the taking off and landing of light aircraft.

(7) A yellow cross with two arms each 6 metres long by 1 metre wide at right angles, indicates that two ropes, banners and similar articles towed by aircraft shall only be picked up and dropped in the area in which the cross is placed.

(8) A white double cross, as illustrated in this subrule,

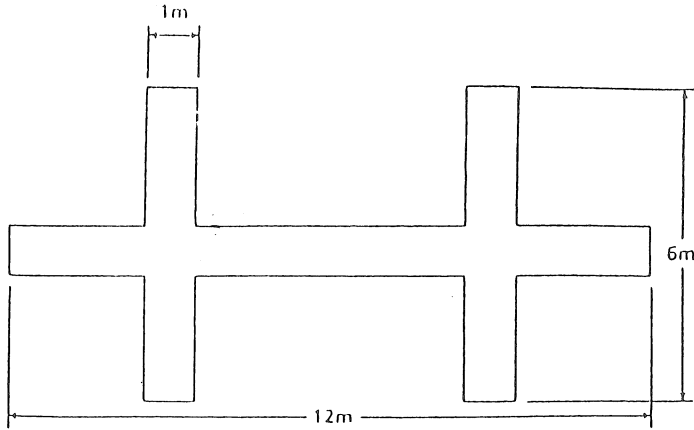


Fig 18

indicates an area which shall be used only for the taking off and landing of gliders.

(9) A white landing T as specified in rule 43(2) placed at the left hand side of the runway when viewed from the direction of landing indicates the runway to be used, and at an aerodrome with no runway it indicates the direction for take off and landing.

Signals  
visible from  
the ground

46. (1) A black ball 60 centimetres in diameter suspended from a mast signifies that the directions of take off and landing are not necessarily the same.

(2) A checkered flag or board, 1.2 metres by 90 centimetres containing twelve equal squares, 4 horizontally and 3 vertically, coloured red and yellow alternately, signifies that aircraft may move on the manoeuvring area and apron only in accordance with the permission of the air traffic control unit at the aerodrome.

(3) Two red balls 60 centimetres in diameter, disposed vertically one above the other, 60 centimetres apart and suspended from a mast, signify that glider flying is in progress at the aerodrome.

(4) Black arabic numerals in two-figure groups and, where parallel runways are provided the letter or letters L (left), LC (left centre), C (centre), RC (right centre) and R (right), placed against a yellow background, indicate the direction for take off or the runway in use.

(5) A black letter C against a yellow background, as illustrated in this subrule,

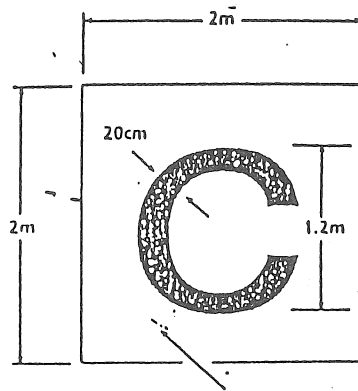


Fig. 19

**YELLOW BACKGROUND**

indicates the position at which a pilot can report to the air traffic control unit or to the person in charge of the aerodrome.

(6) A rectangular green flag of not less than 60 centimetres square and not more than 66 centimetres square flown from a mast indicates that a right hand circuit is in force.

47. Each signal described in the first column of Table A, when directed from an aerodrome to an aircraft or to a vehicle, or from an aircraft, shall have the meanings respectively appearing in the second, third and fourth columns of that Table opposite the description of the signal.

