
**THE CIVIL AVIATION
REGULATIONS- PART II - PERSONNEL
LICENSING**

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SUBSIDIARY LEGISLATION

**THE CIVIL AVIATION REGULATIONS – PART II –
PERSONNEL LICENSING.**

MADE BY THE MINISTER IN ACCORDANCE WITH
SECTION 140 OF THE CIVIL AVIATION ACT

Citation. 1. These Regulations may be cited as the Civil Aviation
Regulations Part II – Personnel Licensing.

Interpretation. 2. In these Regulations –

- (a) “Accredited medical conclusion” means the conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.
- (b) “Act” means the Civil Aviation Act;
- (c) “Aerodrome” means a defined area on land or water, including buildings, installations and equipment, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

- (d) “Aerodrome Control Service” means an air traffic control service for aerodrome traffic;
- (e) “Aeronautical Experience” means pilot time obtained in an aircraft, approved flight simulator or approved flight-training device for meeting the training and flight time requirements of these Regulations;
- (f) “Aeronautical Knowledge Test” means a test on the aeronautical knowledge areas required for an airman licence or rating that can be administered in written form or by a computer;
- (g) “Aeronautical Product” means any aircraft engine, propeller, or sub-assembly, appliance, material, part or component to be installed on an aircraft, or any aircraft;
- (h) “Aeroplane” means a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
- (i) “Aircraft” means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;
- (j) “Aircraft avionics” means a term designating any electronic device – including its electrical part – for use in an aircraft, including radio, automatic flight control and instrument systems.

- (k) “Aircraft Category” means the classification of aircraft according to specified basic characteristics such as aeroplane, rotorcraft, glider or lighter-than-air;
- (l) “Aircraft certificated for single-pilot operation” means a type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.
- (m) “Aircraft Component” means any component part of an aircraft up to and including a complete power plant and any operational or emergency equipment;
- (n) “Aircraft Maintenance Programme”, means a maintenance programme approved by the Authority;
- (o) “Aircraft Required to be Operated with a Co-Pilot” means a type of aircraft that is required to be operated with a co-pilot as specified in the aircraft flight manual or under the air operator certificate;
- (p) “Aircraft Type” means all aircraft of the same basic design; including all modifications thereto except those modifications which result in a change in handling or flight characteristics;

- (q) “Airframe” means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces, including rotors but excluding propellers and rotating airfoils of a power plant, landing gear of an aircraft and their accessories and controls;
- (r) “Aircraft Maintenance Engineer” means a person approved by the Authority to perform defined maintenance upon aeronautical products and includes persons similarly qualified by other Contracting States and referred to as “licenced mechanic”, “certificated mechanic” or “certified mechanic”,
- (s) “Airman Licence” means either a Pilot Licence, Flight Engineer Licence, an Air Traffic Control Licence, Aircraft Maintenance Licence or a Flight Dispatcher issued in accordance with these Regulations;
- (t) “Airmanship” means the consistent use of good judgment and well-developed knowledge, skill and attitude to accomplish flight objectives;
- (u) “Air Operator” means a person who undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement;
- (v) “Airship” means a power-driven lighter-than-air aircraft;

- (w) “Air Transport Service” means a service for the carriage by air of passengers, cargo or mail;
- (x) “Air Traffic Control” means a service that promotes the safe, orderly, and expeditious flow of air traffic at aerodromes and during the approach, departure and en- route environments;
- (y) “Air Traffic Control Facility” means an area control centre, approach control unit and an aerodrome control tower;
- (z) “Air Traffic Services Surveillance Service” means a service provided directly by means of an Air Traffic Services surveillance system;
- (aa) “Air Traffic Services Surveillance System” means a ground-based system that enables the identification of aircraft such as Automatic Dependant Surveillance-Broadcast, Primary Surveillance Radar and Secondary Surveillance Radar;
- (bb) “Appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft and is not part of an airframe, power plant, or propeller;
- (cc) “Appropriate Authority” means –

- (i) in relation to flight over the high seas the relevant authority of the State of Registry; or
 - (ii) in relation to flight over the high seas the relevant authority of the State having sovereignty over the territory being over flown;
- (dd) “Approved by the Authority” means approved by the Authority directly or in accordance with a procedure approved by the Authority;
- (ee) “Approved Flight Training Device”, means a flight training device that has –
- (i) a cockpit that accurately replicates a specific make, model and type of aircraft cockpit; and
 - (ii) handling characteristics that accurately model the aircraft handling characteristics;
- (ff) “Approved Maintenance Organisation” means an organisation approved by the Authority or by a civil aviation authority of another Contracting State to perform specific aircraft maintenance activities by the Authority by a civil aviation authority of another Contracting State including the inspection, overhaul, maintenance, repair and modification and re-lease to service of aircraft or aeronautical products;

- (gg) “Approved Maintenance Programme” means a maintenance programme approved by the State of Registry;
- (hh) “Approved Standard” means a manufacturing, design, maintenance, or quality standard approved by the Authority;
- (ii) “Approved Training” means training conducted under special curricula and supervision approved by the Authority;
- (jj) “Approved Training Organisation” means an organisation approved by and operating under the supervision of the Authority in accordance with the relevant regulation to perform approved training;
- (kk) “ATS surveillance service” is a term used to indicate a service provided directly by means of an ATS surveillance system;
- (ll) “ATS surveillance system” is a generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft;
- (mm) “Authorised Instructor” means a person who—
 - (i) holds a current Flight Instructor Rating issued under Part III of these Regulations; or
 - (ii) is authorised by the Authority to provide ground training, flight

simulator training or flight training under these Regulations;

- (nn) “Authority” means the Guyana Civil Aviation Authority established under the Act;
- (oo) “Balloon” means a non-power driven, lighter-than-air aircraft;
- (pp) “Category II Operations” means with respect to the operation of aircraft, a straight-in instrument landing system approach to the runway of an airport under a Category II instrument landing system instrument approach procedure issued by the Authority or the appropriate authority of another Contracting State;
- (qq) “Category III Operations” means with respect to the operation of aircraft, an Instrument Landing System approach to, and landing on, the runway of an airport using a Category III Instrument Landing System instrument approach procedure issued by the Authority or the appropriate authority of another Contracting State;
- (rr) “Certify as airworthy (to)” means to certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof
- (ss) “Commercial Air Transport” means the transport by air of passengers, cargo or mail for remuneration or hire;

- (tt) “Competency” means a combination of knowledge, skill and attitude required to perform a task to the prescribed standard;
- (uu) “Competency Element” means an action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits and an observable outcome;
- (vv) “Competency Unit” means a discrete function consisting of a number of competency elements;
- (ww) “Complex Aeroplane” means an aeroplane having flaps, a controllable propeller and except in seaplanes, a retractable landing gear;
- (xx) “Co-Pilot” means a licenced pilot serving in a piloting capacity other than as pilot-in-command, who is designated as co-pilot and who meets the requirements under these Regulations for such position;
- (yy) “Core Curriculum” means a set of courses approved by the Authority, for use by an approved Training Organisation and its satellite approved Training Organisations consisting of training that is required for licensing or aircraft ratings but does not include training for tasks and circumstances unique to a particular user;

- (zz) “Course” means a programme of instruction to obtain –
 - (i) an airman licence; and
 - (ii) rating, qualification or authorisation;
- (aaa) “Course Ware” means instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programmes, audio-visual programmes, workbooks and handouts;
- (bbb) “Credit” means the recognition of alternative means or prior qualifications;
- (ccc) “Crew Resource Management” means a programme designed to improve the safety of flight operations by optimising the safe, efficient and effective use of human resources, hardware and information through improved crew communications and co-ordination;
- (ddd) “Cross-Country” means a flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures;
- (eee) “Currency” means a period of validity of a medical assessment required for an airman licence;
- (fff) “Director General” means the Director General of Civil Aviation appointed under section 13 of the Act;

- (ggg) “Dual instruction time” means flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft;
- (hhh) “Error Management” means the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired aircraft condition;
- (iii) “Error” means action or inaction by an operational person that leads to deviation from organisational or operational person’s intentions or expectations;
- (jjj) “Examiner” means a person designated by the Authority to conduct an aeronautical knowledge and other tests for which he is qualified;
- (kkk) “Flight Crew Member” means a licenced crew member charged with duties essential to the operation of an aircraft during flight time;
- (lll) “Flight Dispatcher” means a person who holds a flight dispatcher licence or certificate from the Authority or another Contracting State;
- (mmm) “flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

- (nnn) “Flight Operations Officer” means a person designated by the operator to engage in the control and supervision of flight operations who is qualified in accordance with these Regulations and who supports, briefs and assists the pilot-in-command in the safe conduct of the flight;
- (ooo) “Flight Simulation Training Device” means any one of the following three (3) types of apparatus in which flight conditions are simulated on the ground:
- (i) A flight simulator which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
 - (ii) A flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
 - (iii) (iii) A basic instrument flight trainer, which is equipped

with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions

(ppp) “Flight Simulator” means a device that –

- (i) is a full-size aircraft cockpit replica of a specific type, make, model and series of aircraft;
- (ii) includes the hardware and software necessary to represent the aircraft in ground operations and flight operations;
- (iii) uses a force cueing system that provides cues at least equivalent to those cues provided by a three degree freedom of motion system;
- (iv) uses a visual system that provides at least a 45-degree horizontal field of view and a 30-degree vertical field of view simultaneously for each pilot; and
- (v) has been approved or accepted by the Authority;

(qqq) “Flight Test Examiner” means a person designated by the Authority to conduct an evaluation in an aircraft, flight simulator or a flight training device for a

particular type of aircraft for an operator or Approved Training Organisation;

- (rrr) “Flight Time (aeroplane)” means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;
- (sss) “Flight Time (helicopter)” means the total time from the moment a helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped;
- (ttt) “Flight Training” means training other than ground training, received from an authorised instructor in flight in an aircraft;
- (uuu) “Flight Training Device” means an instrument that—
 - (i) is a full-size replica of the instruments, equipment, panels, and controls of an aircraft, open or in an enclosed cockpit, including the hardware and software for the systems installed, that is necessary to simulate the aircraft in ground and flight operations;
 - (ii) need not have a force cueing or visual system; and
 - (iii) has been approved or accepted by the Authority;

- (vvv) “Flight Training Equipment” means an aircraft, flight simulator or a flight training device;
- (www) “Glider” means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
- (xxx) “Glider flight time” means the total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to a rest at the end of the flight;
- (yyy) “Guyana Aircraft” means aircraft registered in Guyana;
- (zzz) “Guyana Air Operator Certificate” means an Air Operator Certificate issued by the Authority under the Act;
- (aaaa) “Gyroplane” means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axis;
- (bbbb) “Helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;
- (cccc) “Human Performance” means human capabilities and limitations which have

an impact on the safety and efficiency of aeronautical operations;

(dddd) “Inspection” means the examination of an aircraft or aeronautical product to establish compliance with a standard approved by the Authority;

(eeee) “Inspector” means a person designated by the Director General under the Act to conduct an inspection, aeronautical knowledge test, skill test and proficiency check, as applicable, for an airman licence and ratings;

(ffff) “Instrument Approach” means procedure for approach prescribed by the Authority having jurisdiction over an aero-drome;

(gggg) “Instrument flight time” means time during which a pilot is piloting and aircraft solely by reference to instruments and without external reference points;

(hhhh) “Instrument ground time” means time during which a pilot is practicing, on the ground, simulated instrument flight in a flight simulation training device approved by the Authority;

(iiii) “Instrument time” means instrument flight time or instrument ground time;

(jjjj) “Instrument Training” means training that is received from an authorised

instructor under actual or simulated instrument meteorological conditions;

- (kkkk) “Large Aircraft” means an aeroplane having a maximum certified take-off mass of five thousand, seven hundred kilogrammes (5,700 kg) or more or a helicopter having a maximum certified take-off mass of three thousand, one hundred and seventy-five kilogrammes (3,175 kg) or more;
- (llll) “Likely” means, with respect to the medical provisions of these Regulations, with a probability of occurring that is unacceptable to the medical assessor;
- (mmmm) “Maintenance” means the performance of tasks required to ensure the continuing airworthiness of an aircraft or aero-nautical product including any one (1) or combination of overhaul, inspection, re-placement, defect rectification and the embodiment of modification or repair;
- (nnnn) “Medical Assessment” means the evidence issued by the Authority or the relevant authority of a Contracting State that the licence holder meets specific requirements of medical fitness;
- (oooo) “Medical Assessor” means a physician, appointed by the Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance;

- (pppp) “Medical Examiner” means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed;
- (qqqq) “Medical Certificate” means a Class 1, Class 2 or Class 3 medical certificate issued in accordance with Part VIII;
- (rrrr) “Minimum Equipment List” means a list approved by the Authority which provides for the operation of aircraft subject to specified conditions, with particular equipment inoperative, prepared by an air operator or operator of an aircraft, in compliance with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type by the aircraft manufacturer and approved in the State of Design;
- (ssss) “National Air Operator” means a person who has been issued a Guyana Air Operator Certificate by the Authority under the Act;
- (tttt) “Night” means the hours between the end of evening civil twilight, when the centre of the disc of the sun is 6° below the horizon and the beginning of the morning civil twilight, when the centre of the disc of the sun is 6° below the horizon;

- (uuuu) “Operating Position” means an air traffic control function performed within or directly associated with an Air Traffic Control Facility;
- (vvvv) “Performance Criteria” means a simple evaluative statement on the required outcome of the competency element and a description of the criteria used to judge if the required level of performance has been achieved;
- (wwwv) “Pilot” means a person holding a Student Pilot Licence, Private Pilot Licence, Commercial Pilot Licence or Airline Transport Pilot Licence issued in accordance with these Regulations;
- (xxxx) “Pilot-in-Command Under Supervision” means a co-pilot performing, under supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Authority;
- (yyyy) “Pilot-in-Command” means the person responsible for the operation and safety of the aircraft during flight time;
- (zzzz) “Pilot Time” means that time in which a person—
- (i) serves as a required pilot;
 - (ii) receives training from an authorised instructor in an aircraft, flight simulator, or

approved flight training device;
or

(iii) gives training as an authorised instructor in an aircraft, flight simulator, or approved flight training device;

(aaaaa) “Pilot (to) means to manipulate the flight controls of an aircraft during flight time;

(bbbbb) “Powered-Lift” means a heavier-than-air aircraft capable of vertical take-off, vertical landing, low speed flight and depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on non-rotating airfoil for lift during horizontal flight;

(ccccc) “Power Plant” means an engine that is used or intended to be used for propelling an aircraft and includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers;

(ddddd) “Problematic use of substances” means the use of one or more psychoactive substances by aviation personnel in a way that:

(i) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or

(ii) causes or worsens an occupational, social, mental or physical problem or disorder.

- (eeee) “Proficiency Check” means a competency test on areas of operation to assess continued skills for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;
- (ffff) “Propeller” means a device for propelling an aircraft that has blades on a power plant-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of power plants;
- (gggg) “Psychoactive Substances” means substances such as alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents;
- (hhhh) “Quality System” means documented organisational policies and procedures, internal audit of those policies and procedures, management review and recommendation for quality improvement;
- (iiii) “Rated air traffic controller” means an air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised;

- (jjjj) “Rating” means an authorisation entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence or certificate;
- (kkkkk) “Recency” means the prescribed period of time since an airman last exercised the privileges of his licence, rating or authorisation;
- (lllll) “Release to Service” means an aeronautical product is certified as either air-worthy or serviceable and is permitted to return to normal operations;
- (mmmmm) “Repair” means the restoration of an air-craft or aeronautical product to a service-able condition in compliance with an approved standard;
- (nnnnn) “Rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one (1) or more rotors;
- (ooooo) “Safety Management System” means a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures;
- (ppppp) “Significant” means, with respect to the medical provisions of these Regulations, to a degree of a nature that is likely to jeopardise flight safety;

- (qqqqq) “Skill Test” means a competency test on the areas of operations for the initial issue of a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;
- (rrrrr) “Small Aeroplane” means an aeroplane having a maximum certified take-off mass of less than five thousand, seven hundred kilogrammes (5,700 kg);
- (sssss) “Solo Flight” means flight time during which a Student Pilot is the sole occupant of the aircraft, or that flight time during which the Student acts as a pilot-in-command of a gas balloon or an airship requiring more than one (1) flight crew member;
- (ttttt) “State of Registry” means the Contracting State on whose register an aircraft is entered;
- (uuuuu) “State Safety Programme” means an integrated set of regulations and activities aimed at improving safety;
- (vvvvv) “Threat Management” means the process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired aircraft condition;

- (wwwww) “Threat” means an event or error that occur beyond the influence of an operational person, which increase operational complexity, and which must be managed to maintain the margin of safety;
- (xxxxx) “Training Programme” means a programme that consists of courses, course-ware, facilities, flight training equipment, and qualified personnel necessary to accomplish a specific training objective and may include a core curriculum and a specialty curriculum;
- (yyyyy) “Training Time” means the time spent receiving, from an authorised instructor, flight training, ground training, or simulated flight training in a flight simulator or approved flight-training device;
- (zzzzz) “Type Rating” means a rating issued with respect to a specific type of aircraft.

SECTIONS 3-20- RESERVED

PART II

- Applicability **21.** This Part sets out the requirements for licences, ratings and authorisations that may be issued by the Authority.
- Issue of Air-
man Licences. **22.** (1) The Director General may issue the following licenses under this Part:

- (a) Student Pilot Licence;

- (b) Private Pilot Licence;
- (c) Commercial Pilot Licence;
- (d) Airline Transport Pilot Licence;
- (e) Flight Engineer Licence;
- (f) Air Traffic Controller Licence;
- (g) Aircraft Maintenance Engineer Licence;
and
- (h) Flight Dispatcher Licence.

(2) An applicant for a licence under sub-regulation (1) shall be subject to initial and periodic background security checks prior to the issue or renewal of the licence;

Airmen Licence
Specification

23. (1) An airman licence issued by the Authority under this Part shall—

- (a) be in the prescribed form on first quality paper or other suitable material including plastic cards;
- (b) be in the English Language; and
- (c) contain the following information clearly shown so that the privileges of the licence and validity of ratings can be easily determined —
 - (i) the words “Guyana”;
 - (ii) the title of the licence;

- (iii) the serial number of the licence, in Arabic numerals;
- (iv) the name of the holder in full;
- (v) the date of birth of the holder;
- (vi) the address of the holder;
- (vii) the nationality of the holder;
- (viii) the signature of the holder;
- (ix) authority and, where necessary, the conditions under which the licence is issued;
- (x) certification concerning the validity and authorisation for the holder to exercise such privileges appropriate to licence;
- (xi) the signature of the officer issuing the licence and the date of such issue;
- (xii) a seal or stamp of the authority issuing the licence;
- (xiii) ratings, such as category, class, type of aircraft, airframe and aerodrome control instructor and radiotelephony privileges which may appear on the licence form or on a separate certificate;

- (xiv) remarks, such as, special endorsements relating to limitations and endorsements for privileges including from 5th March, 2008 an endorsement of language proficiency, and a complete enumeration of the particulars in which the international standards are not satisfied;
- (xv) where necessary, a photograph; and
- (xvi) such other details as required by the Authority.

(2) Item headings on a licence shall be uniformly numbered in roman numerals as indicated in sub-regulation (1)(c), so that on any licence the number will, under any arrangement, refer to the item heading.

(3) An airman licence issued in accordance with these Regulations may be issued without a specific expiration date.

(4) The exercise of any of the privileges of an airman licence issued under these Regulations shall be dependent upon the validity of such licence in respect of—

- (a) the medical currency of such airman licence;
- (b) the competency of the airman; and
- (c) the recency of experience of the airman.

(5) Notwithstanding sub-regulation (4)(a), a person is not required to hold a current medical certificate where he is exercising the privileges set out in Part A, Schedule 1.

Authority to
issue ratings.

