LEGAL NOTICE NO. 178

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ORDER, 1995

ORDER

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

THE CIVIL AVIATION (AIRCRAFT EQUIPMENT) ORDER, 1996

PART I

PRELIMINARY

Citation

1. This Order shall be cited as the Civil Aviation (Aircraft Equipment) Order, 1996.

Interpretation
L.N. No. 91 of 1995

2. Expressions used in this Order shall, unless the context otherwise requires, have the same respective meanings as in the Civil Aviation Order, 1995.

PART II

GENERAL

Aircraft equipment Schedule

3. (1) An aircraft of a description specified in the first column of the Table set out in the Schedule to this Order which is registered in Trinidad and Tobago shall be provided, when flying in the circumstances set out in the second column of the said Table, with adequate equipment.

(2) Where an aircraft referred to in subparagraph 3(1) is flying in a combination of such circumstances, the scales of equipment shall not on that account be required to be duplicated.

(3) In this paragraph "adequate equipment" means the relevant scale of equipment specified in the second column of the Table set out in the Schedule.

Schedule

4. The equipment carried in an aircraft as being necessary for the airworthiness of the aircraft shall be taken into account in determining whether this Order is complied with in respect of that aircraft.

Items of equipment

5. The following items of equipment are not required to be of a type approved by the Minister:

(a) the equipment referred to in Scale A;

(b) first aid equipment and handbook, referred to in Scale A;

(c) time pieces, referred to in Scale F;

(d) torches, referred to in Scales G, H, K and Z;

(e) whistles, referred to in Scale H;

(f) sea anchors, referred to in Scales J and K;

(g) rocket signals, referred to in Scale J;

(h) equipment for mooring, anchoring or manoeuvring aircraft on the water, referred to in Scale J;

(i) paddles, referred to in Scale K;

(j) food and water, referred to in Scales K, U and J;

(k) first aid equipment, referred to in Scales K, U and J;

(l) stoves, cooking utensils, snow shovels, ice saws, sleeping bags and Arctic suits, referred to in Scale V; and

(m) megaphones, referred to in Scales Y1 and Y2.

PART III

SCALES OF EQUIPMENT

Scale A

6. (1) Scale A shall consist of the following:

(a) spare fuses for all electrical circuits, the fuses of which can be replaced in flight, consisting of 10 per cent of the number of each rating or three of each rating, whichever is the greater;

(b) maps, charts, codes and other documents and navigational equipment necessary in addition to any other equipment required under this Order for the intended flight of the aircraft including any diversion which may be reasonaby expected;

(c) first aid equipment of good quality, sufficient in quantity, having regard to the number of persons on board the aircraft, and including the following:

(i) roller bandages, triangular bandages, adhesive plasters, absorbent gauze, cotton wool (or wound dressings in place of the absorbent gauze or cotton wool), burn dressings, safety pins;

(ii) haemostatic bandages or tourniquets, scissors;

(iii) antiseptic, analgesic and stimulant drugs;

(iv) splints, in the case of aeroplanes the maximum authorised total weight of which exceeds 5,700 kg; and

(v) a handbook on first aid.

(2) In the case of a flying machine used for the public transport of passengers in which the flying machine is at rest on the ground and the sill of any external door intended for the disembarkation of passengers (whether normally or in the case of an emergency)—

(a) is more than 1.82 metres from the ground when the undercarriage of the machine is in the normal position for taxiing; or

(b) would be more than 1.82 metres from the ground if the undercarriage or any part thereof should collapse, break or fail to function,

apparatus shall be made available for use at each such door referred to in subparagraph *(d)*, consisting of a device or devices which will enable passengers to reach the ground in safety in an emergency while the flying machine is on the ground, and can be readily fixed in position for use.

7. (1) Scale AA shall consist of an altitude alerting system capable of alerting the pilot approaching a pre-selected altitude in either ascent or decent, by a sequence of visual and audio signals in sufficient time to establish level flight at that pre-selected altitude, and when deviating from that pre-selected altitude, by a visual and an aural signal. Scale AA

(2) If the system outlined in subparagraph (1) becomes unserviceable the aircraft may fly or continue to fly until it first lands at a place at which it is reasonably practicable for the system to be repaired or replaced.

8. Scale B shall consist of the following: Scale B

(a) where the maximum total weight authorised of the aircraft is 2,730 kg or less, for every pilot's seat and for any seat situated alongside a pilot's seat, a safety belt with one diagonal shoulder strap or safety harness, unless the Minister permits a safety belt without a diagonal safety strap to be fitted if he is satisfied that it is not reasonably practicable to fit a safety belt with one diagonal strap or safety harness;

(b) where the maximum total weight authorised of the aircraft exceeds 2,730 kg, a safety harness for every pilot's seat and for any seat situated alongside a pilot's seat, unless the Minister permits a safety belt with one diagonal shoulder strap to be fitted where he is satisfied that it is not reasonably practicable to fit a safety harness;

(c) for every seat in use [not being a seat referred to in subparagraphs *(a)*, *(b)*, *(e)* and *(f)*] a safety belt with or without one diagonal shoulder strap or a safety harness;

(d) in addition to the equipment required in subparagraph *(c)* above, a child restraint device for every child under the age of two years on board;

(e) on all flights, for the public transport of passengers by aircraft, for each seat for use by cabin attendants who are required to be carried under this Order, a safety harness;

(f) on all flights in aeroplanes where the maximum total weight authorised does not exceed 5,700 kg and which in accordance with the certificate of airworthiness in force in respect thereof, are not capable of seating more than 9 passengers [other than in seats referred to under subparagraphs *(a)* and *(b)*], a safety belt with one diagonal shoulder strap or a safety harness for each seat intended for use by a passenger, save that the provisions of this paragraph shall not apply to aeroplanes in respect of which a certificate of airworthiness was first issued (whether in Trinidad and Tobago or elsewhere) before 1st February, 1995;

(g) if the commander cannot, from his own seat, see all the passengers seats in the aircraft, a means of indicating to the passengers that seat belts should be fastened;

(h) a safety harness for every seat in use, save that in the case of an aircraft carrying out aerobatic manoeuvres consisting only of erect spinning, the Minister may permit a safety belt with one diagonal shoulder strap to be fitted if he is satisfied that such restraint is sufficient for the carrying out of erect spinning in that aircraft and that it is not reasonably practicable to fit a safety harness in that aircraft.