Lights and pyrotechnic signals for control of aerodrome traffic

**TABLE A—MEANING OF LIGHTS AND PYROTECHNIC SIGNALS**

Characteristic and colour of light beam of pyrotechnic	From an aerodrome		From an aircraft in flight to an aerodrome
	to an aircraft in flight	to an aircraft or vehicle on the aerodrome	
(a) Continuous red light	Give way to other aircraft and continue circling	Stop	—
(b) Red pyrotechnic light, or red flare	Do not land; wait for permission	—	Immediate assistance is requested

Characteristic and colour of light beam of pyrotechnic	From an aerodrome		From an aircraft in flight to an aerodrome
	to an aircraft in flight	to an aircraft or vehicle on the aerodrome	
(c) Red flashes	Do not land; aerodrome not available for landing	Move clear of landing area	—
(d) Green flashes	Return to aerodrome; wait for permission to land	To an aircraft; You may move on the manoeuvring area and apron  To a vehicle; You may move on the manoeuvring area	—
(e) Continuous green light	You may land	You may take-off (not applicable to a vehicle)	
(f) Continuous green light, or green flashes, or green pyrotechnic light	—	—	By night: May I land? By day: May I land in direction different from that indicated by landing T?
(g) White flashes	Land at this aerodrome after receiving continuous green light, and then, after receiving green flashes, proceed to the apron	Return to starting point on the aerodrome—	I am compelled to land
(h) White pyrotechnic lights. Switching on and off the navigation lights. Switching on and off the landing lights	—	—	I am compelled to land

Marshaling signals (from marshaller to an aircraft)

48. Each of the signals for the guidance of aircraft manoeuvring on or off the ground, described in the first column of Table B, paragraphs (a) to (x) shall, in Trinidad and Tobago have the meanings set forth in the second column of that Table opposite the description of the signal. By day any such signals shall be given by hand or by circular bats and by night by torches or illuminated wands save that the signals described in paragraph (v) and (w) shall not be given at night.

TABLE B—MEANING OF MARSHALLING SIGNALS (RULE)

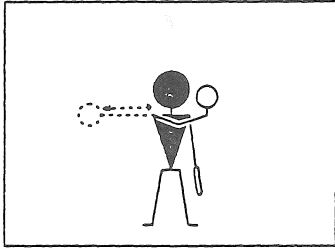
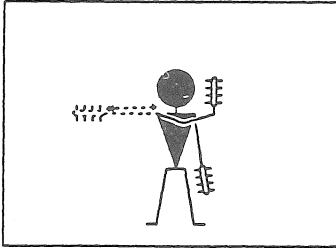
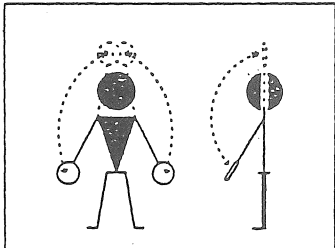
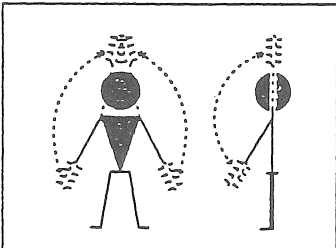
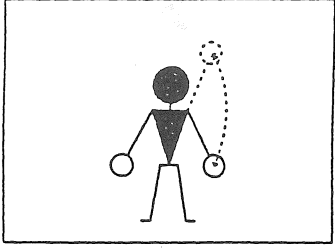
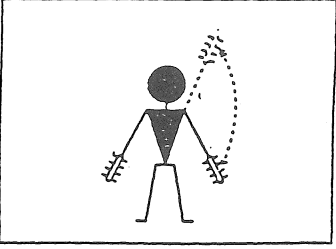
<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
(a) Right or left arm down, the other arm moved across body and extended to indicate position of the other marshaller.	Proceed under guidance of another marshaller.		
(b) Arms repeatedly moved upward and backward, beckoning onward.	Move ahead.		
(c) Right arm down, left arm repeatedly moved upward and backward. The speed of arm movement indicates the rate of turn.	Open up starboard engine or turn to port.		