24. (1) The Authority may, in issuing a pilot licence under the Act, grant the following ratings for pilots:

(a) category ratings in the following aircraft:

- (i) aeroplane;
- (ii) helicopter;
- (iii) powered-lift;
- (iv) airship of volume more than 4,600 cubic meters;
- (v) glider; and
- (vi) free balloon;

(b) class ratings in the following aeroplanes certificated for single pilot operations:

- (i) single-engine, land;
- (ii) single-engine, sea;
- (iii) multi-engine, land; and
- (iv) multi-engine, sea;

(c) class ratings in the following rotorcraft certificated for single pilot operations:

- (i) helicopter; and
- (ii) powered-lift;

(d) class ratings in the following lighter-than-air aircraft:

(i) airship; and

(ii) free balloon;

(e) Type Ratings in the following aircraft:

(i) aircraft certified for operation with at least two pilots;

(ii) helicopters and powered-lift aircraft certified for single pilot operation except where a class rating has been issued under subparagraph (b); and

(iii) any aircraft considered necessary by the Authority;

(f) Instrument Ratings in the following aircraft:

(i) aeroplane;

(ii) helicopter; and

(g) Flight Instructor Rating.

(2) The Director General may determine the category, class, or Type Rating to be placed on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class, or type aircraft used to demonstrate aeronautical knowledge and skill for its issuance.

(3) The Director General may issue the following ratings for Flight Engineers:

- (a) Reciprocating engine powered Rating;
- (b) Turbo propeller powered Rating; and
- (c) Turbojet powered Rating.

(4) The Authority may endorse a Type Rating for aircraft of the powered-lift category on a Pilot Licence for an aeroplane or a Pilot Licence for a helicopter.

(5) The endorsement under sub-regulation (4) shall indicate that the aircraft is part of the powered-lift category.

(6) The training for the Type Rating in the powered-lift category shall be completed during the course of approved training and take into account the previous experience of the applicant in aeroplane or helicopter as appropriate and incorporating all relevant aspects of operating an aircraft of the powered-lift category.

Requirement
for Student
Pilot Licence.

25. (1) A person wishing to apply for a Student Pilot Licence shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least sixteen (16) years of age;
- (d) be able to read, speak, write and understand the English Language; and
- (e) hold a current Class 2 medical assessment in accordance with Part VIII.

(2) Notwithstanding sub-regulation (1)(c), the minimum age for an applicant for a Student Pilot Licence for a glider or lighter-than-air aircraft shall be fourteen (14) years.

Issue and
Validity of
Student Pilot
Licence.

26. (1) Where the Director General is satisfied that the applicant for a Student Pilot Licence meets the requirements of this Part, he may issue the applicant with a Student Pilot Licence.

(2) Notwithstanding regulation 23(3) a Student Pilot Licence issued in accordance with sub-regulation (1), shall expire at the end of the last day of the—

- (a) twenty-fourth (24th) month from the date of the medical examination shown on the certificate where the person has not reached his fortieth (40th) birthday on or before the date of such examination, for operations requiring a Student Pilot Licence; or
- (b) twelfth (12th) month from the date of the medical examination shown on the certificate where the person has reached his fortieth (40th) birthday on or before the date of such examination, for operations requiring a Student Pilot Licence.

Solo
Requirements
for Student
Pilot.

27. (1) A student pilot shall not operate an aircraft in solo flight unless he has met the requirements of these Regulations.

(2) A student pilot shall, in order to operate an aircraft in solo flight, satisfactorily pass an aeronautical knowledge test administered by the Authority in the following areas:

- (a) air law;

- (b) airspace rules and procedures for the airport where the student pilot will perform solo flight; and
- (c) flight characteristics and operational limitations for the make and model of aircraft to be flown.

(3) The Director General shall at the conclusion of the aeronautical knowledge test under sub-regulation (2) and before making a recommendation under sub-regulation (6), review all incorrect answers with the student.

(4) Prior to conducting a solo flight, a student pilot shall have—

- (a) received and logged flight training for the manoeuvres and procedures set out in Part A of Schedule 2 that are appropriate to the make and model of aircraft to be flown; and
- (b) demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft to be flown.

Schedule 2
Part A.

(5) A student pilot who is receiving solo flight training shall receive and log flight training for the additional manoeuvres and procedures, as applicable for each category and class rating in the areas set out in Part B of Schedule 2.

Schedule 2
Part B.

(6) Where the student pilot—

- (a) passes the aeronautical knowledge test under sub-regulation (2); and

- (b) meets the requirements of sub-regulations (4) and (5), the Director General may authorise such Student Pilot to conduct a solo flight.

(7) A recommendation under sub-regulation (6) shall be endorsed on a Student Pilot Logbook.

General
Limitation of a
Student Pilot
Licence and
Training
Requirements.

28. (1) A student pilot shall not act as pilot-in-command of an aircraft –

- (a) that is carrying a passenger;
- (b) that is carrying property for compensation or hire;
- (c) that is operated for compensation or hire;
- (d) in furtherance of a business;
- (e) on an international flight;
- (f) with a flight of surface visibility of less than three (3) statute miles during daylight hours or five (5) statute miles at night;
- (g) when the flight cannot be made with visual reference to the surface; or
- (h) in a manner contrary to any limitations placed in the logbook of the student pilot by an authorised Flight Instructor.

(2) A Flight Instructor conducting training of a student pilot shall not be considered a passenger under sub-regulation (1) (a).

(3) A student pilot shall not act as a required pilot on any aircraft for which more than one (1) pilot flight crew member is required by—

- (a) the aircraft type certificate; or
- (b) by the Act or Regulations made thereunder.

(4) Notwithstanding sub-regulation (3), a student pilot may act as a pilot flight crew member on an aircraft for which more than one (1) pilot is required—

- (a) when receiving flight training from an authorised Flight Instructor or onboard an airship; and
- (b) where no person other than a required flight crew member is carried on the aircraft.

(5) A student pilot shall not operate an aircraft in solo flight unless he has received and logged within the ninety (90) days preceding the date of the flight, an endorsement from an authorised Flight Instructor for the specific make and model of the aircraft to be flown.

(6) A student pilot shall not operate an aircraft in solo flight at night unless the student pilot has received—

- (a) flight training at night that includes take-offs, approaches, landings, and go-arounds at night at the airport where the student pilot intends to conduct the solo flight;
- (b) navigation training at night in the vicinity of the airport where the student

pilot intends to conduct the solo flight;
and

(c) an endorsement for night solo flight.

(7) A student pilot may operate the radio communications system of an aircraft for the purpose of a flight.

Solo Cross-Country Requirements for Student Pilot.

29. (1) A student pilot shall before—

- (a) conducting a solo cross-country flight, or any flight greater than twenty-five (25) nautical miles from the aerodrome from where the flight originated; and
- (b) making a solo flight and landing at any location other than the aerodrome of origin, meet the requirements of these Regulations.

(2) A student pilot who seeks solo cross-country flight privileges shall—

- (a) have received ground and flight training from an authorised Flight Instructor on the manoeuvres set out in Part A of Schedule 2 that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
- (b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures set out in Part C of Schedule 2, to an authorised Flight Instructor;

Schedule 2
Part A.

Schedule 2
Part C.

- (c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures set out in Part C of Schedule 2, in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
- (d) comply with any limitations included in the endorsement of the authorised Flight Instructor that are required by sub-regulations (6) and (7).

(3) A student pilot shall obtain an endorsement from an authorised Flight Instructor before making certain solo and cross-country flights.

(4) Notwithstanding sub-regulations (1) and (2), a student pilot under sub-regulation (3), may make solo flights to another airport that is within twenty-five (25) nautical miles from the airport where he normally receives training, where –

- (a) the authorised flight instructor who makes the endorsement gave the student pilot flight training at the other airport, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and take-offs and landings at the other airport;
- (b) the student pilot has a current solo flight endorsement in accordance with sub-regulation 27(7);
- (c) the authorised Flight Instructor has determined that the student pilot is proficient to make the flight; and

- (d) the purpose of the flight is to practice take-offs and landings at that other airport.

(5) Notwithstanding sub-regulations (1) and (2), a student pilot under sub-regulation (3), may make repeated specific solo cross-country flights to another airport that is within fifty (50) nautical miles of the airport from which the flight originated, provided –

- (a) the authorised Flight Instructor who gave the endorsement gave the student pilot flight training in both directions over the route, including entering and exiting the traffic patterns, take-offs and landings at the airport to be used;
- (b) the student pilot has current solo flight endorsements in accordance with regulation 27(7); and
- (c) the student pilot has a current solo cross-country flight endorsement in accordance with sub-regulation (6), except that separate endorsements are not required for each flight made under this regulation.

(6) Notwithstanding sub-regulation (5), a student pilot shall have for each make and model aircraft which he will fly on each cross-country flight, a solo cross-country endorsement placed in his logbook by the authorised Flight Instructor who conducted the training.

(7) A licenced pilot who is receiving training for an additional aircraft category and class rating shall have an endorsement placed in his logbook by the authorised Flight Instructor who conducted the training.

Private Pilot
Licence
Requirements.

30. (1) A person wishing to apply for a Private Pilot Licence shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least seventeen (17) years of age;
- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language;
- (e) pass the required aeronautical knowledge test in the aeronautical knowledge areas as set out in regulation 31;
- (f) receive flight instruction as set out in regulation 32 and a logbook endorsement from an authorised Flight Instructor who—
 - (i) conducted the training in the areas of operation that apply to the aircraft category and rating sought; and
 - (ii) certified that the person is prepared for the required skill test;
- (g) meet the aeronautical experience requirements of these Regulations that apply to the aircraft rating sought before applying for the skill test;

Schedule 2
Part D.

- (h) pass a skill test on the areas of operation listed in regulation 33 that apply to the aircraft rating sought;
- (i) provide the Authority with evidence of having received training in the physiology of flight set out in Part D of Schedule 2;
- (j) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
- (k) pass the skill test under regulation 33;
- (l) hold a current Class 2 medical certificate in accordance with Part VIII of these Regulations.

(2) Notwithstanding sub-regulation (1)(c), the minimum age for an applicant for a Private Pilot Licence for a balloon, glider or lighter-than-air aircraft shall be sixteen (16) years.

(3) Where an applicant under this Part requires a Type Rating shall satisfy the requirements of regulation 60.

(4) Where an applicant under this Part requires an Instrument Rating, the applicant under this regulation shall satisfy the requirements of regulation 62.

(5) Notwithstanding sub-regulation (1)(i) an applicant for a Private Pilot Licence with an Instrument Rating shall hold a current Class 1 medical certificate in accordance with Part VIII of these Regulations.

(6) The Authority may accept the Instrument Rating on the Commercial Pilot Licence or Airline Transport Pilot

Licence issued by another Contracting State where it meets the requirement of regulation 62.

Private Pilot
Licence
Aeronautical
Knowledge
Requirements.

31. (1) An applicant for a Private Pilot Licence under regulation 26 shall provide the Authority with evidence that he has received and logged ground training from an approved Aviation Training Organisation or an authorised instructor in the aeronautical knowledge areas and a recommendation from such approved Aviation Training Organisation or authorised instructor that he is prepared for the knowledge test under sub-regulation (2).

(2) An applicant under sub-regulation (1) shall have demonstrated through an aeronautical knowledge test a level of knowledge appropriate to the privileges granted to the holder of a Private Pilot Licence and appropriate to the category of aircraft intended to be included on the licence, in the areas set out in Part A of Schedule 3.

Schedule 3
Part A.

Private Pilot
Flight
Instruction
Requirements.

32. (1) The applicant for a Private Pilot Licence under regulation 30 shall provide the Authority with evidence that he has received and logged ground and dual flight instruction in an aircraft from an authorised Flight Instructor.

(2) An applicant under sub-regulation (1), shall receive flight instruction to obtain operational experience in the following areas to the level of performance required for a private pilot:

- (a) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
- (b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (c) control of the aircraft by external visual reference;

- (d) flight at critically slow airspeeds, recognition of, and recovery from incipient and full stalls;
- (e) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
- (f) normal and cross-wind take-offs and landings;
- (g) maximum performance take-offs in respect of short field and obstacle clearance, short-field landings;
- (h) flight reference solely to instruments, including the completion of a level 180° turn;
- (i) cross-country flying using visual reference, dead reckoning and where available, radio navigational aids;
- (j) emergency operations, including simulated aircraft equipment malfunctions; and
- (k) operations to, from and transiting controlled aerodromes, compliance with Air Traffic Controls procedures, radiotelephony procedures and phraseology;
- (l) communication procedures and phraseology; and
- (m) recognition and management of threats and errors.

(3) Where the privileges of the licence specified in regulation 37 are to be exercised at night, the applicant shall have received dual instruction in aircraft within the appropriate aircraft category in night flying, including take-offs, landings and navigation.

(4) In addition to the requirements set out in sub-regulation (2), an applicant for a Private Pilot Licence under regulation 30, seeking—

- (a) an aeroplane category rating with a multi-engine class rating shall have received and logged training in multi-engine operations;
- (b) a rotorcraft category rating with a helicopter class rating shall have received and logged training in—
 - (i) airport and heliport operations; and
 - (ii) hovering manoeuvres;
- (c) a rotorcraft category rating with a gyroplane class rating shall have received and logged training in flight at slow airspeeds;
- (d) a powered-lift category rating shall have received and logged training in—
 - (i) airport and heliport operations; and
 - (ii) hovering manoeuvres;

- (e) a glider category rating shall have received and logged training in—
- (i) Airport operations;
 - (ii) launches and landings;
 - (iii) performance speeds; and
 - (iv) soaring techniques; and
- (f) lighter-than-air category rating with a balloon class rating shall have received and logged training in launches and landings.

Private Pilot
Skill
Requirement.

Schedule 3
Part B.
Part C.

33. (1) An applicant for a Private Pilot Licence under regulation 30, shall have demonstrated through a skill test, his ability to perform as pilot-in-command of an aircraft, within the appropriate category, the relevant procedures and manoeuvres set out in Part B of Schedule 3 in the manner set out in Part C of Schedule 3, with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot Licence.

(2) The skill test under sub-regulation (1) shall be taken within six (6) months of completing the flight instructions under regulation 32 unless further extended by the Authority.

Private Pilot
Licence
Aeronautical
Experience
Requirements.

34. (1) An applicant for a Private Pilot Licence shall, in accordance with the requirements specified in Part D of Schedule 3, have received -

- (a) forty (40) hours of flight time as an aeroplane pilot appropriate to the category and class rating sought;
- (b) forty (40) hours of flight time as a helicopter pilot; or

- (c) twenty-five (25) hours of flight time as an airship pilot;
- (d) forty (40) hours of flight time as a powered- lift pilot.

(2) Notwithstanding sub-regulation (1)(a) and (b), an applicant for a Private Pilot Licence need to have only –

- (a) thirty-five (35) hours of flight time completed during a course of approved training as an aeroplane pilot appropriate to the class rating sought; and
- (b) thirty-five (35) hours of flight time completed during a course of approved training as a helicopter pilot.

Schedule 3
Part D.

(3) The minimum flight training times listed in sub-regulation (1), shall include at least the experiences shown in Part D of Schedule 3.

(4) An applicant for a Private Pilot Licence may credit to the forty (40) hours flight time under sub-regulation (1) or the thirty-five (35) hours flight time under sub-regulations (2), one of the following in a flight simulation training device representing the category, class, and type, where applicable, of air-craft appropriate to the rating sought:

- (a) a maximum of two and one half (2 ½) hours of training, where such training is received from an authorised instructor other than an approved Aviation Training Organisation; or
- (b) a maximum of five (5) hours of training where such training is accomplished in a

course conducted by an approved Aviation Training Organisation.

(5) Where an applicant under this Part requires a Type Rating, he shall satisfy the requirements of regulation 60.

(6) Where an applicant under this Part requires an Instrument Rating, he shall satisfy the requirements of regulation 62.

(7) Where an applicant has logged flight time as a pilot of aircraft in other categories the Director General shall determine whether such experience is acceptable and reduce the flight time requirement accordingly.

Conversion of a
Private Pilot
Licence Based
on
Qualifications
of Another
Contracting
State.

35. (1) Notwithstanding regulation 30, a person is also qualified to hold a Private Pilot Licence under these Regulations where he—

- (a) holds a pilot licence issued by the civil aviation authority of another Contracting State that is equivalent to the Private Pilot Licence issued by the Authority;
- (b) satisfies the requirements of regulation 30(1)(c), (d) and (l);
- (c) provides the Authority with evidence of having successfully completed the aeronautical knowledge and skill test for the grant of a Private Pilot Licence; and
- (d) passes the required knowledge test in air law.

(2) Where a Type Rating is required the applicant under this regulation shall satisfy the requirements of regulation 60.

(3) Where an Instrument Rating is required the applicant under this regulation shall satisfy the requirements of regulation 62.

(4) An applicant under this regulation may use only one (1) foreign pilot licence as a basis for obtaining a Private Pilot Licence issued by the Authority.

(5) An applicant for a pilot licence under this regulation shall provide a foreign pilot licence and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign civil aviation authority that issued the foreign pilot licence.

Issue of Private Pilot Licence.

36. Where the Director General is satisfied that an applicant for a Private Pilot Licence meets the requirements of this Part, he may issue the applicant with a Private Pilot Licence.

Private Pilot Licence Privileges and Limitations.

37. (1) The holder of a Private Pilot Licence (hereinafter referred to as “a Private Pilot”) shall not act as a required crew member of an aircraft—

(a) carrying passengers or property for compensation or hire; or

(b) operated for compensation or hire

(2) A Private Pilot may act as a required crew member of an aircraft within the appropriate category of aircraft in connection with any business or employment where—

(a) the flight is only incidental to that business or employment; and

(b) the aircraft does not carry passengers or property for compensation or hire.

(3) Notwithstanding sub-regulations (1) and (2), a Private Pilot may be reimbursed for aircraft operating expenses that are directly related to search and rescue operations, provided that—

(a) such expenses relate only to fuel, oil, airport charges or rental fees; and

(b) the operation is sanctioned and under the direction and control of—

(i) an agency of the Government of Guyana; or

(ii) an organisation that conducts search and rescue operations.

(4) A Private Pilot shall not act in any capacity as a pilot of an aircraft under Instrument Flight Rules unless he has an Instrument Rating appropriate to the category of aircraft in use.

Limitations of Private Pilot with Balloon Rating.

38. (1) Where an applicant for a Private Pilot Licence with balloon rating takes a skill test in a balloon with an airborne heater, the Director General shall place upon the Private Pilot Licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater.

(2) A Private Pilot may apply to have the limitation under sub-regulation (1), removed upon—

(a) obtaining the required aeronautical experience in a gas balloon; and

(b) receiving a logbook endorsement from an authorised instructor who attests to

the accomplishment by the Private pilot of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(3) Where an applicant for a Private Pilot Licence with a balloon rating takes a skill test in a gas balloon, the Director General shall place upon the Private Pilot Licence a limitation restricting the exercise of the privilege of that licence to a gas balloon.

(4) A Private Pilot may apply to the Authority to have the limitation under sub-regulation (3), removed upon—

- (a) obtaining the required aeronautical experience in a balloon with an airborne heater; and
- (b) receiving a logbook endorsement from an authorised instructor who attests to the accomplishment by the Private pilot of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

General
Requirements
for Commercial
Pilot Licence
and Rating
Requirements.

39. (1) A person wishing to apply for a Commercial Pilot Licence shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen (18) years of age;
- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language;

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- (e) pass or provide the Authority with evidence of having passed the required aeronautical knowledge test under regulation 40;
- (f) receive or provide the Authority with evidence of having received the instruction required by regulation 41 and a logbook endorsement from an authorised Flight Instructor who—
 - (i) conducted the training on the areas of operation that apply to the aircraft category and class rating sought; and
 - (ii) certified that the person is prepared for the required skill test check;
- (g) meet the aeronautical experience requirements of regulation 39 that apply to the aircraft category and class rating sought before applying for the skill test check;
- (h) pass or provide the Authority with evidence of having passed the skill test on the areas of operation set out in Part A of Schedule 4 that apply to the aircraft category and class rating sought;
- (i) pass the skill test under paragraph (h) in the manner set out in Part B of Schedule 4;
- (j) complete or provide the Authority with evidence of having completed the

Schedule 4
Part A.