Scale C

9. Scale C shall consist of the following:

(a) equipment for displaying the lights required by the Rules of the Air;

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(b) electrical equipment supplied from the main source of supply from the aircraft to provide sufficient illumination to enable the flight crew properly to carry out their duties during flight;

(c) unless the aircraft is equipped with radio, devices for making the visual signals specified in the Rules of the Air as indicating a request for permission to land.

Scale D

10. Scale D shall consist of the following:

(a) in the case of a helicopter or gyroplane, a slip indicator;

(b) in the case of any other flying machine either—

(i) a turn indicator and a slip indicator; or

(ii) a gyroscopic bank and pitch indicator and a gyroscopic direction indicator;

(c) a sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

Scale E

11. Scale E shall consist of the following:

(a) in the case of a helicopter or gyroplane, a slip indicator;

(b) in the case of any other flying machine, a turn indicator and a slip indicator;

(c) a gyroscopic bank and pitch indicator;

(d) a gyroscopic direction indicatior;

(e) a sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

Scale EE

12. (1) Scale EE shall consist of a radio altimeter with an audio voice warning operating below a preset height and a usual warning capable of operating at a height selectable by the pilot.

(2) A helicopter flying under and in accordance with the terms of a police air operator's certificate may instead be equipped with a radio altimeter with an audio warning, each capable of operating at a height selectable by the pilot.

Scale F

13. Scale F shall consist of the following:

(a) a timepiece indicating the time in hours, minutes and seconds;

(b) a means of indicating whether the power supply to the gyroscopic instrument is adequate;

(c) a rate of climb and descent indicator;

(d) if the maximum total weight authorised of the aircraft exceeds 5700 kg a means of indicating outside air temperature;

(e) if the maximum total weight authorised of the aircraft exceeds 5700 kg two airspeed indicators.

Scale G

14. Scale G shall consist of the following:

(a) in the case of an aircraft, other than a helicopter or gyroplane, landing lights consisting of two single filament lamps or one dual filament lamp with separately energised filaments;

(b) an electrical lighting system to provide illumination in any passenger compartment;

(c) one electric torch for each member of the crew of the aircraft or at least one electric torch affixed adjacent to each floor level exit intended for the disembarkation of passengers, whether normally or in an emergency, provided that such torches shall—

(i) be readily accessible for use by the crew of the aircraft at all times; and

(ii) number in total not less than the minimum number of cabin attendants required to be carried with a full passenger complement;

(d) in the case of an aircraft other than a helicopter or gyroplane of which the maximum total weight authorised exceeds 5,700 kg a means of observing the existence and build up of ice on the aircraft;

(e) in the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group A, either—

(i) two landing lights both of which are adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane, and one of which is adjustable so as to illuminate the ground on either side of the helicopter or gyroplane; or

(ii) one landing light or, if the maximum total weight authorised of the helicopter or gyroplane exceeds 5,700 kg, one dual filament light with separately energised filaments, or two single filament lights, each of which is adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane and two parachute flares;

(f) in the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group B, either—

(i) one landing light and two parachute flares; or

(ii) if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700 kg, either one dual filament landing light with separately energised filaments or two single filament landing lights and two parachute flares.

15. Scale H shall consist of a life jacket equipped with a whistle and waterproof torch for each person on board, except that life jackets constructed and carried solely for use by children under three years of age need not be equipped with a whistle. Scale H

16. Scale I shall consist of a survival suit for each member of the crew. Scale I

17. Scale J shall consist of the following: Scale J

(a) additional flotation equipment capable of supporting one fifth of the number of persons on board and provided in a place of storage accessible from outside the flying machine;

(b) parachute distress rocket signals capable of making, from the surface of the water, the pyrotechnical signal of distress and complying with the following requirements:

(i) every parachute distress rocket signal shall consist of a single bright red flare which is projected to the required height by means of a rocket, and which burns while falling, descent being controlled by a parachute or other means at an average rate not greater than five metres per second;

(ii) the signal shall be so construed that the end from which the rocket is ejected can be positively identified by day and night;

(iii) when the rocket is fired approximately vertically the flare and parachute shall be ejected at or before the top of the trajectory at a minimum height of 300 metres and the signal shall in addition be capable of functioning when the rocket is fired at an angle of 45 degrees to the horizontal;

(iv) the flare shall burn with an average luminous intensity of not less than 30,000 candela for not less than 40 seconds and shall burn out at a height of not less than 50 metres above sea level, when the rocket has been fired approximately vertically;

(v) the signal may be ignited by any suitable method but the ignition system shall be an integral part of the signal, easy to operate with wet, cold or gloved hands in adverse conditions and require the minimum of preparation;

(vi) the signal shall be capable of functioning after immersion for two hours under one metre of water;

(vii) in the ready-to-fire condition the signal shall function after immersion for one minute under 10 cm of water;

(viii) all components, compositions and ingredients of the signal and all means of igniting it shall be of such character and quality as to enable the signal to maintain its serviceability under good average storage conditions in the marine environment for a period of at least three years;

(ix) for carriage in lifeboats, signals shall be packed in a container which shall be durable, damp-proof and effectively sealed;

(x) the date of manufacture and the date of expiry shall be marked indelibly on the signal;

(xi) clear and concise directions for use in English supported by illustrations shall be printed indelibly on the signal;

(c) a sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvering the flying machine on water, appropriate to its size, weight and handling characteristics.

Scale K

18. (1) Scale K shall consist of the following:

(a) in the case of a flying machine, other than a helicopter or gyroplane, carrying twenty or more persons, life rafts sufficient enough to accommodate all persons on board;

(b) in the case of a helicopter or gyroplane carrying twenty or more persons, a minimum of two life rafts sufficient together to accommodate all persons on board;

(c) in the case of a helicopter or gyroplane, an emergency beacon which is automatically deployed and activated in the event of a crash.

(2) Each life raft referred to in subparagraph (1)*(a)* and *(b)* shall contain the following equipment:

(a) a means of maintaining buoyancy;

(b) a sea anchor;

(c) lifelines and the means of attaching one life raft to another;

(d) paddles or other means of propulsion;

(e) a means of protecting the occupants from the elements;

(f) a waterproof torch;

(g) maritime type pyrotechnical distress signals;

(h) the means of making sea water drinkable, unless the full quantity of fresh water is carried as specified in subparagraph *(i)*;

(i) for every four persons or proportion of four persons the life raft shall be designed to carry—

(i) 100 grammes of sucrose tablets; and

(ii) 1/2 litre of fresh water in durable containers,

except that in any case in which it is not reasonably practicable to carry the quantity of water specified above, as large a quantity of fresh water as is reasonably practicable in the circumstances may be substituted, but in no case however shall the quantity of water carried be less than is sufficient, when added to the amount of fresh water capable of being produced by means of the equipment specified in subparagraph (2)*(h)* to provide a half litre of water for each four or proportion of four persons the life raft is designed to carry; and

(j) first aid equipment.