Table B—Continued

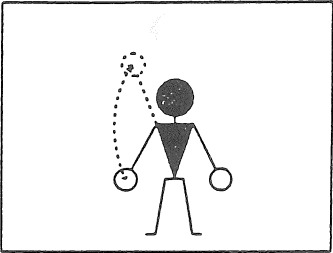
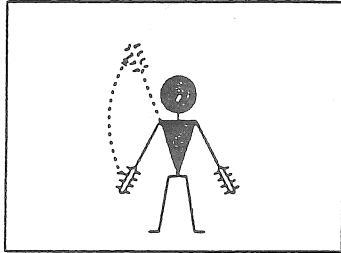
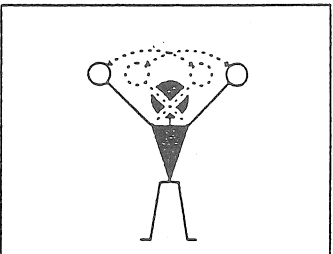
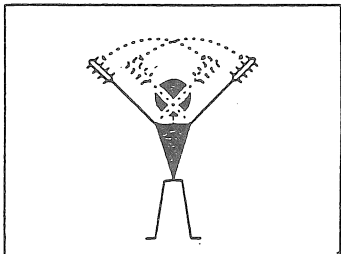
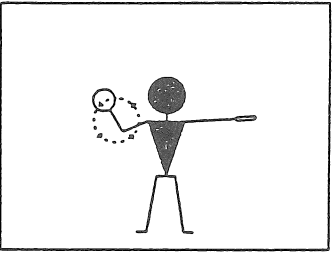
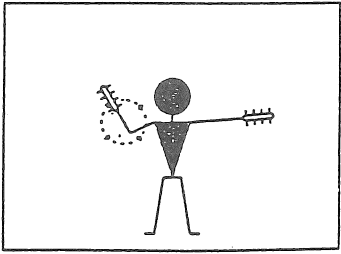
Description of Signal	Meaning of Signal	In Daylight	By Night
<p>(d) Left arm down, the right arm repeatedly moved upward and backward. The speed of arm movement indicates the rate of turn.</p>	<p>Open up port engine or turn to starboard.</p>		
<p>(e) Arms repeatedly crossed above the head. The speed of arm movement indicates the urgency of the stop.</p>	<p>Stop.</p>		
<p>(f) A circular motion of the right hand at head level, with the left arm pointing to the appropriate engine.</p>	<p>Start engines.</p>		

Table B—Continued

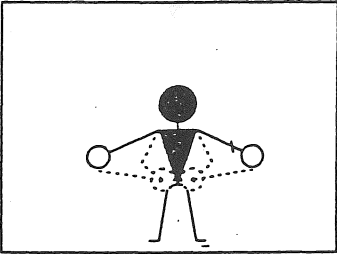
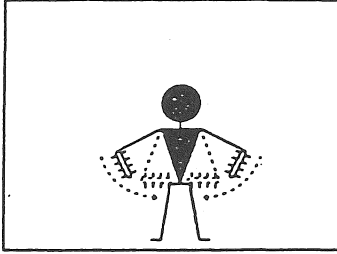
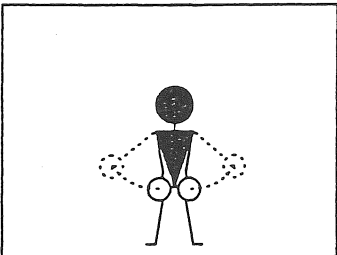
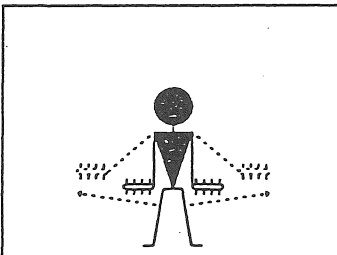
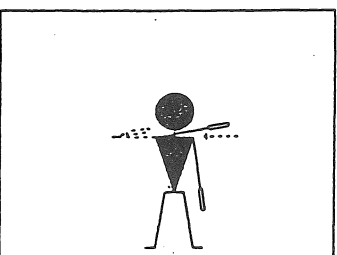
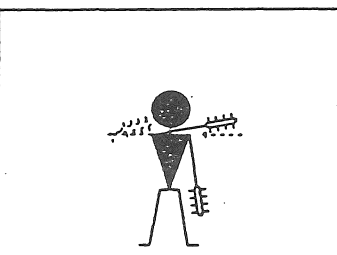
<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
(g) Arms extended, the palms facing inwards, then swung from the extended position inwards.	Chocks inserted.		
(h) Arms down, the palms facing outwards, then swung outwards.	Chocks away.		
(j) Either arm and hand placed level with the chest, then moved laterally with the palm downwards.	Cut engines.		