Schedule 4
Part B.

Schedule 2
Part D.

training in the physiology of flight set out in Part D of Schedule 2;

- (k) hold a valid Private Pilot Licence issued under these regulations;
- (l) holds a military pilot licence which is certified by the issuing Contracting State as being equivalent to a Commercial Pilot Licence or an Airline Transport Pilot Licence;
- (m) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
- (n) hold a current Class 1 medical certificate issued in accordance with Part VIII.

(2) Where a Type Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 60.

(3) Where an Instrument Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 62.

Aeronautical
Knowledge
Requirements
for the Issue of
a Commercial
Pilot Licence.

40. An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence that he has received and logged ground training from an approved Aviation Training Organisation or an authorised instructor on the aeronautical knowledge areas appropriate to the category of aircraft intended to be included in the licence as set out in Part C of Schedule 4 and a recommendation from the authorised instructor that he is prepared for the knowledge test.

Schedule 4
Part C.

Commercial
Pilot Flight
Instruction
Requirements.

41. (1) An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence of having received and logged ground and dual flight instruction appropriate to the class or type rating sought at an App-rovved Training Organisation or from an authorised instructor on the required flight instruction areas of operation.

Schedule 4
Part D.

(2) The instruction required under sub-regulation (1), shall be on the areas of operation in respect of the aircraft category and class rating sought to the level of performance required for a Commercial Pilot Licence set out in Part D of Schedule 4.

(3) Where the privileges of the Commercial Pilot Licence are to be exercised at night, the applicant shall have received dual instruction in aircraft within the appropriate category in night flying, including take-offs, landings and navigation.

Schedule 4
Part E.

(4) The instrument training and experience specified in Part E of Schedule 4, and the night flying experience specified in sub-regulation (3), shall not entitle the holder of a Commercial Pilot Licence to pilot aircraft under Instrument Flight Rules.

Skill Test for
the Issue of a
Commercial
Pilot Licence.

Schedule 4
Part A.

Schedule 4
Part B.

42. An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence of having successfully completed the skill test demonstrating his ability to perform as pilot-in-command of an aircraft, the relevant procedures and manoeuvres set out in Part A of Schedule 4 in the manner set out in Part B of Schedule 4, with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence.

Commercial
Pilot
Aeronautical
Experience
Requirements.

43. (1) An applicant for a Commercial Pilot Licence, under regulation 39, shall obtain two hundred (200) flight hours of aeronautical experience as outlined in Part E of Schedule 4.

Schedule 4
Part E.

(2) An applicant who has satisfactorily completed a Commercial pilot course conducted by an approved Aviation Training Organisation need have only the following total aeronautical experience to meet aeronautical experience requirements:

- (a) one hundred and fifty (150) hours for an aeroplane or powered-lift rating; and
- (b) one hundred (100) hours for a helicopter rating.

(3) Notwithstanding sub-regulation (2), where an applicant has logged flight time as a pilot of aircraft in other categories the Director General shall determine whether such experience is acceptable reduce the flight time requirement accordingly.

(4) An applicant for a Commercial Pilot Licence may credit to—

- (a) the two hundred (200) hours required by sub-regulation (1);
- (b) one hundred and fifty (150) hours required by sub-regulation (2)(a); or
- (c) one hundred (100) hours required by sub-regulation (2)(b), a maximum of ten (10) hours for training in a flight simulation training device representing the applicable category, class and type of air-craft appropriate to the rating sought.

Requirements
for Commercial
Pilot Licence
Where
Applicant

44. (1) Notwithstanding regulation 39 (1)(e) through (k), a person is also qualified to hold a Commercial Pilot Licence issued by the Authority where he—

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Holds
Equivalent
Licence.

- (a) holds a valid pilot licence issued by a civil aviation authority of another Contracting State that is equivalent to a Commercial Pilot Licence issued by the Authority; and
- (b) passes the required knowledge test on the following knowledge areas:
 - (i) rules and regulations relevant to the holder of a Commercial Pilot Licence;
 - (ii) rules of the air, appropriate Air Traffic Control practices and procedures;
 - (iii) operating limitations of appropriate aircraft and power-plants, relevant operational information from the flight manual or other appropriate document;
 - (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
 - (v) use and practical application of take-off, landing and other performance data;
 - (vi) general aeronautical knowledge; and
 - (vii) aeronautical knowledge specific to the aircraft type.

(2) Where an applicant holds a pilot licence issued by the licensing authority of a Contracting State, the Authority may accept the results of a successful flight test conducted under such pilot licence as evidence that the applicant satisfies the requirements under this regulation.

(3) An applicant under this regulation may use only one (1) foreign pilot licence as a basis for obtaining a Commercial Pilot Licence issued by the Authority.

(4) An applicant for a pilot licence under this regulation shall provide a foreign pilot licence and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign civil aviation authority that issued the foreign pilot licence.

(5) Where a Type Rating is required, the applicant under sub-regulation (2), shall satisfy or provide the Authority with evidence that he has met the requirements of regulation 60.

(6) Where an Instrument Rating is required the applicant shall satisfy or provide the Authority with evidence that he has met the requirements of regulation 62.

(7) The Authority may accept the Type Rating and Instrument Rating on a Commercial Pilot Licence issued by another Contracting State where it is equivalent to the requirement of these Regulations.

(8) The Authority may exempt the applicant from any requirement of this regulation, on proof of equivalent knowledge, qualifications, skills and recency of experience.

requirements of this Part, he may issue the applicant with a Commercial Pilot Licence.

Requirements for Additional Category Class and Type Rating for the Holder of a Commercial Pilot Licence.

46. (1) An applicant for an Commercial Pilot Licence with an additional category rating who holds a Commercial Pilot Licence with another aircraft category rating shall –

- (a) meet the applicable eligibility requirements;
- (b) pass a knowledge test on the applicable aeronautical knowledge areas;
- (c) meet the applicable aeronautical experience requirements; and
- (d) pass the skill test proficiency check on the areas of operation.

(2) An applicant for a Commercial Pilot Licence with a Type Rating shall not be required to pass a knowledge test where his Commercial Pilot Licence lists the aircraft category and class rating that is appropriate to the type of rating sought.

Commercial Pilots Licence Privileges.

47. (1) The holder of a Commercial Pilot Licence (hereinafter referred to as “a commercial pilot”) may –

- (a) exercise all the privileges of the holder of a Private Pilot Licence in an aircraft within the appropriate aircraft category;
- (b) act as pilot-in-command in an aircraft within the appropriate aircraft category engaged in operations other than commercial air transport;
- (c) act as pilot-in-command in commercial air transport operations in an aircraft

within the appropriate aircraft category certificated for single pilot operation; and

- (d) act as co-pilot in an aircraft within the appropriate aircraft category for which he holds a Type Rating and which is required to be operated with a co-pilot.

(2) A Commercial Pilot with a lighter-than-air category rating may –

- (a) give flight and ground training in an airship for the issuance of a licence or rating for an airship;
- (b) endorse a pilot logbook for an airship;
- (c) act as pilot-in-command of an airship under Instrument Flight Rules;
- (d) give flight and ground training in a balloon for the issuance of a licence or rating for a balloon; and
- (e) endorse a pilot logbook for a balloon.

(3) A Commercial Pilot shall not act in any capacity as a pilot of an aircraft under Instrument Flight Rules unless he has an Instrument Rating appropriate to the category of aircraft in use.

Limitations of
Commercial
Pilot Licence.

48. (1) The Director General may to an applicant for a Commercial Pilot Licence with an aeroplane category or powered-lift category rating who does not hold an Instrument Rating in the same category and class, a Commercial Pilot Licence that contains the limitation, “The carriage of passengers for hire in (aeroplanes) (powered-lifts) on cross-country flights in excess of fifty (50) nautical miles or at night is prohibited”.

(2) A Commercial Pilot may apply to the Authority to have the limitation under Sub-regulation (1), removed by satisfactorily accomplishing the requirements of regulation 62 for an Instrument Rating in the same category and class that has the limitation.

(3) Where an applicant for a Commercial Pilot Licence with a balloon rating takes a skill test in a balloon with an airborne heater the Director General shall place upon the Commercial Pilot Licence, a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater.

(4) A Commercial Pilot may remove the limitation specified in sub-regulation (3), by—

- (a) obtaining the required aeronautical experience in a gas balloon; and
- (b) receiving a logbook endorsement from an authorised instructor who attests to the accomplishment by the pilot of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(5) Where an applicant for a Commercial Pilot Licence with a balloon rating takes a skill test in a gas balloon the Director General shall place upon the Commercial Pilot Licence, a limitation restricting the exercise of the privileges of that licence to a gas balloon.

(6) A Commercial Pilot may remove the limitation specified in sub-regulation (5), by—

- (a) obtaining the required aeronautical experience in a balloon with an airborne heater; and

- (b) receiving a logbook endorsement from an authorised instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

Airline
Transport Pilot
Licence
Requirements.

49. (1) A person wishing to apply for an Airline Transport Pilot Licence appropriate to an aeroplane, helicopter and powered-lift category shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least twenty-one (21) years of age;
- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language;
- (e) meet at least one (1) of the following requirements:
 - (i) hold a valid and current Commercial Pilot Licence and an instrument rating; or
 - (ii) hold a military pilot licence which is certified by the issuing Contracting State as being equivalent to a Commercial Pilot Licence or an Airline Transport Pilot Licence;

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- (f) meet the aeronautical experience requirements of regulation 52 before applying for the skill test check;
 - (g) pass or provide the Authority with evidence of having passed an aeronautical knowledge test in the applicable knowledge areas appropriate to the category of aircraft intended to be included on the licence under regulation 50;
 - (h) pass or provide the Authority with evidence of having passed the skill test under regulation 51;
 - (i) provide the Authority with evidence of having received training on the physiology of flight set out in Part D of Schedule 2; and
 - (j) hold a current Class 1 medical certificate in accordance with Part VIII of these Regulations.

(2) Where a Type Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 60.

(3) Where an Instrument Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 62.

Airline
Transport Pilot
Aeronautical
Knowledge
Requirements.
Schedule 5
Part A.

50. (1) An applicant for an Airline Transport Pilot Licence shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an Airline Transport Pilot Licence and appropriate to the category of aircraft intended to be included in the licence in the aeronautical knowledge areas set out in Part A of Schedule 5.

(2) In addition to the requirements of sub-regulation (1), the applicant for an Airline Transport Pilot Licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating required by regulation 62(1)(b) (iii).

Airline
Transport Pilot
Flight
Instruction and
Flight Skill
Requirements.

51. (1) An applicant for an Airline Transport Pilot Licence under regulation 49 shall provide evidence of having received the flight instruction required for the issue of a Commercial Pilot Licence and for the issue of an Instrument Rating under regulation 62, that apply to the category and class rating sought.

Schedule 5
Part B.

(2) An applicant for an Airline Transport Pilot Licence under regulation 49, shall provide the Authority with evidence that he has met the skills requirements of Part B of Schedule 5 in respect of his ability to perform as pilot-in-command of an aircraft of the appropriate category required to be operated with a co-pilot.

Airline
Transport Pilot
Aeronautical
Experience for
Aeroplane
Category
Rating.

52. (1) An applicant for an Airline Transport Pilot Licence with an aeroplane category, shall have no less experience than the specified hours of total time as a pilot of aero-planes that shall include no less than the hours specified for the relevant category in Part C of Schedule 5.

Schedule 5
Part C.

(2) Notwithstanding sub-regulation (1), where an applicant has logged flight time as a pilot of aircraft in other categories, the Director General shall determine whether such experience is acceptable and reduce the flight time requirement in accordance with Part C of Schedule 5 as applicable to the category and class rating.

(3) The Director General may allow credit of up to one hundred (100) hours as part of the total flight time of fifteen hundred (1500) hours, for experience as a pilot under instruction in a flight simulation training device which has been approved by the Authority and of which not more than twenty-

five (25) hours shall have been acquired as a flight procedure trainer or a basic instrument flight trainer.

Airline
Transport Pilot
Licence
Aeronautical
Experience for
Rotorcraft
Category and
Class Rating.

53. (1) An applicant for an Airline Transport Pilot Licence with a rotorcraft category class rating or a powered-lift category, shall have no less than the specified hours of total time as a pilot that shall include no less than the hours specified for the relevant category in Part C of Schedule 5.

Schedule 5
Part C.

(2) Notwithstanding regulation 52 and sub-regulation (1), where an applicant has logged flight time as a pilot of aircraft in other categories the Director General shall determine whether such experience is acceptable and reduce the flight time requirement accordingly.

(3) The Director General may allow credit of up to one hundred (100) hours for experience as a pilot under instruction in a flight simulation training device which has been approved by the Authority of which not more than twenty-five (25) hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer, as part of the total flight time of one thousand (1,000) hours as helicopter pilot.

Requirements
for an Airline
Transport Pilot
Licence Where
Applicant
Holds
Equivalent
Licence.

54. (1) Notwithstanding regulation 49, a person is also qualified to hold an Airline Transport Pilot Licence under these Regulations, where he—

- (a) holds a valid pilot licence issued by the civil aviation authority of another Contracting State that is equivalent to the Airline Transport Pilot Licence issued by the Authority;
- (b) satisfies the requirements of regulation 49(c), (d) and (e);
- (c) passes the required knowledge test on the following knowledge areas:

- (i) rules and regulations relevant to the holder of an Airline Transport Pilot Licence;
 - (ii) rules of the air; appropriate Air Traffic Controls, practices and procedures;
 - (iii) operating limitations of appropriate aircraft and power-plants; relevant operational information from the flight manual or other appropriate document;
 - (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
 - (v) use and practical application of take-off, landing and other performance data;
 - (vi) general aeronautical knowledge; and
 - (vii) aeronautical knowledge specific to the aircraft type;
- (d) meets the Instrument Rating requirements of regulation 62.

(2) The Authority may accept the Instrument Rating on the Commercial Pilot Licence or Airline Transport Pilot Licence issued by another Contracting State where such Instrument Rating meets the requirement of regulation 62.

(3) An applicant under this regulation may use only one foreign pilot licence as a basis for obtaining an Airline Transport Pilot Licence issued by the Authority.

(4) Where a Type Rating is required an applicant under this regulation shall satisfy the Type Rating requirements set out in regulation 60.

(5) An applicant for a pilot licence under this regulation shall provide a foreign pilot licence and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign civil aviation authority that issued the foreign pilot licence.

Issue and
Validity of
Airline
Transport Pilot
Licence.

55. Where the Director General is satisfied that the applicant for an Airline Transport Pilot Licence meets the requirements of this Part, he may issue the applicant with an Airline Transport Pilot Licence.

Requirements
for Additional
Category Class
and Type
Rating for
Holder of an
Airline
Transport Pilot
Licence.

56. (1) An applicant for an Airline Transport Pilot Licence with a category rating who holds an Airline Transport Pilot Licence with another aircraft category rating shall –

- (a) meet the applicable eligibility requirements;
- (b) pass a knowledge test on the applicable aeronautical knowledge areas;
- (c) meet the applicable aeronautical experience requirements; and
- (d) pass the skill test on the areas of operation.

(2) An applicant for an Airline Transport Pilot Licence with a Type Rating shall not be required to pass a knowledge

test where the Airline Transport Pilot Licence of the pilot lists the aircraft category and class rating appropriate to the Type Rating sought.

Airline
Transport Pilot
Licence
Privileges.

57. (1) The holder of an Airline Transport Pilot Licence (hereinafter referred to as “Airline Transport Pilot”) may, subject to the continued validity of the licence including medical fitness requirements—

(a) exercise all the privileges of a Private Pilot Licence and Commercial Pilot Licence of an aircraft within the appropriate aircraft category and in the case of a licence for the aeroplane and powered-lift categories, of the instrument rating; and

(b) act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certified for operation with more than one (1) pilot.

(2) An Airline Transport Pilot shall not act in any capacity as a pilot of an aircraft under Instrument Flight Rules unless he has an Instrument Rating appropriate to the category of aircraft in use.

(3) An Airline Transport Pilot may instruct—

(a) other pilots in command in air transportation operations in an aircraft of the category, class, and type, as applicable, for which the Airline Transport Pilot is rated, and in simulation of those aircraft, and endorse the logbook or other training record of the person to whom training has been given; and

(b) only as provided in this regulation, unless the Airline Transport Pilot also holds a Flight Instructor Rating, in which case the holder may exercise the instructor privileges of these Regulations for which he is rated.

(4) An Airline Transport Pilot shall not instruct in an aircraft, approved flight simulator or approved flight training device under this regulation where flight and duty times and rest requirements exceed those prescribed in the Act or Regulations made thereunder.

(5) Sub-regulation (4), shall not include briefing and debriefing.

(6) An Airline Transport Pilot shall not instruct in Category II or Category III operations unless he has completed successfully the training and testing requirements for Category II or Category III operations.

Requirements
for Glider Pilot
Licence.

58. The requirements for the issue of a Glider Pilot Licence are set out in Schedule 7.

Requirements
for Free Balloon
Pilot Licence.

59. The requirements for the issue of a Free Balloon Pilot Licence are set out in Schedule 8.

Type Rating
Requirements.

60. (1) A pilot shall hold an appropriate Type Rating for the aircraft when acting as a pilot-in-command of—

(a) an aircraft certified for operation with at least two (2) pilots;

(b) a helicopter or a powered-lift aircraft certified for single pilot operation except where such helicopter or powered-lift aircraft has been issued a class rating under regulation 22; and

- (c) any other aircraft where it is considered necessary by the Authority.

(2) The Director General may establish a common Type Rating for aircraft with similar characteristics in terms of operating procedures, systems and handling.

(3) A pilot seeking an aircraft Type Rating to be added on a pilot licence, or the addition of an aircraft Type Rating that is accomplished concurrently with an additional aircraft category or class rating shall—

- (a) hold or concurrently obtain an Instrument Rating appropriate to the aircraft category, class, or type rating sought;

- (b) have an endorsement in his logbook or training record from an authorised instructor that within the preceding six (6) months the applicant has in respect of the pilot licence for the aircraft category, class and Type Rating sought been found competent in the following areas:

- (i) aeronautical knowledge areas;

- (ii) areas of operation;

- (c) pass the skill test in the manner set out in Part A of Schedule 6 on the areas set out in Part B of Schedule 5;

- (d) perform the skill test under instrument flight rules; and

- (e) not be required to take an additional aeronautical knowledge test, where he

holds an aeroplane, rotorcraft, powered-lift, or airship rating on his pilot licence.

(4) Notwithstanding sub-regulation 3(d) an applicant for a Type Rating in—

- (a) a multi-engine aeroplane with a single pilot station may meet the requirements of sub-regulation 3(b) in a multi-seat version of that multi-engine aeroplane;
- (b) a single engine single pilot station aeroplane may meet the requirements of sub-regulation 3(b), in a multi-seat version of that single engine aeroplane.

(5) An applicant for a Type Rating who during testing for such rating provides an aircraft which is not capable of the instrument manoeuvres and procedures required by the appropriate requirements of regulation 62 for the skill test, may obtain a Type Rating limited to “Visual Flight Rules only”.

(6) An applicant may remove the “Visual Flight Rules only” limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of these Regulations.

(7) Notwithstanding sub-regulation (4), the Director General issue to an applicant for a Type Rating, a licence with the limitation “Visual Flight Rules only” for each aircraft type not adequately equip-ped to allow the applicant to show instrument proficiency.

(8) A Flight Test Examiner who conducts a skill test under this regulation may waive any of the tasks for which the Authority has given waiver authority.

special purpose non-revenue, non-passenger carrying flights, in place of issuing the class or type rating required.

(2) The special Pilot Authorisation under sub-regulation (1) shall be limited in validity to the time needed to complete the specific flight.

Instrument
Rating
Requirements.