(3) Items specified in suhparagraphs (2)*(f)* to *(i)* shall be contained in a pack.

(4) The number of survival beacon radio apparatus carried when the aircraft is carrying the number of life rafts specified in column 1 of the following Table shall not be less than the number specified in or calculated in accordance with column 2.

TABLE

Column 1	*Column 2*
Not more than eight life rafts ...	Two survival beacon radio apparatus
For every additional four or proportion of four life rafts	One additional survival beacon radio apparatus

19. (1) Part I of Scale L shall consist of the following: Scale L1

(a) in every flying machine which is provided with means for maintaining pressure greater than 700 millibars throughout the flight in the flight crew compartment and in the compartments in which the passengers are carried—

(i) a supply of oxygen sufficient, in the event of failure to maintain such pressure, occurring in the circumstances specified in columns 1 and 2 of the Table set out in Part II of this Scale, for continuous use, during the periods specified in column 3 of the said Table, by the persons for whom oxygen is to be provided in accordance with column 4 of that Table; and

(ii) in addition, in every case where the flying machine flies above flight level 350, a supply of oxygen in a portable container sufficient for the simultaneous first aid treatment of two passengers;

together with suitable and sufficient apparatus to enable such persons to use the oxygen;

(b) in any other flying machine—

(i) a supply of oxygen sufficient for continuous use by all the crew other than the flight crew, and where passengers are carried by ten per cent of the number of passengers for any period exceeding thirty minutes during which the flying machine flies above flight level 100 but not above flight level 130 and the flight crew shall be supplied with oxygen sufficient for continuous use for any period during which the flying machine flies above flight level 100; and

(ii) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies above flight level 130;

together with sufficient and suitable apparatus to enable such persons to use the oxygen;

(c) the quantity of oxygen required for the purpose of complying with subparagraphs *(a)* and *(b)* shall be computed with the information and instructions relating thereto specified in the operations manual relating to the aircraft pursuant to the relevant provisions of the Civil Aviation (Public Transport Operational Requirements) Order.

(2) Part II of Scale L1 shall consist of the following:

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
Vertical displacement of the flying machine in relation to flight levels	*Capability of flying machine to descent (where relevant)*	*Period of supply of oxygen*	*Persons for whom oxygen is to be provided*
Above flight level 100	—	30 minutes or the period specified hereunder whichever is the greater	In addition to any passengers for whom oxygen is provided as specified below, all the crew

COLUMN 1	COLUMN 2	COLUMN 3	COLUMN 4
Vertical displacement of the flying machine in relation to flight levels	*Capability of flying machine to descent (where relevant)*	*Period of supply of oxygen*	*Persons for whom oxygen is to be provided*
Above flight level 100 but not above flight level 300	Flying machine is either flying at or below flight level 150 or is capable of descending and continuing to destination as specified at X hereunder	30 minutes or the period specified hereunder whichever is the greater	10 per cent of number of passengers
		10 minutes or the period specified at B hereunder whichever is the greater	All passengers
	Flying machine is flying above flight level 150 and is not so capable	and in addition	
		30 minutes or the period specified at C hereunder whichever is the greater	10 per cent of number of passengers
Above flight level 300 but not above flight level 350	Flying machine is capable of descending and continuing to destination as specified at Y hereunder	30 minutes or the period specified hereunder whichever is the greater	15 per cent of number of passengers
		10 minutes or the period specified at B hereunder whichever is the greater	All passengers
	Flying machine is not so capable	and in addition	
		30 minutes or the period specified at C hereunder whichever is the greater	15 per cent of number of passengers
		10 minutes or the period specified at B hereunder whichever is the greater	All passengers
		and in addition	
Above flight level 350	—	30 minutes or the period specified at C hereunder whichever is the greater	15 per cent of number of passengers

Scale L2

20. (1) Scale L2 shall consist of a supply of oxygen and the associated equipment at subparagraphs (3) and (4).

(2) The duration for the purpose of this Scale, shall be—

(a) that calculated in accordance with the operations manual prior to the commencement of the flight being the period or periods which it is reasonably anticipated that the aircraft will be flown in the circumstances of the intended flight and at a height where the said requirements apply, and in calculating the said duration account shall be taken of:

(i) in the case of pressurised aircraft, the possibility of depressurisation when flying above flight level 100;

(ii) the possibility of failure of one or more of the aircraft engines;

(iii) restrictions due to required minimum safe altitude;

(iv) fuel requirement; and

(v) the performance of the aircraft; or

(b) the period or periods during which the aircraft is actually flown in the circumstances specified in the Parts,

whichever is the greater.

(3) The requirements with respect to the supply of oxygen for unpressurised aircraft shall be as follows:

(a) when flying at or below flight level 100, nil;

(b) when flying above flight level 100 but not exceeding flight level 200, the following requirements shall apply:

Supply for	*Duration*
(i) members of the flight crew	any period during which the aircraft flies above level 100;
(ii) cabin attendants and 10% of passengers	for any continuous period exceeding 30 minutes during which the aircraft flies above flight level 100 but does not exceed flight level 120, the duration shall be the period by which 30 minutes is exceeded;

(c) when flying above flight level 120, the following requirements shall apply:

Supply for	*Duration*
(i) members of the flight crew	any period during which the aircraft flies above flight level 200;
(ii) cabin attendants and all of passengers	for any period during which the aircraft flies above flight level 120.