Table B—Continued

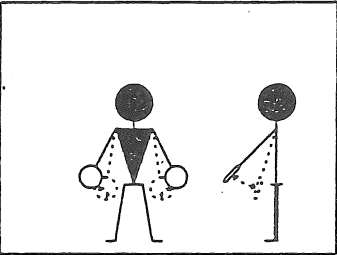
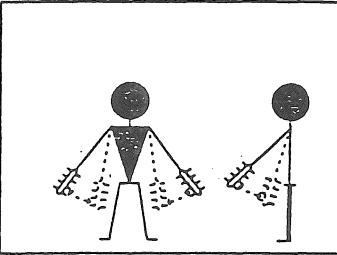
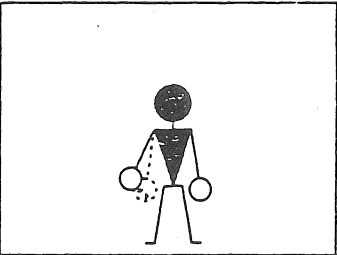
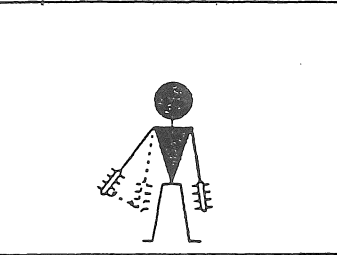
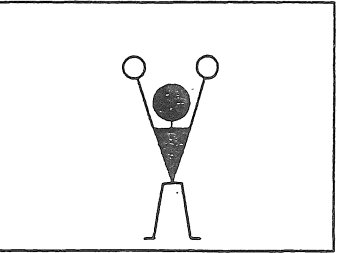
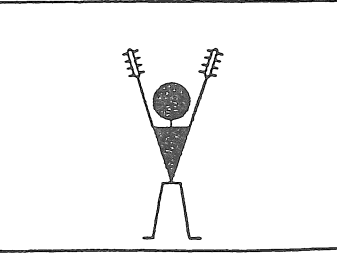
<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
<p>(k) Arms placed down, with the palms towards the ground, then moved up and down several times.</p>	<p>Slow down.</p>		
<p>(l) Arms placed down, with the palms towards the ground, then either the right or left arm moved up and down indicating that the motors on the left or right side, as the case may be, should be slowed down.</p>	<p>Slow down engines on indicated side.</p>		
<p>(m) Arms placed above the head in a vertical position.</p>	<p>This bay.</p>		

Table B—Continued

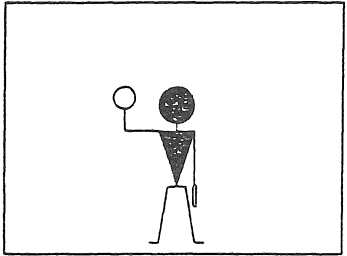
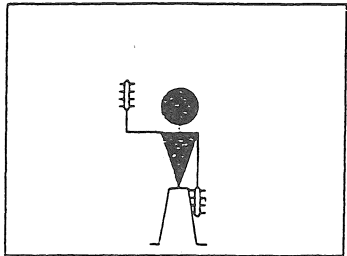
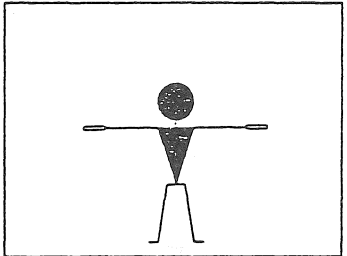
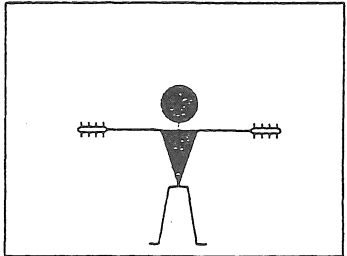
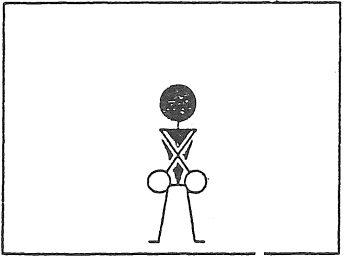
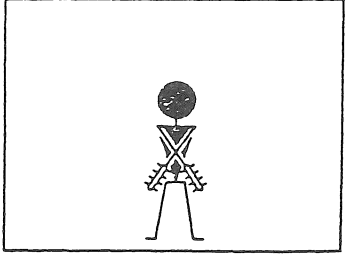
<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
(n) The right arm raised at the elbow, with the arm facing forward.	All clear: marshalling finished.		
(o) Arms placed horizontally sideways.	Hover.		
(p) Arms placed down and crossed in front of the body.	Land.		