62. (1) Where a pilot wishes to apply for an Instrument Rating for aeroplanes, helicopters, powered-lift and airship categories, he shall—

- (a) hold a pilot licence with an aircraft category and class rating for the Instrument Rating sought;
- (b) provide the Authority with evidence that he has—
 - (i) received aeronautical knowledge instruction on an approved instrument rating course at an organisation approved to conduct such courses;
 - (ii) received a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required skill test check;
 - (iii) passed an aeronautical knowledge test on the aeronautical knowledge areas set out in Part D of Schedule 6, unless the applicant already holds an Instrument Rating issued by another Contracting State or already holds an Instrument

Schedule 6
Part D.

Schedule 6
Part B.

Rating in another category;
and

- (iv) the ability to perform the procedures and manoeuvres through the required skill test set out in Part B of Schedule 6 with a degree of competency appropriate to the privileges granted to the holder of an Instrument Rating and to—
 - (A) recognise and manage threats and errors;
 - (B) operate the aircraft for the category being sought, within its limitations;
 - (C) complete all manoeuvres with smoothness and accuracy;
 - (D) exercise good judgment and airmanship;
 - (E) apply aeronautical knowledge; and
 - (F) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured;

Schedule 6
Part E.

- (v) a level of knowledge appropriate to the privileges granted to the holder of an instrument rating;
- (vi) the experience set out in Part E of schedule 6;
- (vii) gained not less than ten (10) hours of the instrument flight time while receiving dual instrument flight instruction in the aircraft category being sought, from an authorised flight instructor who shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:
 - (A) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an Instrument Flight Rules; flight plan
 - (B) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;

- (C) procedures and manoeuvres for Instrument Flight Rules operation under normal, abnormal and emergency conditions covering at least transition to instrument flight on take-off, standard instrument departures and arrivals, *en route* Instrument Flight Rules procedures, holding procedures, instrument approaches to specified minima, missed approach procedures and landings from instrument approaches; and
- (D) in-flight manoeuvres and particular flight characteristics; and

Schedule 6
Part C.

Schedule 6
Part D.

- (c) perform the skill test under paragraph (b)(iv) in the manner set out in Part C of Schedule 6;
- (d) log the aeronautical experience set out in Part D of Schedule 6;
- (e) hold a Class 1 medical certificate issued in accordance with Part VIII.

(2) A course under sub-regulation (1)(b)(i) should, wherever possible, be combined with an approved flight training programme.

(3) Where the instrument training was provided by an authorised Flight Instructor in approved or accepted flight training equipment, an applicant shall perform—

- (a) a maximum of thirty (30) hours in that flight training equipment where the training was accomplished in accordance with a training programme approved under these Regulations; or
- (b) a maximum of twenty (20) hours in that flight training equipment where the training was not accomplished in accordance with a training programme approved under these regulations.

(4) Where the Instrument Rating is to be renewed, the holder shall meet the requirements set out in this regulation and any additional requirements as determined by the Authority.

(5) Where the privileges of the instrument rating are to be exercised on a multi-engine aeroplane, the applicant shall have received dual instrument flight instruction in such an aeroplane from an authorised flight instructor.

(6) The flight instructor under sub-regulation (5) shall ensure that the applicant has operational experience in the operation of the aircraft of the appropriate category solely by reference to instruments with one (1) engine inoperative or simulated inoperative.

Validity and
Revalidation of
Instrument
Ratings.

63. (1) An instrument rating shall be valid for one (1) year.

(2) Where an instrument rating for a multi-engine aeroplane is to be revalidated, the holder shall complete the instrument requirements which may be conducted in approved or accepted flight training equipment appropriate to the required level of training.

(3) Where an instrument rating for single-engine aeroplane is to be revalidated, the holder shall provide the Authority with evidence that he has completed, as a proficiency check, the skill test set for a single engine aeroplane.

(4) Where the instrument rating is valid for use in single pilot operations, the revalidation shall be completed in either multi-pilot operations or single pilot operations.

(5) Where the instrument rating is restricted for use in multi-pilot operations only, the revalidation shall be completed in multi-pilot operations.

Renewal of
Expired
Instrument
Rating.

64. Where the instrument rating has not been revalidated within the preceding seven (7) years of the date of expiration, the holder shall, where the Authority deems it necessary, retake some or all of the required skill test under regulation 62 and upon successful completion thereof such instrument rating shall be renewed.

Limitation on
Instrument
Rating.

65. An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an Instrument Rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

Credits and
Exemptions
Applicable to
Theoretical
Knowledge for
Licences.

66. (1) The holder of a helicopter instrument rating shall be exempted from the aeronautical knowledge instruction and examination requirement under regulation 62 for an instrument rating.

(2) The holder of the following licences shall be exempted from the aeronautical knowledge instruction and

examination requirements where he completes the relevant bridge instruction and passes the relevant examinations:

- (a) a helicopter category rating for the issue of an aeroplane category rating;
- (b) an aeroplane category rating for the issue of a helicopter category rating; or
- (c) an Airline Transport Pilot Licence helicopter category rating not restricted to Visual Flight Rules for the issue of a Commercial Pilot Licence or Airline Transport Pilot Licence aeroplane category rating;
- (d) Commercial Pilot Licence or Airline Transport Pilot Licence aeroplane category rating for the issue of an Airline Transport Pilot Licence helicopter category rating not restricted to Visual Flight Rules;
- (e) an Airline Transport Pilot Licence helicopter category rating restricted to Visual Flight Rules or of a Commercial Pilot Licence helicopter category rating for the issue of a Commercial Pilot Licence aeroplane category rating; or
- (f) a Commercial Pilot Licence aeroplane category rating for the issue of an Airline Transport Pilot Licence helicopter category rating restricted to Visual Flight Rules or of a Commercial Pilot Licence helicopter category rating.

(3) An applicant having passed the aeronautical knowledge examination for Commercial Pilot Licence aircraft

category rating is credited with the aeronautical knowledge requirement for a Private Pilot Licence aircraft category.

Privileges of a
Holder of an
Instrument
Rating.

67. (1) The privileges of a holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under Instrument Flight Rules.

(2) Before exercising the instrument rating privileges on multi-engined aircraft, the holder of the rating shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one (1) engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

Category
Rating
Requirements.

68. A pilot seeking a category rating shall –

- (a) have the required training and possess the aeronautical experience required by these regulations for the aircraft category and, where applicable, class and Type Rating sought;
- (b) have an endorsement in his logbook or training record from an authorised instructor that the applicant has in respect of the pilot licence for the aircraft category and, where applicable, class and Type Rating sought been found competent in the following areas, as appropriate to:
 - (i) aeronautical knowledge areas;
and
 - (ii) areas of operation;
- (c) pass the skill test applicable to the pilot licence for the aircraft category

and, where applicable, class and Type Rating sought; and

- (d) not be required to take an additional aeronautical knowledge test, where the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating appropriate to that pilot licence.

Additional
Class Rating
Requirements.

69. A pilot seeking a category rating shall –

- (a) have the required training and possess the aeronautical experience required by these regulations for the aircraft category and, where applicable, class and Type Rating sought;
- (b) have an endorsement in his logbook or training record from an authorised instructor that the applicant has in respect of the pilot licence for the aircraft category and, where applicable, class and Type Rating sought been found competent in the following areas, as appropriate to:
 - (i) aeronautical knowledge areas;
and
 - (ii) areas of operation;
- (c) pass the skill test applicable to the pilot licence for the aircraft category and, where applicable, class and Type Rating sought; and
- (d) not be required to take an additional aeronautical knowledge test, where the applicant holds an aeroplane, rotorcraft,

powered-lift, or airship rating appropriate to that pilot licence.

Category II or
III Pilot
Authorisation
Requirements.

70. (1) An applicant for a Category II or Category III Pilot Authorisation shall –

- (a) hold a pilot licence with an Instrument Rating or an Airline Transport Pilot Licence;
- (b) hold a category, class and Type Rating, where applicable, for the aircraft for which the authorisation is sought; and
- (c) complete the skill test requirements.

(2) An applicant for a Category II or Category III Pilot Authorisation shall have at least –

- (a) fifty (50) hours of night flight time as a pilot-in-command;
- (b) seventy-five (75) hours of instrument time under actual or simulated instrument conditions that may include not more than –
 - (i) a combination of twenty-five (25) hours of simulated instrument flight time in approved or accepted flight training equipment; or
 - (ii) forty (40) hours of simulated instrument flight time where accomplished in an approved course conducted by an approved Aviation Training Organisation certified to

conduct Category II or Category III pi-lot training and testing; and

- (c) two hundred and fifty (250) hours of cross-country flight time as a pilot-in-command.

(3) Upon passing a skill test for a Category II or III Pilot Authorisation, a pilot may renew such Pilot Authorisation for each type of aircraft for which he holds a Pilot Authorisation.

(4) A Category II or Category III Pilot Authorisation for a specific type aircraft for which a Pilot Authorisation is held, shall not be renewed beyond six (6) months from the month the applicant satisfactorily passed a skill test in that type aircraft.

(5) Where the holder of a Category II or Category III Pilot Authorisation passes the skill test for a renewal in the month before such Pilot Authorisation expires, the holder shall be deemed to have passed the skill test during the month the Pilot Authorisation expired.

Issue of
Category II or
III Pilot
Authorisation.

71. (1) Where an applicant for a Category II or Category III Pilot Authorisation under regulation 70, meeting the requirements of that rating the Director General may issue such authorisation.

(2) Notwithstanding regulation 5(3) where a Category II or III Pilot Authorisation is issued in accordance with this Part shall expire at the end of the sixth month after the month in which it was issued or renewed.

Limitations of
Category II or
III
Authorisation.

72. (1) An original Category II and Category III Pilot Authorisation shall contain the following limitations:

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- (a) for Category II operations, one thousand, six hundred feet (1,600 ft) Runway Visual Range and a one hundred and fifty feet (150 ft) decision height; and
- (b) for Category III operations, as specified in the authorisation document.

(2) In order to have the limitation at sub-regulation (1)(a) removed, a pilot with a Category II Pilot Authorisation issued in accordance with these regulations, shall for six (6) months preceding the exercise of each authorisation, make three Category II Instrument Landing System approaches with a one hundred and fifty feet (150 ft) decision height to a landing under actual or simulated instrument conditions.

(3) A Category III Pilot Authorisation shall be exercised only in accordance with the specifications of such authorisation.

(4) A Category II or Category III Pilot Authorisation or an applicant for a Category II or Category III Pilot Authorisation may use flight training equipment where it is approved by the Authority for such use, to meet the experience requirement of sub-regulation (5), or for the skill test required under these regulations for a Category II or a Category III Pilot Authorisation, as applicable.

(5) An applicant shall pass a skill test for the—

(a) issuance or renewal of—

- (i) a Category II Pilot Authorisation;
- (ii) a Category III Pilot Authorisation; and

(b) the addition of another type aircraft to—

- (i) a Category II Pilot Authorisation;
- (ii) a Category III Pilot Authorisation.

(6) To be eligible for the skill test for a Pilot Authorisation under sub-regulation (5), an applicant shall –

(a) meet the requirements of regulation 70; and

(b) where the applicant has not passed a skill test for this Pilot Authorisation during the twelve (12) months preceding the month of the test –

(i) meet the requirements of the Act and Regulations made thereunder; and

(ii) have performed at least six (6) Instrument Landing System approaches –

(A) in respect of a Category II pilot authorisation under the conditions set out in Part A of Schedule 9;

(B) in respect of a Category III Pilot Authorisation under the conditions set out in Part B of Schedule 9, during the six months

Schedule 9
Part A.

Schedule 9
Part B.

pre-ceeding the month of the test, of which at least three (3) of the approaches shall have been conducted without the use of an approach coupler.

(7) The flight time acquired in meeting the requirements of sub-regulation (6)(b)(ii), may be used to meet the requirements of sub-regulation (6)(b)(i).

(8) The skill test under sub-regulation (5)(a)(i) and (b)(i), shall consist of—

(a) an oral increment of the skill test where an applicant shall demonstrate knowledge in the areas specified in Part C of Schedule 9; and

Schedule 9
Part C.

(b) a flight increment which shall have the components set out in Part D of Schedule 9.

Schedule 9
Part D.

(9) The skill test under sub-regulation (5)(a)(ii) and (b)(ii), shall consist of—

(a) a practical test of the knowledge in the areas specified in Part E of Schedule 9; and

Schedule 9
Part E.

(b) a flight test which shall have the components set out in Part F of Schedule 9.

Schedule 9
Part F.

Restrictions on
Who May Act
as a Pilot-in-
Command or
Co-Pilot.

73. A person shall not act as the pilot-in-command or co-pilot of an aircraft unless that person holds the appropriate category, class, and Type Rating, where required for the aircraft to be flown, except where the pilot—

- (a) is the sole occupant of the aircraft;
- (b) is receiving training for the purpose of obtaining an additional pilot licence or rating that is appropriate to that aircraft while under the supervision of an authorised instructor, or
- (c) has received training required by this Part that is appropriate to the aircraft category, class, and Type Rating for the aircraft to be flown, and has received the required logbook endorsements from an authorised instructor.

Pilot-in-
Command and
Co-Pilot Shall
Hold Category,
Class and Type
Rating.

74. A pilot shall not act as pilot-in-command or co-pilot of an aircraft that is—

- (a) carrying another person; or
- (b) operated for compensation or hire, unless that pilot holds a category, class, and Type Rating that apply to the aircraft.

Further
Limitations for
Pilot-in-
Command or
Co-Pilot.

75. A pilot shall not act as pilot-in-command or co-pilot—

- (a) of a complex aeroplane, high-performance aeroplane, or a pressurised aircraft capable of flight above twenty-five thousand feet (25,000 ft) above mean sea level; or
- (b) of an aircraft that the Authority has determined requires aircraft type specific training, unless the person has—

- (i) received and logged ground and flight training from an authorised instructor on the applicable aircraft type, or in approved or accepted flight training equipment that is representative of that aircraft, and he is proficient in the operation of the systems of that aircraft; and
- (ii) received a one-time endorsement in his logbook from an authorised instructor who certifies him as proficient to operate that aircraft.

Exceptions to Requirements for Training and Endorsement.

76. Notwithstanding regulation 75, the training and endorsement required under that regulation shall not be required where the person has logged flight time as pilot-in-command or co-pilot of that type of aircraft, or in approved or accepted flight training equipment that is representative of such an aircraft, prior to these regulations coming into effect.

Restrictions on Acting as Pilot-in-command or Co-Pilot of Tail-Wheel Aeroplane.

77. (1) A pilot shall not act as pilot-in-command or co-pilot of a tail-wheel aeroplane unless that person has—

- (a) received and logged flight training from an authorised instructor in a tail-wheel aeroplane on the manoeuvres and procedures listed in paragraph (b);
- (b) received an endorsement in his logbook from an authorised instructor who found the person proficient in the operation of a tail-wheel aeroplane, to include at least—

- (i) normal and crosswind take-offs and landings; and
 - (ii) wheel landings, unless the manufacturer has recommended against such landings, and go around procedures; and
- (c) passed the human factors knowledge test.

(2) The training and endorsement required by sub-regulation (1)(b) shall not be required where the person logged pilot-in-command or co-pilot time in a tail-wheel aeroplane before the coming into force of these Regulations.

Endorsement
on Limitations.

78. Where a Type Rating is issued, limiting the privileges to act as co-pilot or limiting the privileges to act as pilot only during the cruise phase of flight such limitation shall be endorsed on the rating.

PART III PILOT TRAINING PERSONNEL

Applicability.

79. This Part prescribes the requirements for the issuance of flight instructor ratings appropriate to aeroplanes, helicopters, powered-lifts and airships, the conditions under which such ratings are necessary, and the limitations on those ratings.

Prohibitions on
Instructors in
Flight Training.

80. (1) A person shall not carry out flight instructions required for the issue of a pilot licence or rating unless he holds a Flight Instructor Rating issued by the Authority in accordance with these Regulations.

(2) A person shall not carry out instructions on a flight simulation training device required for the issue of a pilot

licence or rating unless he holds an appropriate licence or has appropriate flight training and flight experience and has received proper authorisation from the Authority.

Flight
Instructor
Ratings
Requirements.

81. (1) A person wishing to apply for a Flight Instructor Rating shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen (18) years of age;
- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language;
- (e) hold either a Commercial Pilot Licence or Airline Transport Pilot Licence with an aircraft category and class rating that is appropriate to the Flight Instructor Rating sought;
- (f) demonstrate or provide the Authority with evidence of meeting the aeronautical ground training and knowledge requirements of regulation 82;
- (g) receive a logbook endorsement from an authorised instructor on the areas of operation listed in regulation 83, appropriate to the Flight Instructor Rating sought;
- (h) have demonstrated, in the category and class of aircraft for which flight instructor

privileges are sought, the ability to instruct in those areas in which flight

- (i) instruction is to be given, including pre-flight, post-flight and ground instructions as appropriate;
- (j) log at least fifteen (15) hours as pilot-in-command in the category and class of aircraft that is appropriate to the Flight Instructor Rating sought;
- (k) comply with the appropriate regulations that apply to the Flight Instructor Rating sought;
- (l) provide the Authority with evidence that he has received instruction in flight instructional techniques including demonstration, student pilot practices, recognition and correction of common student pilot errors under supervision of an authorised Flight Instructor; and
- (m) has practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction under the supervision of an authorised instructor.

(2) A Flight Instructor Rating under sub-regulation (1), is not required by—

- (a) a commercial pilot with a lighter than air rating, where the training is to be conducted in a lighter-than-air aircraft;
- (b) an Airline Transport Pilot with appropriate ratings where the training is to be

conducted in accordance with an approved air operator training programme;

- (c) a person who is qualified in accordance with these Regulations where the training is to be conducted in accordance with an approved training programme; or
- (d) a Ground Instructor where the training is to be conducted in accordance with the privileges of his authorisation.

(3) Where an applicant under sub-regulation (1), is seeking a rating in an aeroplane or a glider he shall –

- (a) receive a logbook endorsement for a Flight Instructor Rating from an authorised Flight Instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aeroplane or glider, as appropriate, that is certified for spins; and
- (b) demonstrate instructional proficiency for a Flight Instructor Rating in stall awareness, spin entry, spins, and spin recovery procedures with an aeroplane or glider rating.

(4) A Flight Test Examiner designated under regulation 94, may accept the endorsement specified in sub-regulation (3)(a), as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the skill test check, where the skill test

is not a re-test as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.

(5) Where a re-test is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate such knowledge or skill to a Flight Test Examiner in an aeroplane or glider, as appropriate, which is certified for spins.

Aeronautical
Ground
Training and
Knowledge
Requirements
for Flight
Instructor.

82. (1) An applicant for a Flight Instructor Rating under regulation 81, shall receive and log ground training from an authorised instructor on—

- (a) techniques of applied instruction;
- (b) Assessment of Student Pilot performance in those subjects in which ground instruction is given;
- (c) the learning process;
- (d) elements of effective teaching;
- (e) Student Pilot evaluation and testing training philosophies;
- (f) training programme development;
- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids including flight simulation training device as appropriate;
- (j) analysis and correction of Student Pilot errors;

- (k) human performance relevant to flight instruction including principles of threat and error management;
- (l) hazards involved in simulating system failures and malfunctions in the aircraft;
- (m) the aeronautical knowledge areas for a Private Pilot Licence and a Commercial Pilot Licence applicable to the aircraft category for which Flight Instructor privileges are sought; and
- (n) the aeronautical knowledge areas for the rating applicable to the category for which Flight Instructor privileges are sought.

(2) The following applicants are not required to comply with sub-regulation (1)(a) to (j):

- (a) the holder of a Ground Instructor Authorisation issued in accordance with this Part;
- (b) the holder of a current teacher's certificate that authorises that person to teach at secondary level or higher; and
- (c) a person who provides evidence of an equivalent level of experience acceptable to the Authority.

Flight
Instructor's
Areas of
Operation for
Flight
Proficiency.

83. (1) An applicant for a Flight Instructor Rating shall receive and log flight and ground training.

(2) Where an applicant under sub-regulation (1), receives flight and ground training he shall receive an endorsement from an authorised Flight Instructor that he is

proficient to pass a skill test in the areas set out in Schedule 10 for the Flight Instructor Rating sought.