(4) The requirements for pressurised aircraft in Part II of the Scale shall be as follows:

(a) when flying at or below flight level 100, nil;

(b) when flying above flight level 100 but not exceeding flight level 250, the following requirements shall apply:

Supply for	*Duration*
(i) members of the flight crew	30 minutes, or whenever the cabin pressure altitude exceeds 10,000 ft. whichever is the greater;
(ii) cabin attendants and 10% of passengers	when the aircraft is capable of descending and continuing to its destination as specified at subparagraph (5) hereunder, 30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft., whichever is the greater, but when the aircraft is not so capable, whenever the cabin pressure altitude is greater than 10,000 ft., but does not exceed 12,000 ft.;
(iii) cabin attendants and passengers	when the aircraft is capable of descending and continuing to its destination as specified hereunder, no requirement other than that at subparagraph *(b)*(ii) of this Part of the Scale, but when the aircraft is not so capable and the cabin pressure altitude exceeds 12,000 ft. the duration shall be the period when the cabin pressure exceeds 12,000 ft. or 10 minutes, whichever is the greater;

(c) when flying above flight level 250, the following requirements shall apply:

Supply for	*Duration*
(i) members of the flight crew	2 hours or whenever the cabin pressure altitude exceeds 10,000 ft., whichever is the greater;
(ii) cabin attendants ...	whenever the cabin pressure altitude exceeds 10,000 ft., and a portable supply for 15 minutes;
(iii) 10% of passengers ...	whenever the cabin pressure altitude exceeds 10,000 ft., but does not exceed 12,000 ft.;
(iv) 30% of passengers ...	whenever the cabin pressure altitude exceeds 12,000 ft., but does not exceed 15,000 ft.;
(v) all passengers ...	where the cabin pressure altitude exceeds 15,000 ft., the duration shall be the period when the cabin pressure altitude exceeds 13,000 ft. or 10 minutes, whichever is the greater;
(vi) 2% of passengers or 2 passengers whichever the greater, being a supply of first aid oxygen which must be available for simultaneous first aid treatment of 2% or 2 passengers wherever they are seated in the aircraft.	whenever, after decompression the cabin pressure altitude exceeds 8,000 ft.

(5) The flying machine is capable, at the time when a failure to maintain cabin pressurisation occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 120 within 5 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

21. Scale M shall consist of equipment to prevent the impairment, through ice formation, of the functioning of the controls, means of propulsion, lifting surfaces, windows or equipment of the aircraft. Scale M

22. Scale N shall consist of an intercommunication system for use by all members of the flight crew, including microphones, not of a hand held type, for use by the pilot and flight engineer, if any. Scale N

23. (1) Scale O shall consist of a radar set capable of giving warning to the pilot in command and to the co-pilot of the presence of cumulonimbus clouds and other potentially hazardous weather conditions. Scale O

(2) A flight may commence if the radar is unserviceable, or continue if the set becomes unserviceable at anytime thereafter—

(a) in order to give the warning only to one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or

(b) when the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which can be detected by the set when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom, or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided and the aircraft is in either case throughout the flight in accordance with any relevant instructions given in the operations manual.

24. (1) Scale P shall consist of a flight data recorder which is capable of recording, by reference to a time scale, the following data: Scale P

(a) indicated airspeed;

(b) indicated altitude;

(c) vertical acceleration;

(d) magnetic heading;

(e) pitch altitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

(f) engine power, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

(g) flap position;

(h) roll altitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded.

(2) Any aeroplane having a maximum total authorised weight which does not exceed 11,400 kg may be provided with—

(a) flight data recorder capable of recording the data described in paragraph 23(1); or

(b) a four channel cockpit voice recorder.

(3) In addition, on all flights by turbine-powered aeroplanes having a maximum total authorised weight exceeding 11,400 kg, a 4 channel cockpit voice recorder.

(4) The flight data recorder and cockpit voice recorder referred to in this paragraph, shall be so construed that the record would be likely to be preserved in the event of an accident to the aeroplane.

(5) An aeroplane shall not be required to carry the said equipment, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Minister.

Scale Q

25. Scale Q shall consist of, where the total weight authorised of the aeroplane exceeds 5,700 kg and it was first registered whether in Trinidad and Tobago or elsewhere on or after June 1, 1965, a door between the flight crew compartment and any adjacent compartment to which passengers have access, which door shall be fitted with a lock or bolt capable of being worked from the flight crew compartment.

Scale R1

26. Scale R1 shall consist of the following:

(a) equipment sufficient to protect the eyes, nose and mouth of the pilot of the aircraft from the effects of smoke and noxious gases for a period of not less than 15 minutes;

(b) portable equipment sufficient to protect eyes, nose and mouth of one other member of the crew of the aircraft from the effects of smoke and noxious gases for a period of not less than 8 minutes; and

(c) equipment sufficient to protect the eyes of all members of the flight crew of the aircraft, whose eyes are not adequately protected by other equipment, from the effects of smoke and noxious gases.

Scale R2

27. (1) Scale R2 shall consist of the following:

(a) in respect of aeroplanes having a maximum total authorised weight exceeding 5,700 kg—

(i) equipment to protect the eyes, nose and mouth of all members of the flight crew required to be carried by section 19 of the Civil Aviation Order, 1995 for a period of not less than 15 minutes; and

(ii) where the minimum flight crew required as aforesaid is more than one and a cabin attendant is not required to be carried by virtue of section 19, portable equipment sufficient to protect the eyes, nose and mouth of one member of the flight crew for a period of not less than 15 minutes;

(b) in respect of aeroplanes having a maximum total weight authorised not exceeding 5,700 kg, the equipment specified in subparagraph (1)*(a)*, except that in the case of such aeroplanes restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at subparagraph (2) hereunder, such equipment shall be sufficient to protect the eyes only;

(c) in respect of aeroplanes having a maximum total weight authorised exceeding 5,700 kg, portable equipment to protect the eyes, nose and mouth of all cabin attendants carried in accordance with section 19 for a period of not less than 15 minutes;

(d) in respect of aeroplanes having a maximum total weight authorised not exceeding 5,700 kg, the equipment specified in subparagraph (1)*(c)*, except that this requirement shall not apply to such aeroplanes restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at subparagraph (2) hereunder.