Table B—Continued

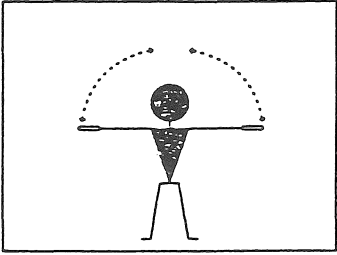
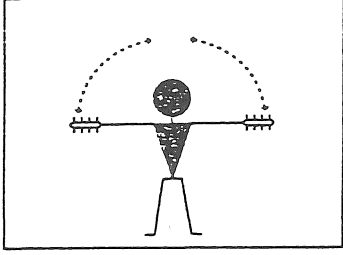
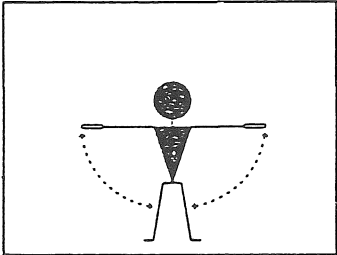
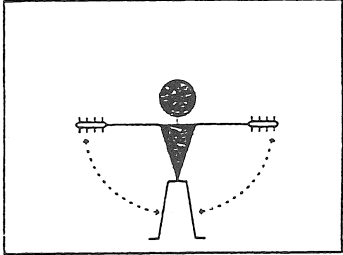
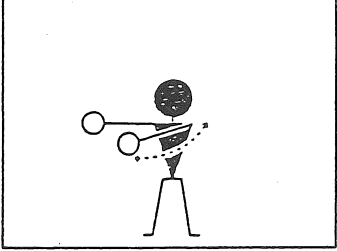
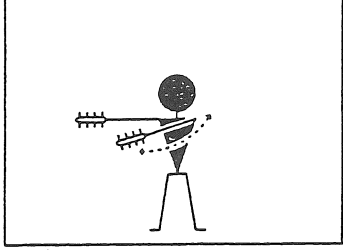
Description of Signal	Meaning of Signal	In Daylight	By Night
<p>(q) Arms placed horizontally sideways with the palms up beckoning upwards. The speed of arm movement indicates the rate of ascent.</p>	<p>Move upwards.</p>		
<p>(r) Arms placed horizontally sideways with the palms towards the ground beckoning downwards. The speed of arm movement indicates the rate of descent.</p>	<p>Move downwards.</p>		
<p>(s) Either arm placed horizontally sideways, then the other arm moved in front of the body to that side, in the direction of the movement, indicating that the helicopter should move horizontally to the left or right side, as the case may be; repeated several times.</p>	<p>Move horizontally.</p>		