(3) An applicant under sub-regulation (1), may accomplish the flight training required by this regulation –

- (a) in an aircraft that is representative of the category and class of aircraft for the rating sought; or
- (b) in a flight training equipment representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an approved Aviation Training Organisation approved to conduct such courses.

Director
General to
Recommend
Issue of Flight
Instructor
Rating.

84. (1) Where an applicant under regulation 81, meets the requirements for the grant of such Flight Instructor Rating the Director General may issue such Flight Instructor Rating.

(2) A Flight Instructor Rating issued in accordance with this Part shall expire twenty-four (24) months from the month in which it was issued or renewed and shall be effective only while the holder has a valid Pilot Licence.

Additional
Flight
Instructor
Ratings
Requirements.

85. (1) An applicant for an additional Flight Instructor Rating shall meet the eligibility requirements listed in regulation 81, which apply to the Flight Instructor Rating sought.

(2) Notwithstanding sub-regulation (1), an applicant for an additional rating on a Flight Instructor Rating is not required to pass the aeronautical knowledge test on the areas listed in regulation 82.

(3) An applicant for a further Flight Instructor Rating may be credited with the teaching and learning skills already demonstrated for the Flight Instructor Rating.

Flight
Instructor
Records
Requirements.

86. A holder of a Flight Instructor Rating (hereinafter referred to as a “Flight Instructor”) shall –

- (a) sign the logbook of each person to whom that Flight Instructor has given flight training or ground training;
- (b) maintain a record in a logbook or a separate document that contains the following:
 - (i) the name of each person whose logbook or Student Pilot licence that Flight Instructor has endorsed for solo flight privileges, and the date of the endorsement; and
 - (ii) the name of each person that Flight Instructor has endorsed for an aeronautical knowledge test or skill test check, and a record of the kind of test, the date, and the results; and
- (c) retain the records required by this regulation for at least three (3) years.

Privileges of
Flight
Instructor.

87. A flight instructor is authorised within the limitations of his flight instructor rating, and pilot licence and ratings, to give training and endorsements that are required to –

- (a) supervise solo flights by student pilots;

- (b) carry out flight instruction for the issue of –
- (i) a pilot licence;
 - (ii) a flight instructor rating;
 - (iii) a ground instructor authorisation;
 - (iv) an aircraft rating;
 - (v) an instrument rating; and
 - (vi) a flight review, operating privilege, or recency of experience requirement, provided that the flight instructor –
- (c) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;
- (d) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and
- (e) has the flight instructor privileges granted entered on the licence.

Flight
Instructor
Rating
Limitation.

88. (1) A Flight Instructor shall observe the following limitations:

- (a) he shall not exceed the flight and duty times limitation and rest requirements

prescribed under the Act or Regulations made thereunder;

- (b) he shall not conduct flight training in any aircraft for which he does not hold –
 - (i) a pilot licence and Flight Instructor Rating with the applicable category and class rating; and
 - (ii) where appropriate, a Type Rating;
- (c) for instrument flight training or for training for a Type Rating not limited to Visual Flight Rules he shall have an appropriate Instrument Rating on his Flight Instructor Rating and pilot licence;
- (d) a Flight Instructor shall not endorse a logbook of –
 - (i) a student pilot for solo flight privileges;
 - (ii) a student pilot for solo cross-country flight;
 - (iii) a student pilot for solo flight in a controlled airspace or at an airport within controlled airspace;
 - (iv) a pilot for a flight review, unless that Flight Instructor has conducted a review of that pilot in accordance with the

requirements of regulation 114; or

- (v) a pilot for an instrument proficiency check, unless that instructor has trained that pilot in accordance with the Act or Regulations made thereunder.

(2) A Flight Instructor shall not give training required for the issuance of a licence or a rating in a multi-engine aircraft, a helicopter, or a powered-lift unless he has at least five (5) flight hours of pilot-in-command time in the specific make and model of multi-engine aircraft, helicopter, or powered-lift, as appropriate.

(3) Notwithstanding sub-regulation (1)(d)(i), a Flight Instructor may endorse the licence or logbook of a student pilot for solo flight privileges where the Flight Instructor has –

- (a) given that student pilot, the flight training required for solo flight privileges required by this regulation;
- (b) determined that the student pilot is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the logbook of the student pilot that the Flight Instructor considers necessary for the safety of the flight;
- (c) given the Student Pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
- (d) endorsed the logbook of the Student Pilot for the specific make and model aircraft to be flown.

(4) Notwithstanding sub-regulation (1)(d)(ii), a Flight Instructor may endorse the logbook of a Student Pilot for solo cross-country flight where the Flight Instructor has determined—

- (a) the flight preparation, planning, equipment, and proposed procedures of the Student Pilot are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
- (b) the Student Pilot has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown.

(5) Notwithstanding sub-regulation (1)(d)(ii), a Flight Instructor may endorse the logbook of the Student Pilot for solo flight in a controlled airspace or at an airport within a controlled airspace where the Flight Instructor has—

- (a) given that Student Pilot ground and flight training in such controlled airspace or airport; and
- (b) determined that the Student Pilot is proficient to operate the aircraft safely.

(6) A Flight Instructor shall not provide instruction to another pilot who has never held a Flight Instructor Rating unless that Flight Instructor—

- (a) holds a current Flight Instructor Rating with the appropriate Type Rating for at least twenty-four (24) months, and has

given at least forty (40) hours of ground training; or

- (b) holds a current Flight Instructor Rating and has given at least one hundred (100) hours of ground training in a course which has been approved by the Authority;
- (c) meets the eligibility requirements prescribed in regulation 81;
- (d) has given at least two hundred (200) hours of flight training as a Flight Instructor for training in preparation for an aeroplane, rotorcraft, or powered-lift rating; and
- (e) has given at least eight (8) hours of flight training as a Flight Instructor for training in preparation for a glider rating.

(7) A Flight Instructor shall not make any self-endorsement for a licence, rating, flight review, authorisation, operating privilege, skill test check, or knowledge test that are required by this Part.

(8) A Flight Instructor shall not give training in Category II or Category III operations unless the Flight Instructor has been trained and tested in Category II or Category III operations.

Renewal of
Flight
Instructor
Rating.

89. A Flight Instructor Rating that has not expired may be renewed for an additional twenty-four (24) months where the Flight Instructor—

- (a) passes a skill test for—

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- (i) renewal of the Flight Instructor Rating; or
 - (ii) an additional Flight Instructor Rating; or
- (b) presents to the Authority—
- (i) a record of training that shows that during the preceding twenty-four (24) months, the Flight Instructor has endorsed at least five (5) students for a skill test for a licence or rating, and at least eighty percent (80 %) of those students have passed that test on the first attempt;
 - (ii) a record that shows that within the preceding twenty-four (24) months, he served in the position of either a company check airman, chief Flight Instructor, or Flight Instructor for an air operator or in a position involving the regular evaluation of pilots;
 - (iii) a record that shows that he has passed as a proficiency check, the skill test set out in Part B of Schedule 6, within the twelve (12) months preceding the expiry date of the Flight Instructor Rating; or
 - (iv) a graduation certificate or equivalent document showing

that the pilot has successfully completed an approved Flight Instructor refresher course consisting of ground training, flight training or both, within the ninety (90) days preceding the expiration month of his Flight Instructor Rating;

(c) where a flight instructor accomplishes the renewal requirements within the ninety (90) days preceding the expiration month of his flight instructor licence –

(i) this shall be considered by the Authority as having been accomplished in the month due; and

(ii) the flight instructor rating shall be renewed for an additional twenty-four (24) months from its expiration date;

(d) a flight instructor may accomplish the skill test required by paragraph (a) of this sub-regulation in an approved course conducted by an Aviation Training Organisation under the Act or Regulations made thereunder.

Expired Flight
Instructor
Rating.

90. A Flight Instructor whose Flight Instructor Rating has expired may apply to the Authority for a new rating or a renewal of the expired rating upon –

(a) attending a Flight Instructor refresher seminar, as approved by the Authority within the twelve (12) months preceding the expiry date of the Flight Instructor Rating or presenting a graduation

certificate showing that the pilot has successfully completed an approved Flight Instructor refresher course consisting of ground training or flight training within the ninety (90) days preceding the expiration month of the Flight Instructor Rating; and

Schedule 6
Part C.

- (b) having passed, as a proficiency check, the skill test set out in Part C of Schedule 6 within the twelve (12) months preceding the expiration of the Flight Instructor Rating.

Application for
a Flight Test
Examiner
Authorisation.

91. Where a person wishes to be designated as a Flight Test Examiner he shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee; and
- (c) hold a current Flight Instructor Rating.

Flight Test
Examiner
Requirements.

92. (1) An applicant for a Flight Test Examiner authorisation under this Part shall—

- (a) hold a licence and rating at least equal to the licence or rating for which he is authorised to conduct skill test or proficiency checks and, unless specified otherwise, the privilege to instruct for this licence or rating;
- (b) be qualified to act as pilot-in-command of the aircraft during a skill test and shall meet the applicable experience requirements set out in these regulations;

- (c) be assessed during an examiner authorisation test prescribed by the Authority and supervised by an Inspector of the Authority or by a Flight Test Examiner specifically authorised by the Authority for this purpose in the role of an examiner for which authorisation is sought, including—
- (i) briefing;
 - (ii) conduct of the skill test check;
 - (iii) assessment of the applicant to whom the skill test is given; and
 - (iv) de-briefing and recording or documentation;
- (d) a check airman of an air operator or a check instructor of an Aviation Training Organisation who has undergone the full training programme of the air operator or Aviation Training Organisation may not be required to be assessed under sub-regulation (1)(c).

(2) A Flight Test Examiner shall comply with appropriate standardisation procedures for examiners, made or approved by the Authority.

(3) A Flight Test Examiner Authorisation shall be valid for not more than one (1) year and may be re-authorised at the discretion of the Authority.

Designation of
Instructors as

93. (1) The Director General shall upon receipt of an application under regulation 91 and where he is satisfied that

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Flight Test
Examiners.

the applicant is a suitably qualified person of integrity to conduct on behalf of the Authority, skill test checks, designate such applicant to be a Flight Test Examiner.

(2) The Flight Test Examiner under sub-regulation (1), shall be a person who holds an approved Flight Instructor Rating under regulation 84.

(3) A Flight Test Examiner shall be notified in writing by the Authority, of his responsibilities and privileges.

(4) The Authority shall notify each approved Aviation Training Organisation and national air operator of the Flight Test Examiners who have been designated to conduct skill test for the issue of pilot licence and ratings.

(5) A Flight Test Examiner shall, as far as practicable, not test an applicant to whom he has given flight instruction for that licence or rating except with the expressed consent in writing of the Authority.

Privileges of
Flight Test
Examiner.

94. (1) A Flight Test Examiner under this Part may, where his licence and ratings permit, conduct—

- (a) skill test checks for the issue of Type Ratings;
- (b) proficiency checks for revalidation or renewal of multi-pilot type and Instrument Ratings;
- (c) skill test checks for the initial issue and proficiency checks for the revalidation or renewal of Instrument Ratings;
- (d) type and Instrument Rating proficiency checks on multi-pilot aircraft in a flight simulator;

(e) skill test for issue of PPL, CPL and ATPL

(2) Where a Flight Test Examiner meets the licence qualification, authorisation and experience requirements set out in this regulation for each role undertaken, he may exercise a number of roles as Type Rating Examiner, Instrument Rating Examiner or Simulator Flight Test Examiner.

Ground
Instructor
Authorisation
Requirements.

95. (1) An applicant for a Ground Instructor Authorisation shall—

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen (18) years of age;
- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language;
- (e) provide to the Authority evidence of training on the fundamentals of instructing which shall include—
 - (i) the learning process;
 - (ii) elements of effective teaching;
 - (iii) Student evaluation and testing;
 - (iv) course development;
 - (v) lesson planning;
 - (vi) classroom training techniques;

(vii) assessment of student performance in those subjects in which ground instructions is given; and

(viii) analysis and correction of student errors; and

(f) provide evidence to the Authority of having sufficient depth of knowledge in the aeronautical areas as prescribed by the Authority.

(2) The requirements of sub-regulation (1)(e) shall not apply to an applicant who –

(a) holds a Ground Instructor Authorisation or Flight Instructor Rating issued under this Part;

(b) holds a current teacher’s certificate that authorises him to teach at secondary level or higher;

(c) provides evidence of an equivalent level of experience acceptable to the Authority.

Issue of
Ground
Instructor
Authorisation.

96. (1) Where the Director General is satisfied that an applicant for a Ground Instructor Authorisation satisfies the requirements of this Part, he may issue a Ground Instructor Authorisation to the applicant.

(2) A Ground Instructor Authorisation issued in accordance with this Part shall expire twenty-four (24) months from the month in which it was issued or renewed.

Ground
Instructor
Privileges.

97. (1) A person who holds a Ground Instructor Authorisation (hereinafter referred to as a “Ground Instructor”), is authorised to provide –

- (a) ground training in the aeronautical knowledge areas required for the issuance of a pilot licence in the associated category or class rating;
- (b) ground training required for a pilot flight review;
- (c) a recommendation for a knowledge test required for the issuance of any licence issued in accordance with these regulations; and
- (d) ground training in the aeronautical knowledge areas required for the issuance of an Instrument Rating.

(2) A Ground Instructor is authorised to endorse the logbook or other training record of a person to whom the Ground Instructor has provided the training or recommendation specified in this regulation.

Ground
Instructor
Recency
Requirements.

98. A person shall not perform the duties of a Ground Instructor unless, within the preceding twelve (12) months –

- (a) he has served as a Ground Instructor; or
- (b) the Director General has determined that the person meets the standards prescribed under this Part for the authorisation.

Renewal of
Expired
Ground
Instructor
Authorisation.

99. Where a Ground Instructor seeking to exercise the privileges of his authorisation, has not exercised the privileges of such authorisation within the preceding twelve (12) months, he may apply for a new Ground Instructor Authorisation or renewal of his expired Ground Instructor Authorisation upon attending a seminar for instructors acceptable to the Authority.

**PART IV
FLIGHT ENGINEER CERTIFICATE**

Applicability. **100.** This Part prescribes the requirements for the issue of a Flight Engineer Licence and rating.

General Requirements of Flight Engineer Licence and Rating. **101.** A person wishing to apply for a Flight Engineer Licence, shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen (18) years of age;
- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language;
- (e) hold a Class 2 medical certificate issued under Part VIII; and
- (f) comply with the requirements of this Part that apply to the rating sought.

Flight Engineer Licence Knowledge Requirements. Schedule 11. **102.** (1) An applicant for a Flight Engineer Licence under regulation 101 shall pass an aeronautical knowledge test on the subjects listed in Schedule 11.

(2) Before taking the aeronautical knowledge test required under sub-regulation (1), an applicant for a Flight Engineer Licence shall present satisfactory evidence of having completed one of the aeronautical experience requirements of regulation 103.

(3) An applicant for a Flight Engineer Licence or rating shall have passed the knowledge test required under sub-regulation (1) within twenty-four months of the skill test required under regulation 104.

(4) Notwithstanding sub-regulation (3), an applicant who within twenty-four (24) months of passing the knowledge test, is employed as a flight crew member or mechanic by a national air operator, need not comply with the time limit prescribed under sub-regulation (3), where he is employed—

- (a) by such national air operator at the time of the skill test check; and
- (b) as a flight crew member and has completed initial training and where appropriate, transition, upgrade and recurrent training.

Flight Engineer
Licence
Aeronautical
Experience
Requirements.

103. (1) An applicant for a Flight Engineer Licence under regulation 101, shall obtain and log the flight time used to satisfy the aeronautical experience requirements of sub-regulation (2) on an aeroplane on which a Flight Engineer is required by the Act or Regulations made thereunder.

(2) In addition to the skill and experience requirements, an applicant for a Flight Engineer Licence with a Type Rating shall present, for the class rating sought, satisfactory evidence of having one of the following:

- (a) at least three (3) years of skill and experience in aircraft and aircraft engine maintenance and at least five (5) hours of flight training in the duties of a Flight Engineer;
- (b) graduation from a specialised aeronautical training course in maintaining air-

craft and aircraft engines for a period of at least two (2) years and at least five (5) hours of flight training in the duties of a Flight Engineer;

- (c) a degree in aeronautical, electrical, or mechanical engineering from a recognised college, university, or engineering school, at least six (6) months of skill experience in maintaining aircraft and at least five (5) hours of flight training in the duties of a Flight Engineer;
- (d) a Commercial Pilot Licence with an Instrument Rating and at least five (5) hours of flight training in the duties of a Flight Engineer;
- (e) at least two hundred (200) hours of flight time in a transport category aeroplane as pilot-in-command or co-pilot performing the functions of a pilot-in-command under the supervision of a pilot-in-command;
- (f) at least one hundred (100) hours of flight time as a Flight Engineer; or
- (g) successful completion, within the ninety-day (90) period before application, of an approved Flight Engineer ground and flight course of instruction.

(3) The Director General shall determine whether experience as a flight engineer in a flight simulator, approved by the Authority, is acceptable as part of the total flight time of one hundred (100) hours and credit for such experience shall be limited to a maximum of fifty (50) hours.

(4) The applicant shall have operational experience in the performance of the duties of a Flight Engineer, under the supervision of a Flight Instructor or Flight Engineer approved by the Authority for that purpose, in at least the following areas:

- (a) pre-flight inspections;
- (b) fuelling procedures, fuel management;
- (c) inspection of maintenance documents;
- (d) normal flight deck procedures during all phases of flight;
- (e) crew co-ordination and procedures in case of crew incapacitation;
- (f) defect reporting;
- (g) recognition of abnormal functioning of aircraft systems;
- (h) use of abnormal and alternate or standby procedures;
- (i) recognition of emergency conditions; or
- (j) use of appropriate emergency procedures.

Flight Engineer
Licence Skill
Requirements.

104. (1) The applicant for a Flight Engineer Licence shall have demonstrated the ability to—

- (a) perform as flight engineer of an aircraft;
- (b) perform the duties and procedures prescribed in regulation 103 (4) with a degree of competency appropriate to the

privileges granted to the holder of a flight engineer licence;

- (c) recognise and manage threats and errors;
- (d) use aircraft systems within the aircraft's capabilities and limitations;
- (e) exercise good judgment and airmanship;
- (f) apply aeronautical knowledge;
- (g) perform all the duties as part of an integrated crew with the successful outcome assured; and
- (h) communicate effectively with the other flight crew members.

(2) The Director General may approve the use of a flight simulation training device for performing any of the procedures required during the demonstration of skill required by this regulation, where the flight simulation training device is appropriate to the task.

Issue of Flight Engineer Licence.

105. Where the Director General is satisfied that an applicant for a Flight Engineer Licence meets the requirements of regulations 100 through 104, he may issue a Flight Engineer Licence to the applicant.

Flight Engineer Licence Issued on the Basis of a Flight Engineer Licence Issued in Another Contracting State.

106. (1) The Director General may issue a Flight Engineer Licence on the basis of a Flight Engineer Licence issued by another Contracting State.

(2) A Flight Engineer Licence issued in accordance with this regulation expires at the end of the twenty-fourth month after the month in which the licence was issued or renewed.

(3) The Director General may add to a licence issued in accordance with these Regulations, those aircraft class ratings listed on the Flight Engineer Licence of the applicant, in addition to any ratings issued after testing under the provisions of these Regulations.

(4) A Flight Engineer may apply for renewal of his Flight Engineer Licence issued under regulation 105, and the Director General may renew that licence and the ratings placed thereon where, at the time of application for renewal, the foreign Flight Engineer Licence on which that licence is based, is in effect.

(5) Notwithstanding sub-regulation (4) an application for renewal of a Flight Engineer Licence shall be submitted before expiration of the current licence or authorisation issued under this regulation.

(6) Where on the basis of a Flight Engineer Licence issued by another Contracting State a Flight Engineer is issued a Flight Engineer Licence under this regulation, he may perform the duties of a Flight Engineer of a Guyana aircraft, within and outside Guyana, subject to the limitations of this Part and any additional limitations placed on the licence by the Authority.