(2) For the purposes of subparagraphs (1)*(b)* and *(d)*, the aeroplane shall be capable of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aeroplane, to flight level 100 within 4 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale S

28. (1) Scale S shall consist of a flight recording system comprising:

(a) either a 4 channel cockpit voice recorder or a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane:

(i) the flight path;

(ii) the altitude; and

(iii) the basic lift, thrust and drag forces acting upon it;

(b) a 4 channel cockpit voice recorder and a flight data recorder capable of recording to a time scale the date required to determine the information specified in subparagraph (1)*(a)* together with the use of VHF transmitters;

(c) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane:

(i) the flight path and altitude;

(ii) the basic lift, thrust and drag forces acting on it;

(iii) the selection of high lift devices if any and air brakes if any;

(iv) the position of primary flying control and pitch trim surfaces;

(v) outside air temperature;

(vi) instrument landing deviations;

(vii) the use of automatic flight control systems;

(viii) the use of VHF transmitters;

(ix) radio altitude, if any;

(x) the level of availability of essential AC electricity and cockpit warnings relating to engine fire and engine shutdown;

(xi) cabin pressurisation;

(xii) presence of smoke; and

(xiii) hydraulic/pneumatic power supply;

(d) a cockpit voice recorder and a flight data recorder, capable of recording by reference to a time scale, the data needed to determine the following matters accurately in respect of the aeroplane:

(i) the flight path;

(ii) speed;

(iii) altitude;

(iv) the engine power;

(v) outside air temperature;

(vi) configuration of lift and drag devices;

(vii) use of VHF transmitters; and

(viii) use of automatic flight control systems;

(e) a cockpit voice recorder and a flight data recorder, capable of recording by reference to a time scale, to determine the following matters in respect of the aeroplane:

(i) the flight path, speed and altitude;

(ii) engine power;

(iii) outside air temperature;

(iv) instrument landing system deviations;

(v) marker beacon passage;

(vi) radio altitude;

(vii) configuration of the landing gear, lift and drag devices;

(viii) position of primary flying controls;

(ix) pitch trim position;

(x) use of automatic flight control systems;

(xi) use of VHF transmitters;

(xii) ground speed/drift angle or latitude/longitude if the navigational equipment provided in the aeroplane is of such a nature as to enable this information to be recorded with reasonable practicality;

(xiii) cockpit warnings relating to ground proximity; and

(xiv) the master warning system;

(f) in respect of helicopters having maximum total weight authorised exceeding 2,730 kg or a seating capacity exceeding 9 passengers, a 4 channel cockpit voice recorder which has attached to it an underwater sonar location device.

(2) The cockpit voice recorder, the flight data recorder, or both the cockpit voice recorder and the flight data recorder, as the case may be, shall be so constructed that the record would be likely to be preserved in the event of an accident.

(3) An aircraft shall not be required to carry the equipment referred to in subparagraph (2) if, before takeoff, the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Minister.

Scale SS

29. (1) Scale SS shall consist of the following:

(a) a 4 channel voice recorder, capable of accurately recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of accurately recording and retaining the data recorded during at least the last 8 hours of its operations, being the data required to determine by reference to a time scale the following matters in respect of the helicopter or gyroplane:

(i) flight path;

(ii) speed;

(iii) altitude;

(iv) engine power;

(v) main rotor speed;

(vi) outside air temperature;

(vii) position of pilot's primary flight controls;

(viii) use of automatic controls, if any;

(ix) use of stability augmentation controls, if any;

(x) cockpit warnings relating to the master warnings system; and

(xi) selection of hydraulic system and cockpit warnings of failure of essential hydraulic systems;

(b) a 4 channel cockpit voice recorder, capable of accurately recording and retaining the data recorded during at least the last 30 minutes of its operation, and a flight data recorder capable of accurately recording and retaining the data recorded during at least the last 8 hours of its operation, being the data required to determine by

reference to a time scale the information specified in subparagraph (1)*(a)*, together with the following matters in respect of the helicopter or gyroplane:

(i) landing gear configuration;

(ii) indicated sling load force, if an indicator is provided, in the helicopter or gyroplane, of such a nature as to enable this information to be recorded with reasonable practicality;

(iii) radio altitude;

(iv) instrument landing system deviations;

(v) marker beacon passage;

(vi) ground speed/drift angle or latitude/longitude, if the navigational equipment provided in the helicopter or gyroplane is of such a nature as to enable this information to be recorded with reasonable practicality; and

(vii) main gear box oil temperature and pressure;

(c) a combined cockpit voice recorder/flight data recorder which meets the following requirements:

(i) in the case of a helicopter or gyroplane, which is otherwise required to carry the flight data recorder specified at subparagraph (1)*(a)* of this Scale, the flight data recorder shall be capable of recording the data specified therein and retaining it for the deviation therein satisfied;

(ii) in the case of a helicopter or gyroplane, which is otherwise required to carry the flight data recorder specified at subparagraph (1)*(b)* of this Scale, the flight data recorder shall be capable of recording the data specified therein and retaining it for the deviation therein specified;

(iii) the cockpit voice recorder shall be capable of recording and retaining at least the last hour of cockpit voice recording information on not less than three separate channels.

(2) Where the combined cockpit voice recorder/flight data recorder, specified in subparagraph (1)*(c)* of this Scale is required to be carried by or under the Civil Aviation Order, 1995, the flight data recorder shall be capable of retaining as protected data the data recorded during at least the last 5 hours of its operation or the maximum duration of the flight, whichever is the greater.

(3) The flight data recorder referred to in subparagraph (1)*(c)* shall also be capable of retaining additional data as unprotected data for a period which together with the period for which protected data is required to be retained amounts to 8 hours.

(4) The flight recorder referred to in subparagraph (1)*(c)* need not be capable of retaining the said additional data if—

(a) additional data is retained which relates to—

(i) the period immediately preceding the period to which the required protected data is retained; or

(ii) such other period or periods as the Minister may permit pursuant to section 42 of the Civil Aviation Order, 1995; and

(b) the additional data is retained in accordance with arrangements approved by the Minister.

(5) With the exception of flight data, which under this paragraph may be unprotected, the cockpit voice recorder, flight data recorder or combined cockpit voice recorder and flight data recorder, as the case may be, shall be constructed and installed so that the record (hereinafter referred to as "protected data") would be likely to be preserved in the event of an accident and each cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried on the helicopter or gyroplane shall have attached to it an automatically attached underwater sonar location device or an emergency locator radio transmitter.

(6) A helicopter or gyroplane shall not be required to carry the said equipment if, before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Minister.

Scale T

30. Scale T shall consist of an underwater sonar device, except in respect of those helicopters or gyroplanes which have a device attached to a cockpit voice recorder in accordance with Scale SS.

Scale U

31. Scale U shall consist of the following:

(a) 1 survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals;

(c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board, 1/2 litre of fresh water in durable containers; and

(e) first aid equipment.