Table B—Continued

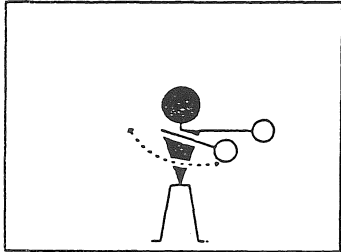
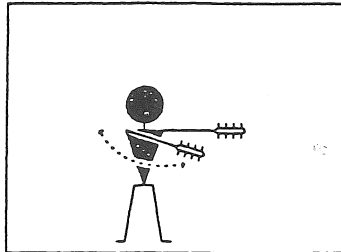
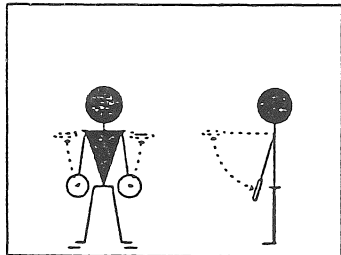
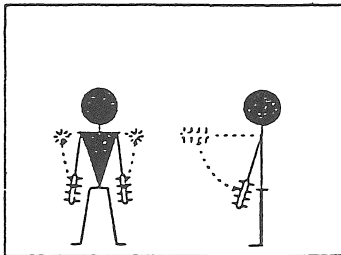
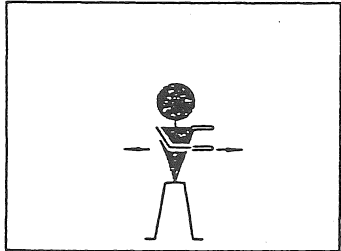
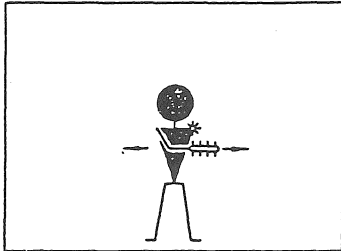
<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
			
<p>(t) Arms placed down, the palms facing forward, then repeatedly swept up and down to shoulder level.</p>	<p>Move back.</p>		
<p>(u) Left arm extended horizontally forward, then right arm making a horizontal slicing movement below left arm.</p>	<p>Release load.</p>		

Table B—Continued

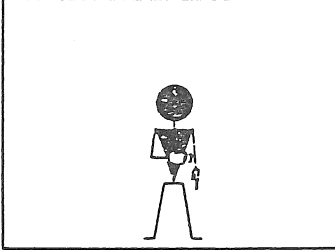
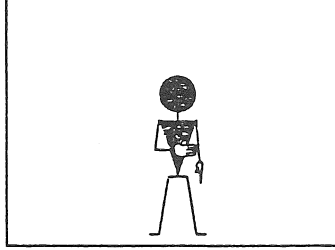
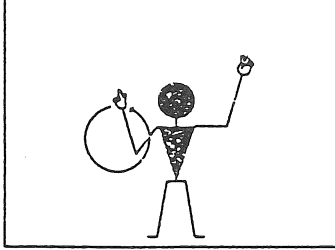
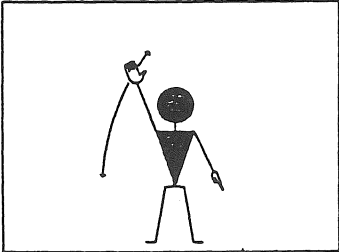
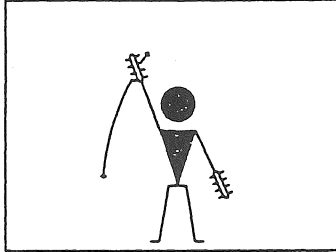
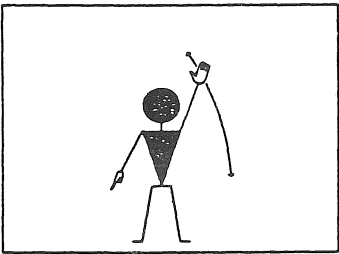
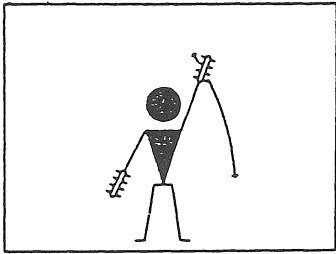
<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
(v) Raise arm, with fist clenched, horizontally in front of body, then extend fingers.	Release brakes.		Shall not be given at night.
Raise arm and hand, with fingers extended, horizontally in front of body, then clench fist.	Engage brakes.		Shall not be given at night.
(w) Left hand overhead with the number of fingers extended, to indicate the number of the engine to be started, and circular motion of right hand at head level.	Start engine(s).		Shall not be given at night.