Flight Engineer
Licence
Requirements
for Additional
Aircraft Rating.

107. (1) An applicant under regulation 101 may have another aircraft class rating added to his Flight Engineer Licence, where he —

- (a) passes the knowledge test in the areas set out in regulation 102 (1) and skill test that is appropriate to the class of aeroplane for which an additional rating is sought; or
- (b) satisfactorily completes an approved Flight Engineer training programme that

is appropriate to the additional class rating sought.

(2) An applicant may take the knowledge tests before acquiring the flight training required by sub-regulation (1).

(3) A national air operator may, when authorised by the Authority, provide as part of an approved training programme, a knowledge test that he may administer to satisfy the test required for an additional rating under sub-regulation (1).

PART V TESTING AND TRAINING

Applicability. **108.** This Part prescribes the testing and training procedures for airmen and training equipment requirements

General Training and Testing for Airmen. **109.** (1) A test prescribed by or under this Part shall be administered at the times, places and by the persons designated by the Authority.

(2) A person wishing to obtain a licence or rating may be required to take—

- (a) an aeronautical knowledge test; and
- (b) a skill test.

Requirements to Take Skill Test. **110.** (1) An applicant for a Pilot Licence, Flight Engineer Licence or Flight Instructor Rating who is required to take a skill test, shall meet all applicable requirements for the licence or rating sought, with the last flight under instruction having been completed within the preceding six (6) months of the application.

(2) Where an applicant under this regulation, does not complete all the increments of a skill test for a licence or

rating on one (1) date, he shall complete all remaining increments of the skill test not more than sixty (60) days after that date.

(3) Where an applicant under this regulation, does not satisfactorily complete all increments of the skill test for a licence or a rating within sixty (60) days after beginning the skill test, he shall complete the entire skill test again, including those increments satisfactorily completed.

(4) Except as provided in sub-regulation (5), to be eligible for a skill test for a licence or rating issued in accordance with these Regulations, an applicant shall –

- (a) pass the required knowledge test within the twenty-four (24) month period preceding the month the applicant completes the skill test, where an aeronautical knowledge test is required;
- (b) present the aeronautical knowledge report at the time of application for the skill test, where an aeronautical knowledge test is required;
- (c) have satisfactorily accomplished the required instruction and obtained the aero-nautical experience prescribed under these Regulations for the licence or rating sought;
- (d) meet the prescribed age requirement for the issuance of the licence or rating sought; and
- (e) have an endorsement in his logbook or training record that has been signed by an authorised instructor who certifies that the applicant –

- (i) has received and logged training time within sixty (60) days preceding the date of application in preparation for the skill test;
- (ii) is prepared for the required skill test; and
- (iii) has demonstrated satisfactory aeronautical knowledge of the subject areas in which the applicant was deficient on the previous aeronautical knowledge test.

(5) An applicant for an Airline Transport Pilot Licence or an additional rating to an Airline Transport Pilot Licence may take the skill test for that licence or rating with an expired aeronautical knowledge test report, provided that the applicant—

- (a) is employed as a flight crew member by a national air operator at the time of the skill test and has satisfactorily accomplished the approved pilot-in-command aircraft qualification training programme of the national air operator appropriate to the airman licence and rating sought; and
- (b) has qualification training requirements appropriate to the airman licence and rating sought.

ability of the applicant as assessed by the Flight Test Examiner to safely meet the following requirements during a skill test:

- (a) perform the tasks specified in the areas of operation for the licence or rating sought within the prescribed standards;
- (b) demonstrate mastery of the aircraft in accordance with Part C of Schedule 3 for the Private Pilot Licence and Part C of Schedule 4 for the Commercial Pilot Licence and Airline Transport Pilot Licence with the successful outcome of each task never seriously in doubt;
- (c) demonstrate reasonable judgement in airmanship;
- (d) complete all manoeuvres with smoothness and accuracy;
- (e) operate the aircraft within its limitations; and
- (f) demonstrate single pilot competence where the aircraft is type certified for single pilot operations.

Schedule 3
Part C.
Schedule 4
Part C.

(2) Where an applicant does not demonstrate proficiency without the aid of a co-pilot, the Director General shall recommend the Authority place the limitation, "Co-pilot Re-quired" on the airman licence of the applicant.

(3) An applicant under sub-regulation (2), may upon passing the appropriate skill test and by demonstrating single pilot competency in that aircraft, apply to have the limitation removed provided that—

Civil Aviation Regulations – Part II – Personnel Licensing

- (a) the failure by an applicant for an airman licence or rating of any area of operation, shall be treated as a failure of the skill test;
- (b) where an applicant under these regulations fails a skill test, he shall be issued with a “Notice of Disapproval” in the prescribed form;
- (c) an applicant for an airman licence or rating, is not eligible for such airman licence or rating until all the areas of operation are passed.

(4) The Flight Test Examiner or the applicant for an airman licence or rating under this Part may discontinue a skill test at any time—

- (a) when the applicant fails one or more of the areas operation, or
- (b) due to inclement weather conditions, aircraft airworthiness, or any other safety of flight concern.

(5) Where a skill test is discontinued the applicant shall be issued a “Letter of Discontinuance” in the prescribed form and the Director General may give credit for those areas of operation already passed, but only where the applicant—

- (a) passes the remainder of the skill test within the sixty-day period after the date the test began;
- (b) presents to the Flight Test Examiner for the retest the original Notice of Disapproval or the Letter of Discontinuance Form; and

- (c) satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, where additional training is required.

Equipment
Required for
Skill Test.

112. (1) An applicant for a licence or rating issued under these Regulations shall furnish an aircraft with the necessary equipment and controls, unless he is permitted to accomplish the entire flight increment of the skill test in approved or accepted flight training equipment.

(2) An applicant for a licence or rating undergoing a skill test under these Regulations shall –

- (a) provide a Guyana registered aircraft for each required skill test that –

- (i) is of the category, class, and type, applicable to the licence or rating sought; and
- (ii) has a current Airworthiness Certificate;

- (b) at the discretion of the Flight Test Examiner who administers the skill test, provide an aircraft of the same category, class and type, where applicable, of foreign registry that is properly certified by the State of Registry.

(3) Sub-regulation (2), shall not apply where the applicant is permitted to accomplish the entire flight increment of the skill test in an approved or accepted flight training equipment.

(4) An applicant for a skill test shall use an aircraft that has –

- (a) the equipment for each area of operation;
- (b) no prescribed operating limitations that prohibit its use in any of the areas of operation;
- (c) except as provided in sub-regulation (6), at least two (2) pilot stations with adequate visibility for each person to operate the aircraft safely; and
- (d) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional observer seat is provided for the Flight Test Examiner.

(5) An applicant for a skill test shall use an aircraft, other than a lighter-than-air aircraft, that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the Flight Test Examiner determines that the skill test can be conducted safely in the aircraft without the controls being easily reached.

(6) An applicant for a skill test that involves manoeuvring an aircraft solely by reference to instruments shall furnish—

- (a) equipment on board the aircraft that permits the applicant to be assessed in the areas of operation that apply to the rating sought; and
- (b) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the Flight Test Examiner from having visual reference

outside the aircraft, and is otherwise acceptable to the Authority.

(7) An applicant may complete a skill test in an aircraft having a single set of controls, provided the—

- (a) Flight Examiner agrees to conduct the test;
- (b) test does not involve a demonstration of instrument skills; and
- (c) proficiency of the applicant can be observed by a Flight Test Examiner who is in a position to observe the applicant.

Procedure for
Re-Testing
After Failure.

113. (1) An applicant who fails an aeronautical knowledge test or skill test, may reapply to the Authority only after he has received—

- (a) the necessary training from an authorised instructor who has determined that the applicant is prepared for such test; and
- (b) an endorsement from an authorised instructor who gave the applicant the additional training.

(2) An applicant for a Flight Instructor Rating—

- (a) with an aeroplane category rating; or
- (b) with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—

- (i) receive the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test before being retested;
- (ii) furnish an aircraft for the re-test that is of the appropriate aircraft category for the rating sought and is certified for spins; and
- (iii) demonstrate satisfactory instructional proficiency on stall awareness, spins entry, spins, and spin recovery to a Flight Test Examiner during the re-test.

Flight Training
and
Aeronautical
Experience to
be Recorded.

114. (1) A person shall record and credit the flight time for—

- (a) flight training and aeronautical experience used to meet the requirements for a licence, rating, qualification, authorisation, or flight review of these Regulations; and
- (b) the aeronautical experience required to show recent flight experience requirements of these Regulations, in a manner acceptable to the Authority.

(2) Notwithstanding the generality of sub-regulation (1), a pilot shall enter in his logbook, the following information for each flight or lesson:

- (a) general information which shall include as applicable the—
- (i) date;
 - (ii) total flight time;
 - (iii) location where the aircraft departed and arrived, or the location where the lesson occurred, where the training was conducted in an approved flight simulator or an approved flight training device;
 - (iv) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate; and
 - (v) name of a safety pilot, where required by the Act or Regulations made thereunder;
- (b) type of pilot experience or training which shall include as applicable—
- (i) solo;
 - (ii) pilot-in-command;
 - (iii) co-pilot;
 - (iv) flight and ground training received from an authorised instructor; or

(v) training received in an approved flight simulator or approved flight training device from an authorised instructor;

(c) conditions of flight which shall include as applicable—

(i) day or night;

(ii) actual instrument; or

(iii) simulated instrument conditions in flight, an approved flight simulator, or an approved flight training device.

(3) The pilot time described in this regulation may be used to—

(a) apply for a licence or rating under these Regulations; or

(b) satisfy the recent flight experience requirements of the Act or Regulations made thereunder.

(4) Except for a Student Pilot acting as pilot-in-command of an airship requiring more than one (1) flight crew member, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(5) A Student Pilot or a pilot shall be entitled to be credited in full with all solo, flight instruction and pilot-in-command flight time towards the total flight time required for the initial issue of a pilot licence or the issue of the higher grade of pilot licence.

(6) A Private Pilot or Commercial Pilot may log pilot-in-command time only for that flight time during which that person is –

- (a) the sole manipulator of the controls of an aircraft for which the pilot is rated;
- (b) operating as pilot-in-command of an aircraft on which more than one (1) pilot is required under the Type Rating of the aircraft or the regulations under which the flight is conducted; or
- (c) the sole occupant of the aircraft.

(7) An Airline Transport Pilot may log as pilot-in-command time all of the flight time while acting as pilot-in-command of an operation requiring an Airline Transport Pilot Licence.

(8) A Flight Instructor may log as pilot-in-command time all flight time while performing as a Flight Instructor.

(9) A Student Pilot may log pilot-in-command time all of the flight time when operating as a student pilot and –

- (a) is the sole occupant of the aircraft or is performing functions of the pilot in command of an airship requiring more than one (1) flight crew member; or
- (b) has a current solo flight endorsement as required under Regulation 27; or
- (c) is undergoing training for a pilot licence or rating.

(10) A pilot, when acting as co-pilot at a pilot station of an aircraft certified for operation by a single pilot but re-

quired by the Authority to be operated with a co-pilot, shall be entitled to be credited with not more than fifty percent (50%) of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

(11) Notwithstanding sub-regulation (10), where the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in multi-crew operation, the pilot acting as co-pilot may be credited in full with that flight time towards the total flight time required for a higher grade of pilot licence.

(12) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certified to be operated with a co-pilot, shall be entitled to be credited in full with that flight time towards the total flight time required for a higher grade of pilot licence.

(13) The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

(14) A pilot may log co-pilot flight time only for that flight time during which that pilot—

- (a) is qualified in accordance with the co-pilot requirements of regulation 73 and occupies a crew member station in an aircraft that requires more than one pilot by the type certificate of the aircraft; or
- (b) holds the appropriate category, class, and Instrument Rating, where an Instrument Rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

(15) A pilot may log instrument flight time only for that flight time when he operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(16) A Flight Instructor may log instrument flight time under sub-regulation (15), when conducting instrument flight instruction in actual instrument flight conditions.

(17) For the purposes of logging instrument flight time under sub-regulations (15) and (16) to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in the logbook of such person:

- (a) the location and type of each instrument approach accomplished; and
- (b) the name of the safety pilot, where required.

(18) Approved or accepted flight training equipment may be used by a person to log instrument flight time under sub-regulations (15), (16) and (17), provided an authorised instructor is present during the simulated flight.

(19) A pilot may record training time when he receives training from an authorised instructor in an aircraft, approved flight simulator, or approved flight training device.

(20) The training time under sub-regulation (19), shall be recorded in a logbook and shall –

- (a) be endorsed in a legible manner by the authorised instructor; and
- (b) include a description of the training given, the length of the training lesson,

and the instructor's signature, licence number, and licence expiration date.

Limitation on
the Use of
Flight
Simulator and
Flight Training
Devices.

115. (1) A pilot shall not receive credit for any flight simulation training device for satisfying any training, testing or checking requirements of this Part or for the acquisition of experience unless that flight simulation training device is appropriate to the task and is –

(a) approved by the civil aviation authority of another Contracting State and accepted by the Authority; or

(b) approved by the Authority for –

- (i) training, testing and checking for which it is used;
- (ii) each particular manoeuvre, procedure, or crew member function performed; and
- (iii) the representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight simulation training devices.

(2) An approval or acceptance under sub-regulation (1) of a flight training equipment shall be on an annual basis.

(3) The Director General may consider as a flight simulation training device, any device used for flight training, testing, or checking which has been accepted or approved by it

prior to these Regulations coming into force and which performs as originally designed, where it is used for the same purposes for which it was originally approved or accepted and only to the extent of such approval or acceptance.

(4) The Director General may approve or accept a device other than a flight simulation training device for specific purposes.

Flight Training
Equipment for
Aeroplane
Category to be
Conducted in
Accordance
with Approved
Course.

116. (1) Where approved or accepted flight training equipment is used to accomplish any of the training and required skill test for a pilot licence with an aeroplanes category, class, and Type Rating, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an approved Aviation Training Organisation.

(2) Where flight training equipment is used to accomplish any of the training and the required skill test for an additional aeroplane category, class, and Type Rating for a pilot licence, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an organisation approved to conduct such courses.

(3) In order to complete all training and testing under sub-regulation (2), with the exception of pre-flight inspection, for an additional aeroplane rating without limitations when using a flight simulator –

- (a) the flight simulator shall be approved as Level C or Level D; and
- (b) the applicant for an additional rating under these Regulations shall meet any one of the following experience and qualification requirements:
 - (i) hold a Type Rating for a turbo-jet or turboprop aeroplane of the

same class of aeroplanes for which the Type Rating is sought;

- (ii) hold a Type Rating for a turbo propeller aeroplane of the same class of aeroplanes for which the Type Rating is sought;
- (iii) have at least two thousand (2000) hours of flight time, of which five hundred (500) hours is in turbine-powered aeroplanes of the same class of aeroplanes for which the Type Rating is sought;
- (iv) have at least five hundred (500) hours of flight time in the same type of aeroplane as the aircraft for which the rating is sought; and
- (v) have at least one thousand (1,000) hours of flight time in at least two different aeroplanes requiring a Type Rating.

(4) Subject to the limitations set out in sub-regulation (5), an applicant who does not meet the requirements of sub-regulation (3), may complete all training and testing for a pilot licence or rating when using a flight simulator where—

- (a) the flight simulator is approved as a Level C or Level D; and

- (b) the applicant for an additional rating under this regulation meets at least one (1) of the following requirements:
- (i) holds a Type Rating in a propeller-driven aeroplane where a Type Rating in a turbojet or turbofan aeroplanes is sought, or holds a Type Rating in a turbojet or turbofan aeroplanes where a Type Rating in a propeller-driven aeroplane is sought; or
 - (ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional aeroplane rating, has logged—
 - (A) at least one hundred (100) hours of flight time in aeroplanes of the same class for which the Type Rating is sought and which requires a Type Rating; and
 - (B) at least twenty-five (25) hours of flight time in aeroplanes of the same type for which the rating is sought.

(5) An applicant meeting only the requirements of sub-regulation (3), shall be issued a rating with a limitation which shall state the following, “This licence is subject to pilot-in-command limitations for the additional rating”.

(6) An applicant under this regulation who has been issued a pilot licence with the limitation specified in sub-regulation (5)—

(a) shall not act as pilot-in-command of aeroplanes for which the rating was obtained under the provisions of this regulation until the limitation is removed from his pilot licence; and

(b) may have the limitation removed by accomplishing fifteen (15) hours of supervised operating experience as pilot-in-command under the supervision of a qualified and current pilot-in-command, in the seat normally occupied by the pilot-in-command, in the same type of aeroplane to which the limitation applies.

(7) An applicant under this regulation, who does not meet the requirements of sub-regulation (3) or (4), may be issued a rating, where he complies with—

(a) sub-regulation (2), and the following tasks, which shall be successfully completed on a static aeroplane or in flight, as appropriate—

(i) pre-flight inspection;

(ii) normal take-off;

(iii) normal Instrument Landing System approach;

(iv) missed approach; and

(v) normal landing; and

(b) sub-regulations (8) and (9).

(8) An applicant who does not meet the requirements of sub-regulation (3), (4) or (7) (a) shall be issued a licence or rating with a limitation which shall state, "This licence is subject to pilot-in-command limitations for the additional rating".

(9) An applicant under this regulation who has been issued a pilot licence with the limitation specified in sub-regulation (8) –

(a) shall not act as pilot-in-command of that aeroplane for which the rating was obtained under the provisions of this regulation until the limitation is removed from the pilot licence; and

(b) may have the limitation removed by accomplishing twenty-five (25) hours of supervised operating experience as pilot-in-command under the supervision of a qualified and current pilot-in-command, in the seat normally occupied by the pilot-in-command, in that aeroplane of the same type to which the limitation applies.

Applicant,
Approved
Flight
Simulator and
Approved or
Accepted Flight
Training
Devices for

117. (1) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for the initial issue of a pilot licence with a rotorcraft-helicopter class and Type Rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved Aviation Training Organisation.

Rotorcraft,
Helicopter
Class and Type
Rating.

(2) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional rotorcraft-helicopter class and Type Rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved Aviation Training Organisation or in an approved or accepted flight simulator.

(3) Where an applicant seeks an additional Type Rating in a turbine-powered helicopter he shall meet at least one of the following requirements:

- (a) hold a Type Rating in a turbine-powered helicopter;
- (b) have at least two thousand (2,000) hours of flight time that includes at least five hundred (500) hours in turbine-powered helicopters;
- (c) have at least five hundred (500) hours of flight time in turbine powered helicopters; or
- (d) have at least one thousand (1,000) hours of flight time in at least two (2) different turbine-powered helicopters.

(4) Subject to the limitation of sub-regulation (5), an applicant under this regulation who does not meet the requirements of sub-regulation (3) may complete all training and testing, with the exception of pre-flight inspection, for a pilot licence or rating when using a flight simulator where—

- (a) the flight simulator is approved as Level C or Level D; and

(b) he meets at least one (1) of the following requirements:

- (i) holds a Type Rating in a turbine-powered helicopter where a Type Rating in a turbine powered helicopter is sought; or
- (ii) since the beginning of the twelfth (12th) month before the month in which the applicant completes the skill test for an additional helicopter rating, has logged at least twenty-five (25) hours of flight time in helicopters of the same type for which the rating is sought.

(5) An applicant meeting only the requirements of sub-regulation (2) shall be issued a rating with a limitation which shall state, "This licence is subject to pilot-in-command limitations for the additional rating".

(6) An applicant under this regulation who is issued a pilot licence with the limitation specified in sub-regulation (5)—

- (a) shall not act as pilot-in-command of a helicopter for which the rating was obtained under the provisions of this regulation until the limitation is removed from the pilot licence; and
- (b) may have the limitation removed by accomplishing fifteen (15) hours of supervised operating experience as pilot-in-command under the supervision of a qualified and current pilot-in-command, in the seat normally occupied by the

pilot-in-command, in the same type of helicopter to which the limitation applies.