32. Scale V shall consist of the following: Scale V

(a) 1 survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals;

(c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board, 1/2 litre of fresh water in durable containers;

(e) first aid equipment;

(f) 1 cooking utensil in which snow or ice can be melted;

(g) 2 snow shovels;

(h) 2 ice saws;

(i) for every 75 or proportion of 75 persons on board, 1 stove suitable for use with aircraft fuel;

(j) single or multiple sleeping bags, sufficient for the use of one-third of all persons on board; and

(k) 1 Arctic suit for each member of the crew of the aircraft.

33. (1) Scale W shall consist of cosmic radiation detection Scale W equipment calibrated in millirems per hour and capable of indicating the action and alert levels of radiation dose rate.

(2) An aircraft shall not be required to carry the equipment mentioned in subparagraph (1) where before take-off the equipment is found to be unserviceable and it is not reasonably practicable to repair or replace it at the aerodrome of departure and the radiation forecast available to the commander of the aircraft indicates that hazardous radiation conditions are unlikely to be encountered by the aircraft on its intended route or any planned diversion therefrom.

34. Scale X shall consist of equipment capable of giving warning Scale X to the pilot of the potentially hazardous proximity of ground or water, except that if the equipment becomes unserviceable, the aircraft may fly or continue to fly until it first lands at a place at which it is reasonably practicable for the equipment to be repaired or replaced.

35. Scale Y1 shall consist of the following: Scale Y1

(a) where the aircraft has a total seating capacity of not less than 60 and not exceeding 149 passengers, one portable battery-powered megaphone capable of conveying instruments to all persons in the passenger compartment and readily available for use by a member of the crew;

(b) where the aircraft has a total seating capacity exceeding 149 passengers, two portable battery-powered megaphones capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

Scale Y2

36. Scale Y2 shall consist of the following:

(a) where the aircraft, in accordance with its certificate of airworthiness carries more than 19 and less than 100 passengers, one portable battery-powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew;

(b) where the aircraft may in accordance with its certificate of airworthiness carry more than 99 passengers and less than 200 passengers, two portable battery-powered megaphones capable of conveying instructions to all persons in the passenger compartment, and each readily available for use by a member of the crew;

(c) where the aircraft may in accordance with its certificate of airworthiness carry more than 199 passengers, three portable battery-powered megaphones capable of conveying instructions to all persons in the passenger compartment, and each readily available for use by a member of the crew;

(d) where the aircraft may in accordance with its certificate of airworthiness carry more than 19 passengers—

(i) a public address system; and

(ii) an interphone system of communication between members of the flight crew and cabin attendants.

Scale Z

37. Scale Z shall consist of the following:

(a) an emergency lighting system to provide illumination in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting systems required under Scale G and paragraph 14*(b)*;

(b) an emergency lighting system to provide illumination outside the aircraft sufficient to facilitate the evacuation of the aircraft;

(c) an emergency floor path lighting system in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithsanding the failure of the lighting system specified in paragraph 14*(b)*;

(d) where the equipment specified in subparagraph *(c)* becomes unserviceable the aircraft may fly or continue to fly in accordance with arrangements approved by the Minister.

SCHEDULE

(Paragraph 3)

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
1. Gliders	(1) Flying for purposes other than public transport or aerial work; and when flying by night;	A	6*(b)*
	(2) Flying for the purpose of public transport or aerial work, and—	A, B, D, and F	6, 8*(a)*, 8*(b)*, 10 and 12*(a)*
	(a) when flying by night;	C and G	9 and 13
	(b) when carrying out aerobatic manoeuvres.	B	8*(c)*
2. Aeroplanes	(1) Flying for purposes other than public transport, and—	A and B	6*(a)*, 6*(b)* and 8*(a)*
	(a) when flying by night;	C and D	9 and 10
	(b) when flying under Instrument Flight Rules in the following circumstances:		
	(i) outside controlled airspace notified for the purposes of this sub-paragraph;	D	10
	(ii) within controlled airspace notified for the purposes of this sub-paragraph;	E and F	11*(d)* and 12
	(c) when carrying out aerobatic manoeuvres.	B	8*(c)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(2) Flying for the purpose of public transport, and—	A, B, D and F	6, 7*(a)*, 7*(b)*, 10 and 12*(a)*
	(a) when flying under Instrument Flight Rules except flights outside controlled airspace notified for the purposes of this sub-paragraph by aeroplanes having a maximum total weight authorised not exceeding 1,150 kg;	E and F	11*(d)* and 12
	(b) when flying by night, and in the case of aeroplanes of which the maximum total weight authorised exceeds 1,150 kg;	C, E, F and G	9, 11, 14 and 15
	(c) when flying over water beyond gliding distance from land;	H	15
	(d) on all flights on which in the event of any emergency occurring during the take-off or landing at the intended destination or any likely alternate destination, or any likely alternate destination it is reasonably possible that the aeroplane would be forced to land onto water;	H	15

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(e) when flying over water—		
	(i) in the case of an aeroplane—		
	(A) classified in its certificate of airworthiness as being of performance group A, C or X; or		
	(B) having no performance group classification in the certificate of airworthiness and of such a weight and performance that with any one of its power units inoperative and the remaining power unit or units operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or fight manual relating to the		

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	aeroplane issued or rendered valid by the Minister it is capable of a gradient of climb of at least 1 in 200 at an altitude of 5,000 ft in the International Standard Atmosphere specified in or ascertainable by reference to the certificate of airworthiness in force in respect of that aircraft,		
	when either more than 400 nautical miles or more than 90 minutes flying time* from the nearest aerodrome at which an emergency landing can be made;		
	(ii) in the case of all other aeroplanes, when more than 30 minutes flying time* from such an aerodrome;	H and K	15 and 18

*For the purposes of this Schedule, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(f) on all flights which involve manoeuvres on water;	H, J and K	15,16 and 18
	(g) when flying at a height of 10,000 feet or more above mean sea levels in the following circumstances:		
	(i) having a certificate of airworthiness first issued (whether in Trinidad and Tobago or elsewhere) before 1st January, 1989;	L1 or L2	19 or 20
	(ii) having a certificate of airworthiness first issued (whether in Trinidad and Tobago or elsewhere) on or after 1st January, 1989;	L2	20
	(h) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met;	M	21
	(i) when carrying out aerobatic manoeuvres;	B	8*(c)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(j) on all flights on which the aircraft carries a flight crew of more than one person;	N	22
	(k) on all flights for the purpose of the public transport of passengers—		
	(i) before 1st January, 1990;	Q and Y1	25 and 35
	(ii) on or after 1st January, 1990;	Q and Y2	25, 36*(a)*, 36*(b)*
	(l) on all flights by a pressurised aircraft—		
	(i) before 1st January, 1990;	R1	26
	(ii) on or after 1st January, 1990;	R2	27
	(m) when flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met;	U	31
	(n) when flying over substantially uninhabited land or other areas where, in the event of an emergency landing, polar conditions are likely to be met;	V	32
	(o) when flying at an altitude of more than 49,000 feet.	W	33

