

LEGAL NOTICE No. 174

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ORDER, 1995

ORDER

MADE BY THE PRESIDENT UNDER SECTION 97 OF THE
CIVIL AVIATION ORDER, 1995

THE CIVIL AVIATION (RADIO AND RADIO NAVIGATION
EQUIPMENT) ORDER, 1996

1. This Order may be cited as the Civil Aviation (Radio and Radio Navigation Equipment) Order, 1996. Citation

2. (1) In this Order—

“automatic direction finding equipment” means radio equipment which automatically indicates the bearing of any radio station transmitting the signals received by such equipment;

Interpreta-
tion

“distance measuring equipment” means radio equipment capable of providing a continuous indication of the aircraft’s distance from the appropriate aeronautical radio stations;

“secondary surveillance radar equipment” means such type of radio equipment as may be notified as being capable of—

(a) replying to an interrogation from secondary surveillance radar units on the surface; and

(b) being operated in accordance with such instructions as may be given to the aircraft by the appropriate traffic unit;

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

L.N. No. 91 of
1995

“VHF omni-range equipment” means radio navigation equipment capable of giving visual indications of bearings by means of signals received from very high frequency omni-directional radio ranges.

(2) Subject to subparagraph (1) expressions used in this Order shall, unless the context otherwise requires, have the same respective meanings as in the Order.

3. (1) Every aircraft shall be provided, when flying in the circumstances specified in the first column of the Table set out in the Schedule, with the respective scales of equipment indicated in that Table.

Radio and
radio
navigation
equipment
Schedule

(2) Where the aircraft is flying in a combination of such circumstances as referred to in subparagraph (1), the scales of equipment shall not on that account be required to be duplicated.

Scales of
radio and
radio
navigation
equipment
Schedule

4. (1) The scales of equipment indicated in the Table set out in the Schedule shall be classified as follows:

- (a) scale A shall refer to radio equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations;
- (b) scale B shall refer to radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including such equipment as may be prescribed;
- (c) scale C shall refer to radio equipment capable of receiving from the appropriate aeronautical radio stations and meteorological radio stations meteorological broadcasts relevant to the intended flight;
- (d) scale D shall refer to radio navigational equipment capable of receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land;
- (e) scale E shall refer to secondary surveillance radar equipment;
- (f) scale F shall refer to radio and radio navigational equipment capable of enabling the aircraft to be navigated along the intended route including—
 - (i) automatic direction finding equipment;
 - (ii) distance measuring equipment;
 - (iii) VHF omni-range equipment; or
 - (iv) equipment including the Decca Flight Log, which will enable the aircraft to be navigated by means of signals received from radio navigation land systems forming part of the Decca radio navigation system and which provides the pilot with a visual indication of the aircraft's position relative to the intended route;
- (g) scale G shall refer to radio navigation equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System;
- (h) scale H shall refer to radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including:
 - (i) automatic direction finding equipment;
 - (ii) distance measuring equipment;
 - (iii) duplicated VHF omni-range equipment; and
 - (iv) a 75 MHZ marker beacon receiver.

SCHEDULE—Continued

(Paragraph 4)

Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
(i) while making an approach to landing;	A		C	D				H
(ii) on all other occasions	A		C					H
(b) multi-engined aircraft when flying for purpose of public transport under Visual Flight Rules;	A							H
(c) single engined aircraft when flying for the purpose of public transport under Visual Flight Rules—								
(i) over a route on which navigation is effected solely by visual reference to land marks;	A							
(ii) on all other occasions.	A	B						
5. Other aircraft which come within the provisions of paragraphs 4(1)(b) and (c) above may, instead of the requirements of the said paragraphs 4(1)(b) and (c), carry the following:								
(a) when flying over a route on which navigation is not effected solely by visual reference to landmarks;	A							
(b) when flying over water, beyond gliding distance from any land.	A							
6. All aircraft registered in Trinidad and Tobago, wherever they may be, when flying under Instrument Flight Rules within controlled airspace and not required to comply with paragraph 4(1)(a) above.	A*							

*Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

Made this 8th day of November, 1996.

C. SOOKRAM
Secretary to Cabinet