(7) An applicant under this regulation who does not meet the requirements of sub-regulations (3) or (4), may be issued a rating upon—

(a) compliance with sub-regulation (1) and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:

- (i) pre-flight inspection;
- (ii) normal take-off;
- (iii) normal Instrument Landing System approach;
- (iv) missed approach; and
- (v) normal landing;

(b) compliance with sub-regulation (1).

(8) An applicant who does not meet the requirements of sub-regulation (3), (4) or (7) (a) shall be issued a rating with a limitation which shall state, “This licence is subject to pilot-in-command limitations for the additional rating”.

(9) An applicant who has been issued a pilot licence with the limitation specified in sub-regulation (8)—

(a) shall not act as pilot-in-command of that helicopter for which the rating was obtained under the provisions of this regulation until the limitation is removed from the pilot licence; and

- (b) may have the limitation removed by accomplishing twenty-five (25) hours of supervised operating experience as pilot-in-command under the supervision of a qualified pilot-in-command with recency of experience in the seat normally occupied by the pilot-in-command, in that helicopter of the same type to which the limitation applies.

Applicant
Approved
Flight
Simulator or
Flight Training
Device for
Powered-
Lift Category
and Type
Rating to Meet
Certain
Requirements.

118. (1) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for a pilot licence with a powered-lift category and Type Rating, such training is subject to the following requirements:

- (a) requirements of regulations 116;
- (b) the applicant shall meet at least one (1) of the following if a Type Rating is sought in a turbine powered-lift:
- (i) hold a Type Rating in a turbine powered-lift;
 - (ii) have at least two thousand (2,000) hours of flight time that includes at least five hundred (500) hours in a turbine powered-lift;
 - (iii) have at least five hundred (500) hours of flight time in a turbine powered-lift;
 - (iv) have at least one thousand (1,000) hours of flight time in a turbine powered-lift.

(2) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional powered-lift category and Type Rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved Aviation Training Organisation or in an approved or accepted flight simulator.

(3) Subject to the limitation described in sub-regulation 116 (9), an applicant who does not meet the requirements of sub-regulation 116 (2), may complete all training and testing, with the exception of pre-flight inspection, for a rating when using a flight simulator where—

- (a) the flight simulator is approved as Level C or Level D; and
- (b) the applicant meets at least one (1) of the following:
 - (i) holds a Type Rating in a turbine powered-lift if a Type Rating in a turbine powered-lift is sought; or
 - (ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional powered-lift rating, has logged at least twenty-five (25) hours of flight time in powered-lifts of the same type for which the rating is sought.

Graduation
Certificate to
be Sufficient
Evidence of

119. (1) A graduation certificate issued by an approved Aviation Training Organisation, and presented to the Authority within sixty (60) days of such graduation shall be sufficient

Training and Experience.

evidence that the applicant has met the applicable aeronautical experience, aeronautical knowledge and areas of operation training requirements of these Regulations.

(2) Where the Director General is satisfied that an application submitted after sixty (60) days from the date of issue of a graduation certificate, still meet the requirements of sub-regulation (1) he may accept such application.

PART VI AIR TRAFFIC CONTROL CERTIFICATION

Applicability.

120. This Part prescribes the requirements for the issue of Air Traffic Control Licences.

Restrictions on Persons to Exercise Air Traffic Control Privileges.

121. (1) A person shall not exercise air traffic control privileges under this Part unless he—

- (a) holds an Air Traffic Controller Licence issued to him by the Authority under these Regulations; and
- (b) holds an appropriate rating for the particular Air Traffic Control Facility or has qualified for the operating position and acts under the supervision of the holder of Air Traffic Control Rating for that Air Traffic Control Facility.

(2) A person shall not perform any duty as an air traffic controller –

- (a) within eight (8) hours after consumption of alcohol; or

- (b) while under the influence of any drug or other substances that would impair his ability to perform his duties and thereby jeopardise aviation safety.

Issue of Air
Traffic
Controller
Licences.

122. The Director General may, where an applicant meets the requirements of this Part, recommend the Authority issue the following Air Traffic Control licences, ratings and authorisation:

- (a) Student Air Traffic Controller Licence;
- (b) Air Traffic Controller Licence;
- (c) Air Traffic Controller Ratings –
 - (i) Aerodrome Control Rating;
 - (ii) Approach Control Procedural Rating;
 - (iii) Approach Control Surveillance Rating;
 - (iv) Approach Precision Radar Control ratings;
 - (v) Area Control Procedural Rating; and
 - (vi) Area Control Surveillance Rating;
- (d) Air Traffic Instructor Authorisation; and
- (e) Air Traffic Examiner Authorisation.

Student Air
Traffic

123. (1) Where a person wishes to apply for a Student Air Traffic Controller Licence; he shall –

Controller
Licence;
Requirements.

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen (18) years of age;
- (d) except as provided in regulation 180 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation; and
- (e) have completed an approved training course in the areas specified in regulations 124 and 125;
- (f) have passed an approved aeronautical knowledge tests in respect of the training courses under paragraph (e);
- (g) hold a current Class 3 medical certificate in accordance with Part VIII of these Regulations.

(2) The training required to be completed by sub-regulation (1) (e) shall be conducted by the holder of an Air Traffic Instructor Authorisation issued in accordance with regulation 137.

Controller
Licence,
Aeronautical
Knowledge
Requirements.
Schedule 12
Part A.

124. An applicant for a Student Air Traffic Controller Licence; shall pass an aeronautical knowledge test referred to in regulation 123 (1) (f), on the areas set out in Part A of Schedule 12.

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen (18) years of age;
- (d) except as provided in regulation 180 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation; and
- (e) have completed an approved training course in the areas specified in regulations 124 and 125;
- (f) have passed an approved aeronautical knowledge tests in respect of the training courses under paragraph (e);
- (g) hold a current Class 3 medical certificate in accordance with Part VIII of these Regulations.

(2) The training required to be completed by sub-regulation (1) (e) shall be conducted by the holder of an Air Traffic Instructor Authorisation issued in accordance with regulation 137.

Applicant for
Student Air
Traffic
Controller
Licence; to
Demonstrate
Knowledge
and Ability in
Air Traffic

125. In completing a training course under regulation 123 (1)(e), an applicant for a Student Air Traffic Controller Licence; shall demonstrate to an Air Traffic Instructor through a skill test, general knowledge of and ability to perform completely, the normal and emergency air traffic control procedures and practices in the areas of operation set out in Part B of Schedule 12.

Control
Procedures.
Schedule 12
Part B.

Instructor to
Recommend
Applicant to
Take Tests.

126. Where an Air Traffic Instructor is conducting courses under regulation 123 (1) (e) is satisfied that the applicant for a Student Air Traffic Controller Licence; is ready to take the tests required under regulations 124 and 125 he may make such recommendation to the Director General.

Director
General to
Designate
Examiner to
Administer
Test to App-
licant for Air
Traffic Trainee
Licence.

127. The Director General on receiving a recommendation under regulation 126 shall assign an Air Traffic Examiner to administer the tests under regulations 124 and 125.

Examiner to
Recommend
Issue of
Student Air
Traffic
Controller
Licence;.

128. The Director General shall issue the Student Air Traffic Controller Licence; where an applicant has passed the test under regulation 126.

Privileges of an
Air Traffic
Trainee
Licence.

129. The holder of a Student Air Traffic Controller Licence (hereinafter referred to as “an Air Traffic Trainee”) while training may perform air traffic control duties under the direct super-vision of the holder of an Air Traffic Instructor Authorisation, for the purpose of obtaining the necessary skill and experience in air traffic control duties to—

- (a) qualify for the issue of an Air Traffic Controller Licence or rating; and
- (b) regain recency of experience for an Air Traffic Controller Licence or rating.

Air Traffic
Controller
Licence
Requirements.

130. (1) Where a person wishes to apply for an Air Traffic Controller Licence he shall –

- (a) apply to the Authority in the prescribed form;
- (b) be at least twenty-one (21) years of age;
- (c) except as provided in regulation 180 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;
- (d) hold a current Student Air Traffic Controller Licence; issued in accordance with this Part, or a current Air Traffic Controller Licence issued by another Contracting State; and
- (e) have at least –
 - (i) three (3) months experience under the supervision of an appropriately rated Air Traffic Instructor, exercising the privileges of a Student Air Traffic Controller Licence issued in accordance with this Part; or
 - (ii) two (2) years' experience, exercising the privileges of an Air Traffic Controller Licence in another Contracting State where the licence was issued;

- (f) have met the necessary training and experience and have passed the required test for at least one Air Traffic Control Rating issued in accordance with these Regulations and;
- (g) hold a current Class 3 medical certificate in accordance with Part VIII of these Regulations.

(2) The experience specified in sub-regulation (1) (e) shall have been completed within the six (6) month period immediately preceding the application.

Requirements
for Air Traffic
Controller
Ratings.

131. (1) Where an initial rating is to be issued, an applicant under regulation 130 shall provide evidence of having—

Schedule 12
Part C.

- (a) satisfactorily completed a training course in the areas set out in Part C of Schedule 12, in respect of the rating sought;

Schedule 12
Part D.

- (b) completed the experience requirements set out in Part D of the Schedule 12; and
- (c) passed the test relevant to the privileges of the rating, in the subject areas specified in sub-regulation (1)(a), conducted by an Air Traffic Examiner;
- (d) demonstrated to the holder of an air traffic examiner rating or person authorised by the Director General, through a skill test the skill, judgment and performance required to provide a safe, orderly and expeditious control service at an Air Traffic Control Facility appropriate to the rating sought,

including the recognition and management of threats and errors.

(2) The training required to be completed under sub-regulation (1) (a), shall be conducted by an Air Traffic Instructor.

(3) A person who wishes to have his existing Air Traffic Controller rating for an additional Air Traffic Control Facility, shall—

- (a) have completed the training required by sub-regulation (1)(a), for such Air Traffic Control Facility; and
- (b) have complied with the requirement of sub-regulations (1) and (2), for such Air Traffic Control Facility.

Issue of Air
Traffic
Controller
Ratings.

132. (1) Where an Air Traffic Instructor is satisfied that an applicant for an Air Traffic Controller Rating is ready to be tested under regulation 131, he shall recommend to the Director General that the applicant is prepared for such test.

(2) An Air Traffic Instructor under sub-regulation (1) shall, in making a recommendation under that sub-regulation—

- (a) certify the record of training in the log-book of the applicant; and
- (b) enter the following information in the prescribed form:
 - (i) the name and date of birth of applicant;

- (ii) the air traffic control rating to be issued and any conditions on the use of the rating;
- (iii) the location of the Air Traffic Control Facility for which the rating has been certified;
- (iv) the following statement:

“(name of Air Traffic Controller) has satisfied the requirements of Part VI of the Civil Aviation General Application and Personnel Licensing Regulations, for the issue of the Air Traffic Controller Rating specified above”; and
- (v) signature, name and licence number of the instructor.

(3) The Director General on receipt of a recommendation under sub-regulation (1), shall assign an Air Traffic Examiner to administer the tests under regulation 131.

(4) An Air Traffic Examiner under sub-regulation (3), shall forward to the Director General on the prescribed form the results of the tests administered in respect of the training received.

(5) Where the Director General is satisfied that the applicant has passed the required tests under regulation 131 he shall recommend the Authority issue the Air Traffic Controller Licence with an Air Traffic Controller Rating.

Requirements
for Additional
Ratings for Air
Traffic
Controller.

133. Where the holder of an Air Traffic Controller Licence (hereinafter referred to an “Air Traffic Controller”) with an Air Traffic Controller Rating wishes to apply for an additional rating he shall meet the requirements of regulation 131.

Privileges and
Limitations of
Air Traffic
Controller
Rating.

134. (1) Subject to sub-regulations (2), (3) and (4), an Air Traffic Controller holding –

- (a) an Aerodrome Control Rating shall provide aerodrome control service at the aerodrome or aerodromes for which the rating is validated;
- (b) an Approach Control Procedural Rating shall provide approach control service for the aerodrome or aerodromes for which the rating is certified;
- (c) an Approach Control Surveillance Rating shall provide approach control service with the use of applicable Air Traffic Services surveillance system, for the aerodrome or aerodromes for which the rating is certified;
- (d) an Area Control Procedural Rating shall provide area control service within the control area or areas for which the rating is certified; and
- (e) an Area Control Surveillance Rating shall provide area control service with the use of radar or other surveillance systems within the control area or areas for which the rating is certified.

(2) Where an Air Traffic Controller wishes to obtain an additional rating, he may perform the Air Traffic Controller duties for that rating while under the direct supervision of an

Air Traffic Instructor for the purpose of obtaining the skills and experience in air traffic control duties for that rating.

(3) Where the privileges of an Air Traffic Controller Licence or rating issued under this Part have not been exercised without direct supervision for at least five (5) hours of operational duty during a single shift within the preceding twenty-eight (28) days, the holder shall demonstrate his ability to perform unsupervised duty to an Air Traffic Instructor, before the privileges of that rating may be exercised again.

(4) Where the privileges of an Air Traffic Controller Licence or rating issued under this Part have not been exercised within the preceding six (6) months, the holder shall before exercising the privileges of that rating, apply to the Authority and demonstrate to an Air Traffic Examiner his proficiency under his licence or rating.

(5) Where the privileges of an Air Traffic Controller Licence issued under these Regulations have not been exercised within the preceding five years, the licence holder shall meet the requirement of regulations 123 and 130, before the privileges of that licence may be exercised again.

(6) A person shall not exercise the privileges of a rating at any Air Traffic Facility or with any type of surveillance system, unless –

- (a) since the beginning of the twelfth month before that service, that person has passed a proficiency check prescribed by the Authority; and
- (b) such person is familiar with all pertinent and current information.

Civil Aviation Regulations – Part II – Personnel Licensing

Air Traffic
Controllers.

Controller shall have a minimum of twenty-four (24) consecutive hours free from duty within each seven (7) consecutive days of duty.

(2) Except where the Director General determines that an emergency air traffic situation has arisen, an Air Traffic Controller shall not work or be required to work for more than twelve (12) consecutive hours.

(3) An Air Traffic Controller shall be required to take a rest period of at least (8) eight consecutive hours before each duty period.

(4) Notwithstanding sub-regulation (3), where the duty period is more than ten (10) consecutive hours the rest period of the Air Traffic Controller shall be no less than the preceding duty period.

Issue of Air
Traffic Control
Instructor
Authorisation.

136. Where a person wishes to apply for an Air Traffic Instructor Authorisation he shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) hold an Air Traffic Controller Licence issued in accordance with this Part with a rating for the relevant service;
- (d) except as provided in regulation 180 be able to read, write and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;

- (e) have at least two (2) years' experience exercising the privileges of an Air Traffic Controller Licence; and
- (f) provide the Authority with evidence of having satisfactorily completed an approved training course in the theory and practice of instruction.

Air Traffic
Instructor
Authorisation
Requirements.

137. Where an applicant meets the requirements of regulation 136, the Director General may issue the Air Traffic Instructor Authorisation.

Privileges and
Limitations of
Air Traffic
Control
Instructor
Rating.

138. (1) Subject to sub-regulation (2), the holder of an Air Traffic Instructor Authorisation (hereinafter referred to as "an Air Traffic Instructor") may –

- (a) instruct Air Traffic Control personnel;
- (b) directly supervise Air Traffic Control personnel undergoing training or regaining recency or who are performing Air Traffic Control duties;
- (c) assess the preparedness of an applicant for the issue of an Air Traffic Controller Licence or rating.

(2) Subject to sub-regulation (4), an Air Traffic Instructor in exercising the privileges under his rating shall hold a current Air Traffic Controller Licence with a valid rating for the relevant service.

(3) Where Air Traffic Instructor is not exercising the privileges of an Air Traffic Controller Licence, he shall not be required to hold a current medical certificate.

(4) In exercising the privileges under sub-regulation (1), an air traffic instructor shall within the preceding thirteen

(13) months have demonstrated to an air traffic examiner his ability to exercise such privileges by passing an examination and a skill test based on the exercise of such privileges.

Air Traffic
Examiner
Authorisation
Requirements.

139. Where an Air Traffic Instructor has at least three (3) years' experience exercising the privileges of an Air Traffic Instructor Authorisation and such person is of good character he may be designated by the Director General, as an Air Traffic Examiner for aeronautical knowledge, skills and proficiency testing.

Privileges and
Limitations of
Air Traffic
Examiner
Authorisation.

140. (1) Subject to sub-regulation (2), the holder of an Air Traffic Examiner Authorisation (hereinafter referred to as "an Air Traffic Examiner") shall conduct aeronautical knowledge and skill tests for initial issue or continued validity of air traffic licences and ratings.

(2) An Air Traffic Examiner in exercising the privileges of his Air Traffic Examiner Authorisation shall—

- (a) hold a current Air Traffic Service Licence with a rating for the relevant service; and
- (b) conduct the tests at an Air Traffic Control Facility or an Aviation Training Organisation approved for Air Traffic Control training;
- (c) as far as practicable, not test an applicant to whom he has given instruction for that licence or rating except with the expressed consent in writing of the Authority.

Air Traffic
Controller
Logbook
Requirements.

141. (1) The holder of an Air Traffic Control Licence under this Part shall—

- (a) maintain a record in ink of his Air Traffic Control training and experience in a logbook acceptable to the Authority;
- (b) have the logbook entries countersigned by his shift supervisor to validate the correctness of such entries; and
- (c) submit his logbook in support of any application for a licence, rating or authorisation.

(2) An Air Traffic Controller shall be credited with the total Air Traffic Control time during which he is carrying out the duties of an Air Traffic Controller.

(3) Records of Air Traffic Controllers training and experience maintained by the air navigation service provider shall satisfy the requirements of sub-regulation (1) above.

PART VII FLIGHT OPERATIONS OFFICER CERTIFICATION

Applicability. **142.** This Part prescribes the requirements for the issue of a Flight Operations Officer Authorisation.

Flight Operations Officer Authorisation Application. **143.** (1) A person wishing to perform the duties of a Flight Operations Officer Authorisation shall —

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least twenty-one (21) years of age; and

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- (d) except as provided in regulation 180, be able to read, speak, write, and understand the English Language.

(2) An applicant for a Flight Operations Officer Authorisation under sub-regulation (1), shall—

- (a) pass a knowledge test;
- (b) provide the Authority with a certificate of competency from a national air operator as evidence of having successfully met the knowledge and skill requirements of an approved flight operations officer training programme; or
- (c) meet or provide evidence of having met the knowledge requirements set out in Part A of the Schedule 13.

Schedule 13
Part A.

Training
Programme of
National Air
Operator to be
Approved.

144. (1) A national air operator in conducting knowledge and skill test under regulation 143 (2) (a) shall submit to the Authority for approval a flight operations officer training programme for the initial issue, qualification and recurrent training of a flight operations officer.

(2) The training syllabus for a Flight Operations Officer approved programme under regulation 143, shall include the aeronautical knowledge requirements and skill requirements set out in Part B of the Schedule 13.

Schedule 13
Part B.

Experience
Areas for an
Applicant
Under
Regulation 144.

145. (1) The applicant for Flight Operations Officer under regulation 144 shall have the following experience:

- (a) a total of two (2) years of service in any one (1) or in any combination for at least one (1) year of the following capacities:

- (i) a flight crew member in air transportation; or
 - (ii) a meteorologist in an organisation dispatching aircraft in air transportation; or
 - (iii) an Air Traffic Controller; or
 - (iv) a technical supervisor of flight operations officers or air transportation flight operations systems;
- (b) at least one (1) year as an assistant in the dispatching of air transport; or
- (c) have satisfactorily completed a course of approved training.

(2) The applicant shall have served under the supervision of a flight operations officer for at least ninety (90) working days within the six (6) months immediately preceding the application.

(3) Where an applicant is required to pass a knowledge test under regulation 143, he shall be tested by an Examiner assigned by the Authority for such purpose.

Exemption
Where
Applicant
Completed
Flight
Dispatcher
Course.