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
3. Turbine-jet aeroplanes having a maximum total weight authorised exceeding 5,700 kg or pressurised aircraft having a maximum total weight authorised exceeding 11,400 kg.	When flying for the purpose of public transport	O	23
4. Turbine-engine aeroplanes having a maximum total weight authorised exceeding 5,700 kg and piston-engined aeroplanes having a maximum total weight authorised exceeding 27,000 kg—			
(a) which are operated by an air transport undertaking under a certificate of airworthiness in the Transport Category (Passenger) or the Transport Category (Cargo); or	When flying on any flight	P	24
(b) in respect of which application has been made and not withdrawn or refused for such a certificate, and which fly under the "A Conditions" or under a certificate of airworthiness in the Special Category,	When flying on any flight	P	24
provided that this paragraph shall not apply to aeroplanes falling within paragraph 5 or 6 thereof.			

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
5. Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo), and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under the "A Conditions" or, in respect of which there is in force a certificate of airworthiness in the Special Category —			
(a) which conforms to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1971 and which have a maximum total weight authorised exceeding 5,700 kg but not exceeding 11,400 kg; or	When flying on any flight	S	28(1)*(a)*
(b) which conforms to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1971 and which have a maximum total weight authorised exceeding 11,400 kg but not exceeding 27,000 kg; or	When flying on any flight	S	28(1)*(b)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
(c) which conforms to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1971 and which have a maximum total weight authorised exceeding 27,000 kg but not exceeding 230,000 kg; or	When flying on any flight	S	28(1)*(c)*
(d) which conforms to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1971 and which have a maximum total weight authorised exceeding 230,000 kg;	When flying on any flight	S	28(1)*(a)*
(e) this paragraph shall not apply to aeroplanes falling within paragraph 6 thereof.			
6. Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under the "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category—			

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
(a) for which an individual certificate of airworthiness was first issued (whether in Trinidad and Tobago or elsewhere) on or after 1st June, 1990 and which have a maximum total weight authorised not exceeding 5,700 kg are powered by 2 or more turbine engines and are certified to carry more than 9 passengers; or	When flying on any flight	S	28(1)*(d)*
(b) for which an individual certificate of airworthiness was first issued (whether in Trinidad and Tobago or elsewhere) on or after 1st June, 1990 and which have a maximum total weight authorised exceeding 5,700 kg but not exceeding 27,000 kg; or	When flying on any flight	S	28(1)*(e)*
(c) for which an individual certificate of airworthiness was first issued (whether in Trinidad and Tobago or elsewhere) on or after 1st June, 1990 and which have a maximum total weight authorised exceeding 27,000 kg.	When flying on any flight	S	28(1)*(f)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
7. Aeroplanes in respect of which there is in force a certificate of airworthiness in the Aerial Work or Private Category and for which an individual certificate of airworthiness was first issued (whether in Trinidad and Tobago or elsewhere) on or after 1st June, 1990 and which have a maximum total weight authorised exceeding 27,000 kg.	When flying on any flight	S	28(1)*(f)*
8. Aeroplanes—	When flying on any flight	T	29
(a) which conform to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1971 and having a maximum total weight authorised exceeding 27,000 kg and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or the Transport Category (Cargo); or			
(b) which conform to a type first issued with a type certificate in Trinidad and Tobago on or after 1st January, 1970	When flying on any flight	T	29

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
and which have a maximum total weight authorised exceeding 230,000 kg and in respect of which there is in force such a certificate of airworthiness; or			
(c) having a maximum total weight authorised exceeding 27,000 kg which conforms to a type first issued with a type certificate on or after 1st April, 1971, (1st January, 1970 in the case of an aeroplane having a maximum total weight authorised exceeding 230,000 kg) in respect of which an application has been made and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category.	When flying on any flight	T	29
9. Aeroplanes which have a maximum total weight authorised exceeding 15,000 kg or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 30 passengers.	On all flights for the purpose of public transport	X	34

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
10. Aeroplanes—			
(a) which are a turbo-jet and which have a maximum total weight authorised exceeding 22,700 kg; or	When flying by night for the purpose of the public transport of passengers	Z	37*(a)* and 37*(b)*
(b) having a maximum total weight authorised exceeding 5,700 kg, and which conform to a type for which a certificate of airworthiness was first applied for (whether in Trinidad and Tobago or elsewhere) after 30th April, 1972 but not including any aeroplane which in the opinion of the Minister is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or	When flying by night for the purpose of the public transport of passengers	Z	37*(a)* and 37*(b)*
(c) which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers; or	When flying by night for the purpose of the public transport of passengers	Z	37*(a)*
(d) having a maximum total weight authorised exceeding 5,700 kg, and which conform to a type for which a certificate of airworthiness was first applied for (whether in Trinidad and Tobago or else-	When flying by night for the purpose of the public transport of passengers	Z	37*(c)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
where) after 30th April, 1972 but not including any aeroplane which in the opinion of the Minister is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or			
(e) which are a turbo-jet and which have a maximum total weight authorised exceeding 22,700 kg; or	When flying for the purpose of the public transport of passengers	Z	37*(c)*
(f) first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st January, 1958 and which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers.	When flying for the purpose of the public transport of passengers	Z	37*(c)*
11. Aeroplanes—			
(a) powered by one or more turbine jets and first issued with a certificate of airworthiness in Trinidad and Tobago on or after 1st April, 1989;	When flying on any flight on or after 1st April, 1989	AA	7
(b) powered by one or more turbine jets and first issued with a certificate of airworthiness in	When flying on any flight on or after 1st April, 1989	AA	7