Table B—Continued

<i>Description of Signal</i>	<i>Meaning of Signal</i>	<i>In Daylight</i>	<i>By Night</i>
<p>(x) Point left arm down, move right arm down from overhead, vertical position to horizontal forward position, repeating right arm movement.</p>	<p>Back aircraft's tail to starboard.</p>		
<p>Point right arm down, move left arm down from overhead, vertical position to horizontal forward position, repeating left arm movement.</p>	<p>Back aircraft's tail to port.</p>		

Marshaling signals (from a pilot of an aircraft to a marshaller)

49. The following signals made by a pilot in an aircraft to a marshaller on the ground shall respectively have the following meanings:

<i>Description of Signal</i>	<i>Meaning of Signal</i>
(a) Raise arm and hand with fingers extended horizontally in front of face, then clench fist;	Brakes engaged
(b) Raise arm with fist clenched horizontally in front of face, then extend fingers;	Brakes released
(c) Arms extended palms facing outwards, move hands inwards to cross in front of face;	Insert chocks
(d) Raise the number of fingers on one hand indicating the number of the engine to be started. For this purpose the aircraft engines shall be numbered in relation to the marshaller facing the aircraft, from his right to his left, for example, No. 1 engine shall be the port outer engine, No. 2 engine shall be the port inner engine, No. 3 engine shall be the starboard inner engine, and No. 4 engine shall be the starboard outer engine.	Ready to start engines

Distress, urgency and safety signals

50. (1) The following signals, given either together or separately before the sending of a message, signify that an aircraft is threatened by grave and imminent danger and requests immediate assistance:

- (a) by radiotelephony:
  - the spoken word 'MAYDAY';
- (b) visual signalling:
  - (i) the signal SOS (. . . --- . . .);
  - (ii) a succession of pyrotechnic lights fired at short intervals each showing a single red light;
- (c) by sound signalling other than radiotelephony:
  - (i) the signal SOS (. . . --- . . .);
  - (ii) a continuous sounding with any sound apparatus.

(2) The following signals, given either together or separately, before the sending of a message, signify that the commander of the aircraft wishes to give notice of difficulties which compel it to land but that he does not require immediate assistance:

- (a) a succession of white pyrotechnic lights;
- (b) the repeated switching on and off of the aircraft landing lights;
- (c) the repeated switching on and off of its navigation lights, in such a manner as to be clearly distinguishable from the flashing navigation lights described in rule 12.

(3) The following signals, given either together or separately, indicate that the commander of the aircraft has an urgent message to transmit concerning the safety of a ship, aircraft, vehicle or other property or of a person on board or within sight of the aircraft from which the signal is given:

- (a) by radiotelephony—  
the spoken word "PAN, PAN";
- (b) by visual signalling—  
the signal XXX (- . . - - . . - - . . -);
- (c) by sound signalling other than radiotelephony—  
the signal XXX (- . . - - . . - - . . -).

51. In Trinidad and Tobago, by day or by night, a series of <sup>Warning</sup> projectiles discharged from the ground at intervals of ten seconds, each <sup>signals to</sup> showing, on bursting, red and green lights or stars, shall indicate to the <sup>aircraft in</sup> commander of an aircraft that his aircraft is flying in or about to enter an active danger area or an area to which regulations made pursuant to section 71(1)(c) of the Order relate and that he is required to take such action as may be necessary to leave the area or change course to avoid the area.

## PART IX

### REVOCATION

52. Schedule 12 of the Colonial Air Navigation Order, 1961 is <sup>Revocation</sup> hereby revoked.

Made this 24th day of April, 1996.

S. BAKSH

*Minister of Works and Transport*