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
Trinidad and Tobago on or after 1st April, 1989;			
(c) powered by one or more turbine propeller engines and having a maximum total weight authorised exceeding 5,700 kg and first issued with a certificate of airworthiness in Trinidad and Tobago on or after 1st April, 1989.	When flying on any flight on or after 1st April, 1989	AA	7
12. Aeroplanes—			
(a) which conform to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1978 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger);	On all flights for the purpose of the public transport of passengers on or after 1st April, 1991	YZ	36*(d)*
(b) which conform to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1968 and before 1st April, 1978 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger);	On all flights for the purpose of the public transport of passengers on or after 1st April, 1991	YZ	36*(d)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
(c) which conform to a type first issued with a type certificate (whether in Trinidad and Tobago or elsewhere) on or after 1st April, 1968 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger).	On all flights for the purpose of the public transport of passengers on or after 1st April, 1993.	YZ	36*(d)*
13. Helicopters and Gyroplanes—	(1) Flying for purposes other than public transport and—	A and B	6*(a)*, 6*(b)* and 8*(a)*
	(a) when flying by day under Visual Flight Rules with visual ground reference;	D	10
	(b) when flying by day under Instrument Flight Rules or without visual ground reference—		
	(i) outside controlled airspace notified for the purposes of this subparagraph;	E	11*(b)*
	(ii) within controlled airspace notified for the purposes of this subparagraph;	E and F	11*(b)*, 11*(d)* and 13*(d)*
	(c) when flying at night—		
	(i) with visual ground reference;	C, E and G	9, 11, 14*(c)* and 14*(e)*
	(ii) without visual ground reference—		
	(A) outside controlled airspace notified	C, E and G	9, 11, 14*(c)* and 14*(e)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	for the purposes of this subparagraph;		
	(B) within controlled airspace notified for the purposes of this subparagraph.	C, E, F and G	9, 11*(b)*, 11*(d)*, 13*(d)* for all weights, 14*(c)* and 14*(e)*
	(2) Flying for purposes of public transport and—	A, B and F	6, 8*(b)*, 8*(d)*, 13*(g)* and 13*(f)* for all weights
	(a) when flying by day under Visual Flight Rules with visual ground reference;	D	10
	(b) when flying by day under Instrument Flight Rules or without visual ground reference;	E and F	11*(b)*, 11*(d)*, 13*(b)*, 13*(c)* and 13*(e)*
	(c) when flying by night with visual ground reference—		
	(i) in the case of a helicopter or gyroplane having a maximum total weight authorised not exceeding 2,000 kg;	C, E and G	9, 11 and 14
	(ii) in the case of a helicopter or gyroplane having a maximum total weight authorised exceeding 2,000 kg;	C, E, F and G	9, 11*(b)*, 11*(a)* or a radio altimeter, 13*(b)*, 13*(c)*, 13*(e)* and 14
	(d) when flying by night without visual ground reference;	C, E, F and G	9, 11*(b)*, 11*(d)*, 13*(b)*, 13*(c)*, 13*(e)* and 14
	(e) when flying over water—		

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(i) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 or B when beyond autorotational gliding distance from land suitable for an emergency landing;	E and H	11 and 15
	(ii) on all flights on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the helicopter or the gyroplane would be forced to land onto water;	H	15
	(iii) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 when beyond 10 minutes flying time* from land;	E, H, K and T	11, 15, 16, 30

*For the purposes of this Schedule, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(iv) for more than a total of 3 minutes in any flight;	EE	12
	(v) in the case of a helicopter or a gyroplane classified in its certificate of airworthiness as being of performance group A2 which is intended to fly beyond 10 minutes flying time from land or which actually flies beyond 10 minutes flying time from land, on a flight which is either in support of, or in connection with the off shore exploitation, or exploration of mineral resources (including gas) or is on a flight under and in accordance with the terms of a police air operator's certificate, when in either case the weather reports or forecasts available to the commander of the aircraft indicate that the sea temperature will be less than plus 10°C during the flight or when any part of the	I	16

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	flight is at night;		
	(f) on all flights which involve manoeuvres on water;	H, J, and K	15, 16 and 18
	(g) when flying at a height of 10,000 ft or more above mean sea levels—		
	(i) having a certificate of airworthiness first issued (whether in Trinidad and Tobago or elsewhere) before 1st January, 1989;	L1 or L2	19 or 20
	(ii) having a certificate of airworthiness first issued (whether in Trinidad and Tobago or elsewhere) before 1st January, 1989;	L2	20
	(h) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met;	M	21
	(i) on all flights on which the aircraft carries a flight crew of more than one person;	N	22
	(j) on all flights for the purpose of the public transport of passengers—		
	(i) before 1st January, 1990;	Y1	35

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
	(ii) on or after 1st January, 1990	Y2	36*(a)*, *(b)* and *(c)*
	(k) when flying over substantial uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met;	U	31
	(l) when flying over substantially uninhabited land areas where, in the event of an emergency landing, polar conditions are likely to be met.	V	32
14. Helicopters and Gyroplanes—			
(a) having a maximum total weight authorised exceeding 5,700 kg and whch conform to a type for which a certificate of airworthiness was first applied for (whether in Trinidad and Tobago or elsewhere) after 30th April, 1972 but not including any helicopter or gyroplane which in the opinion of the Minister is identical in all matters affecting the provision of emergency evacuation facilities to a helicopter or gyroplane for which a certificate of airworthiness was first applied for before that date; or	When flying by night for the purpose of the public transport of passengers	Z	37*(a)* and *(b)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
(b) which, in accordance with the certificate of airworthiness in force in respect thereof, may carry more than 19 passengers; or	When flying by night for the purpose of the public transport of passengers	Z	37*(a)*
(c) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and which have either a maximum total weight authorised exceeding 2,730 kg or which may carry more than 9 passengers; or	When flying on any flight before 1st February, 1991	S	28
(d) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and Helicopters and gyroplanes in respect of which application has been made and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A Conditions" or which have a certificate of airworthiness in the Special Category and—			
(i) which have a maximum total weight authorised exceeding 2730 kg	When flyig on any flight before 1st February, 1991	SS	29*(a)* or *(c)*

SCHEDULE—CONTINUED

Description of Aircraft	*Circumstances of Flight*	*Scale of Equipment Required*	*Paragraph*
but not exceeding 7,000 kg or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 9 passengers, or both;			
(ii) which have a maximum total weight authorised exceeding 7,000 kg.	When flyig on any flight before 1st February, 1991	SS	29*(b)* or *(c)*

Made this 13th day of November, 1996.

C. SOOKRAM
Secretary to Cabinet

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