146. Notwithstanding regulation 143 (2), where an applicant for a Flight Operations Officer Authorisation provides the Authority with evidence of having successfully completed an approved flight dispatcher course from a Contracting State, he shall be deemed to have met the requirements for the issue of a Flight Operations Officer Authorisation.

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Requirements
of Applicant
Who Does Not
Have a
Certificate of
Competency.

147. An applicant for a Flight Operations Officer Authorisation shall demonstrate to the Director General the skills and ability to—

- (a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports, provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route, forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (b) determine the optimum flight path for a given route segment, and create accurate manual and computer generated flight plans;
- (c) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the flight operations officer; and
- (d) recognise and manage threats and errors.

Issue of a Flight
Operations
Officer
Authorisation.

148. (1) Where an applicant for a Flight Operations Officer Authorisation under regulation 143 meets the requirements of this Part, the Director General may issue to the applicant such Flight Operations Officer Authorisation.

(2) An authorisation issued under sub-regulation (1), shall be valid for one (1) year and may upon application to the Authority be renewed upon successful completion of a competency test.

Flight
Operations
Officer
Authorisation
Privileges and
Limitations.

149. (1) The Flight Operations Officer Authorisation shall authorise the holder to exercise the following privileges:

- (a) assist the pilot-in-command in flight preparation and provide the relevant information required;
- (b) assist the pilot-in-command in preparing the operational and air traffic service flight plans, sign and file the air traffic service flight plan with the appropriate Air Traffic Control Facility;
- (c) furnish the pilot-in-command while in flight by the most appropriate means with information, which may be necessary for the safe conduct of the flight;
- (d) in the event of an emergency initiate such procedures as may be outlined in the Operations Manual.

(2) A Flight Operations Officer shall avoid taking any action that would conflict with the procedures established by—

- (a) Air Traffic Control;
- (b) the meteorological service; or
- (c) the communications service.

**PART VIII
MEDICAL STANDARDS AND CERTIFICATION**

Civil Aviation Regulations – Part II – Personnel Licensing

Applicant to be Designated as Civil Aviation Medical Examiner.

150. Where a person wishes to be designated as a Civil Aviation Medical Examiner he shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be registered as a medical practitioner under the Medical Practitioners Act;
- (d) have received training in aviation medicine and refresher training at regular intervals by an organisation acceptable to the Authority; and
- (e) provide the Authority with evidence of adequate competency in aviation medicine;

Designation of Civil Aviation Medical Examiner.

151. The Director General shall where he is satisfied that an applicant meets the requirements of regulation 150, designate such applicant to be Civil Aviation Medical Examiner.

Duties of a Civil Aviation Medical Examiner.

152. (1) Where a person has been designated a Civil Aviation Medical Examiner under regulation 151, he shall –

- (a) examine an applicant in accordance with medical practice recognised by the medical profession and the personnel licensing medical standards under regulation 160;
- (b) record in a medical examination report his clinical findings and submit the signed medical assessment to the Authority;

- (c) report to the Authority any individual cases where, in the judgment of the Civil Aviation Medical Examiner, an applicant for an airman licence fails to meet any requirement which could jeopardise flight safety; and
- (d) report any false declaration made to him or her by an applicant for a licence or rating to the Authority.

(2) A Civil Aviation Medical Examiner shall, in submitting a medical examination report to the Authority, provide sufficient information in the report that would enable the Authority to undertake an audit of the Medical Assessment.

(3) A Civil Aviation Medical Examiner shall be designated by the Authority for a maximum period of thirty-six (36) months, and shall be eligible for further designation upon the completion of the appropriate refresher training programme as prescribed by the Authority.

(4) Where a person has been designated a Civil Aviation Medical Examiner under regulation 151, he shall attend an indoctrination training programme prescribed by the Authority which shall include training in the practical knowledge and experience in the conditions in which the holders of licences and ratings carry out their duties.

(5) The competence of a civil aviation medical examiner shall be evaluated annually by the Authority.

Medical Record
Requirements.

153. (1) An applicant for a medical assessment in pursuance of an airman licence shall provide to the Civil Aviation Medical Examiner in the prescribed form and duly signed –

- (a) a statement of medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits; and
- (b) a declaration stating—
 - (i) whether he has previously undergone such an examination;
 - (ii) the date, place and results of the last examination; and
 - (iii) whether a medical certificate has previously been refused, revoked or suspended and the reason for such refusal, revocation or suspension.

(2) Where the Civil Aviation Medical Examiner finds that additional medical information or history is needed of the applicant, he shall require the applicant to—

- (a) furnish that information; or
- (b) authorise any clinic, hospital, physician, or other person to release to him all available information or records concerning that history.

(3) Where the Director General receives a written report from a Civil Aviation Medical Examiner that an applicant or holder of a medical certificate fails to provide the requested medical information or history, or fails to authorise the release so requested or makes any false declaration to the Civil Aviation Medical Examiner, the Director General may—

- (a) suspend, modify, or revoke all medical certificates the airman holds; or
- (b) in the case of an applicant, deny the application for an airman medical certificate.

(4) Where an airman medical certificate is suspended or modified under sub-regulation (3)(a) that suspension or modification remains in effect until—

- (a) the holder or applicant provides the requested information, history, or authorisation to the Civil Aviation Medical Examiner; and
- (b) the Civil Aviation Medical Examiner determines that the holder or applicant meets the medical standards.

(5) The Authority retains the right to have any recommendation or finding of a Civil Aviation Medical Examiner re-evaluated.

(6) The Director General shall recommend that the Authority employ the services of a medical assessor to evaluate reports submitted by a Civil Aviation Medical Examiner.

(7) Accessibility of all medical reports and records shall be restricted to authorised personnel only and they shall ensure that these medical reports and records are securely kept at all times.

(8) Any person who is responsible for the handling of medical documents shall ensure that the confidentiality of the medical documents is maintained at all times.

(9) A medical examiner shall submit a comprehensive report to the Director General containing sufficient detailed information of the medical assessment of an applicant.

(10) The medical assessor shall conduct assessment audits of the medical reports submitted by medical examiners.

(11) the

Medical
Certification
Procedures.

154. The Director General shall recommend the Authority issue the applicable medical certificate in the prescribed form to any person who meets the medical standards prescribed under regulation 160, based on medical examination, assessment and evaluation of the history and condition of the applicant by Civil Aviation Medical Examiner.

Medical
Certification
Requirements.

155. (1) An airman shall be assessed by a Civil Aviation Medical Examiner for a Class 1 medical certificate to exercise the privileges of—

- (a) an Airline Transport Pilot Licence;
- (b) a Commercial Pilot Licence; and
- (c) an Instrument Rating.

(2) An airman shall be assessed by a Civil Aviation Medical Examiner for a Class 2 medical certificate to exercise the privileges of—

- (a) a Student Pilot Licence;
- (b) a Private Pilot Licence;
- (c) a Flight Engineer Licence;
- (d) Glider Pilot Licence; and
- (e) Free Balloon Pilot Licence.

(3) An airman shall be assessed by a Civil Aviation Medical Examiner for a Class 3 medical certificate to exercise the privileges of an Air Traffic Controller Licence.

(4) A flight crew member and an air traffic controller shall not exercise the privileges of his licence unless he holds a current and valid Medical Assessment appropriate to the licence held.

Duration of a
Medical
Certificate.

156. (1) A Medical Assessment issued by the Authority under regulation 154 shall be valid from the date of the medical examination for a period not greater than —

- (a) sixty (60) months for a private pilot licence for aeroplane, airship, helicopter and powered-lift;
- (b) twelve (12) months for a commercial pilot licence for aeroplane, airship, helicopter and powered-lift;
- (c) twelve (12) months for multi-crew pilot licence for aeroplane;
- (d) twelve (12) months for airline transport licence for aeroplane, helicopter and powered-lift;
- (e) sixty (60) months for glider pilot licence;
- (f) sixty (60) months for free balloon pilot licence;
- (g) twelve (12) months for flight engineer licence; and
- (h) forty-eight (48) months for air traffic controller licence.

(2) Notwithstanding the requirements of sub-regulation (1), the Director General—

- (a) reduce the period of validity of a medical certificate when clinically indicated; or
- (b) extend the period of validity of a medical certificate for up to forty-five (45) days.

(3) Where the holder of—

- (a) an airline transport pilot licence for aeroplane, helicopter or powered-lift; or
- (b) a commercial air transport licence for aeroplane, airship, helicopter or powered-lift, who is engaged in single-crew commercial air transport operations carrying passengers, has passed his fortieth (40th) birthday, the period of validity specified in sub-regulation (1), shall be reduced to six (6) months.

(4) Where a holder of—

- (a) an airline transport pilot licence for aeroplane, helicopter or powered-lift;
- (b) a commercial pilot licence for aeroplane, airship, helicopter or powered-lift; or
- (c) a multi-crew pilot licence, engaged in commercial air transport operations, has passed his sixtieth (60th) birthday, the period of validity specified in sub-regulation (1) shall be reduced to six (6) months.

(5) Where a holder of private pilot licence for aeroplane, airship, helicopter and powered-lift, free balloon pilot licence, glider pilot licence and air traffic controller licence has passed his fortieth (40th) birthday, the period of validity specified in sub-regulation (1) shall be reduced to twenty-four (24) months.

(6) Where a holder of private pilot licence for aeroplane, airship, helicopter and powered-lift, free balloon pilot licence, glider pilot licence and air traffic controller licence has passed his fiftieth (50th) birthday, the period of validity specified in sub-regulation (1) shall be further reduced to twelve (12) months.

Limitation on
Medical
Certificate.

157. The Director General may place a limitation on a medical certificate where an applicant does not meet the applicable standards for the medical certificate sought and where the Director General determines that—

- (a) the duties authorised by the medical certificate can be performed without jeopardising flight safety; and
- (b) relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration.

Renewal of a
Medical
Certificate.

158. The level of medical fitness to be met for the renewal of a Medical Certificate shall be the same as that for the initial assessment except where otherwise specifically stated by the Authority.

Deferral of
Medical
Examination.

159. (1) The prescribed re-examination of a licensee operating in an area which is remote or distant from designated medical examination facilities may be deferred at the discretion of the Authority, and shall not exceed—

- (a) a single period of six (6) months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (b) two (2) consecutive periods each of three (3) months in the case of a flight crew member of an aircraft engaged in commercial operations, provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such designated medical examiner is not available, by a physician qualified to practice medicine in that area; or
- (c) in the case of a private pilot, a single period not exceeding twenty-four (24) months where the medical examination is carried out by medical examiner designated under regulation 151, in which the applicant is temporarily located.

(2) A report of a medical examination referred in sub-regulation (1), shall be sent to the Authority where the licence was issued.

(3) In this regulation—

“remote” means difficulty in accessing regular transportation to and from; and

“distant” means geographical distance from Guyana.

Physical and
Mental
Standards for
all Medical
Examinations.

160. The physical and mental standards required for all medical examinations and assessments referred to in regulation 154 are set out in Schedule 14.

Schedule 14.

**PART IX
AIRCRAFT MAINTENANCE CERTIFICATION**

Requirements
of this Part.

161. This Part sets out the requirements for an Aircraft Maintenance Engineer Licence issued by the Authority.

General
Requirements
for an Aircraft
Maintenance
Engineer
Licence
Category or
Rating.
Schedule 15
Part A.

162. (1) A person wishing to obtain an Aircraft Maintenance Engineer Licence category or rating shall –

(a) apply to the Authority in the prescribed form, for a category or rating set out in Part A of Schedule 15;

(b) pay the prescribed fee;

(c) be eighteen (18) years of age or over;

(d) except as provided in regulation 180, be able to read, write, speak, and understand the English Language;

Schedule 15
Part B.

(e) provide evidence of having received training in the knowledge areas set out in Part B of Schedule 15;

Schedule 15
Part C.

(f) provide evidence of having attained the required level of experience set out in Part C of Schedule 15; and

Schedule 15
Part D.

(g) provide evidence of having satisfactorily met the skills requirements set out in Part D of Schedule 15.

(2) In providing evidence of the knowledge training required under Sub-regulation (1)(e), an applicant shall submit—

- (a) an official document issued by an Aviation Training Organisation approved by the Authority to conduct training in Aircraft Maintenance, stating that the applicant has successfully completed the knowledge training appropriate to the Aircraft Maintenance Engineer Licence category or rating sought; or
- (b) a document issued by an Aircraft Maintenance Engineer stating that the applicant, under his guidance and supervision has successfully completed a structured programme of self-study using such material as may be specified for a student on an approved course conducted by an Aviation Training Organisation, appropriate to the Aircraft Maintenance Engineer Licence category or rating sought.

(3) In providing evidence of the experience required under sub-regulation (1)(f), an applicant shall submit—

- (a) an official document issued by an Aviation Training Organisation approved by the Authority to conduct training in Aircraft Maintenance; or
- (b) a document issued by an appropriately qualified Aircraft Maintenance Engineer, stating that the applicant has met the required level of experience appropriate

to the Aircraft Maintenance Engineer Licence category or rating sought.

(4) In providing evidence of the skills required under sub-regulation (1)(g), an applicant shall submit—

- (a) an official document issued by an Aviation Training Organisation approved by the Authority to conduct training in Aircraft Maintenance; or
- (b) a satisfactorily documented on-the-job training programme completed under the guidance and supervision of an appropriately qualified Aircraft Maintenance Engineer, stating that the applicant has met the skills requirements appropriate to the Aircraft Maintenance Engineer Licence category or rating sought.

(5) A structured programme of self-study under sub-regulation (2)(b) shall not be valid unless, prior to its commencement—

- (a) the programme of self-study was approved by the Director General; and
- (b) an Aircraft Maintenance Engineer was approved by the Director General for the supervision and guidance of the programme of self-study.

Knowledge
Test.

Schedule 15
Part B.

163. Where an applicant satisfies the requirements of regulation 162 for an Aircraft Maintenance Engineer Licence category, the Director General shall ensure that such person is given a written knowledge test in the areas set out in Part B of Schedule 15, appropriate to the category sought.

Interview to
Test
Knowledge and
Practical
Application.

164. (1) Where an applicant passes a written knowledge, test required under regulation 163 for an Aircraft Maintenance Engineer Licence category, the Director General shall ensure that such applicant is interviewed to test his knowledge and practical application of such knowledge in the category sought.

(2) Where an applicant satisfies the requirements of regulation 162 for an Aircraft Maintenance Engineer Licence type rating, the Director General shall ensure that such applicant is interviewed, to test his knowledge and practical application of such knowledge in the type rating sought.

(3) Notwithstanding the requirements of sub-regulation (2), where the Director General is satisfied that an applicant has met the necessary requirements for an Aircraft Maintenance Engineer Licence type rating, he may at his discretion, waive the interview.

Issue of
Aircraft
Maintenance
Engineer
Licence.

165. (1) Where an applicant is successful in the interview required under regulation 164 (1), the Director General may issue the applicant an Aircraft Maintenance Engineer Licence in the category sought.

(2) Where an applicant is successful in the interview required under regulation 164 (2) or where the Director General exercises his discretion and waives the interview in accordance with regulation 164 (3), the Director General may issue the applicant an Aircraft Maintenance Engineer Licence in the type rating sought.

(3) A person who fails—

- (a) a written knowledge test for a category;
- or

Schedule 15
Part E.

(b) an interview required under regulation 164 for a category or type rating, is eligible to take the test or interview after such time period as specified in Part E of Schedule 15.

Privileges of a
Person Holding
an Aircraft
Maintenance
Engineer
Licence or
Rating.
Schedule 15
Part F.

166. The privileges of a person holding an Aircraft Maintenance Engineer Licence shall be in accordance with Part F of Schedule 15, as appropriate to the category and rating held.

Period of
Validity of an
Aircraft
Maintenance
Engineer
Licence

167. The period of validity of an Aircraft Maintenance Engineer Licence shall be two (2) years from the date of issue or renewal of the licence unless the licence is surrendered by the holder or suspended or revoked by the Authority before the expiration of the two (2) year period.

Compass
Compensation
and
Adjustment
Rating.

168. (1) An applicant for a Compass compensation and adjustment rating shall—

(a) apply to the Authority in the prescribed form;

(b) pay the prescribed fee;

(c) hold an Aircraft Maintenance Engineer Licence—

(i) E1 or E2—Avionics Systems category; or

(ii) M1 or M2—with a type rating;

- (d) provide documented evidence of training in direct-reading compass compensation, given by the holder of a valid Aircraft Maintenance Engineer Licence endorsed for such direct reading compass compensation rating, or by a qualified instructor;
- (e) provide evidence of having completed at least two (2) supervised compass swings carried out on more than one (1) aircraft during the preceding six (6) months; and
- (f) pass the knowledge test if applicable.

(2) Where the requirements of sub-regulation (1) have been satisfied, the Director General may include the compass compensation and adjustment rating in the applicant Aircraft Maintenance Engineer License.

Application for
Renewal of an
Aircraft
Maintenance
Engineer
Licence.

169. The Holder of an Aircraft Maintenance Engineer Licence who wishes to renew his Aircraft Maintenance Engineer Licence shall—

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee; and
- (c) provide evidence of having satisfied the standards for renewal of his license set out in Part G of Schedule 15, applicable to the category or rating held.

Schedule 15
Part G.

Renewal of an
Aircraft
Maintenance
Engineer
Licence.

170. (1) Where the Director General is satisfied that the holder of an Aircraft Maintenance Engineer Licence has met the requirements for renewal of his Aircraft Maintenance Engineer Licence under regulation 169, he may renew such Aircraft Maintenance Engineer License for two (2) years.

(2) In renewing an Aircraft Maintenance Engineer Licence under sub-regulation (1), the determination of the expiry date of the renewed Aircraft Maintenance Engineer Licence shall be in accordance with the standards set out in Part G of Schedule 15.

Schedule 15
Part G.

Application for
Validation of
an Aircraft
Maintenance
Licence or
Certificate
Issued by
Another
Contracting
State.

171. The holder of an Aircraft Maintenance Engineer Licence or certificate issued by another Contracting State, who wishes to have his Aircraft Maintenance Engineer Licence or certificate validated by the Authority shall –

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee;
- (c) be able to read, speak, write and understand the English language;
- (d) provide evidence that the –
 - (i) requirements under which the foreign Aircraft Maintenance Engineer Licence or certificate was issued are at least equal to the applicable standards under this Part and Schedule 15;
 - (ii) foreign Aircraft Maintenance Engineer Licence or certificate is not under an order of revocation or suspension by the State that issued such Aircraft Maintenance Engineer Licence or certificate; and

Schedule 15.

- (iii) foreign Aircraft Maintenance Engineer Licence or certificate does not contain an endorsement, stating that the applicant has not met all the standards of the Chicago Convention for that Aircraft Maintenance Engineer Licence or certificate.

Knowledge Test Requirements for Validation of an Aircraft Maintenance Engineer Licence or Certificate Issued by Another Contracting State. Schedule 15 Part B.

172. Where the Director General is satisfied that the requirements for the application for validation of a foreign Aircraft Maintenance Engineer Licence or certificate have been met, he shall ensure that the applicant is given a written knowledge test in the areas of civil aviation requirements, laws and regulations set out in Part B of Schedule 15.

Validation of an Aircraft Maintenance Engineer Licence or Certificate Issued by Another Contracting State. Schedule 15 Part B. Part E.

173. (1) Where an applicant under regulation 172 passes the knowledge test in civil aviation requirements, laws and regulations as set out in Part B of Schedule 15, the Director General may issue a suitable authorisation in accordance with the provisions of regulation 20.

(2) A person who fails a written knowledge test required under regulation 172 for a validation is eligible to take the test after such time period as specified in Part E of Schedule 15.

Application for Conversion of an Aircraft Maintenance Engineer Licence or

174. The holder of an Aircraft Maintenance Engineer Licence or certificate issued by another Contracting State, who wishes to have an Aircraft Maintenance Engineer Licence issued by the Authority based on such licence or certificate shall—

Certificate
Issued by
Another
Contracting
State.

- (a) apply to the Authority on the prescribed form;
- (b) pay the prescribed fee;
- (c) be able to read, speak, write and understand the English language; and
- (d) provide evidence that—
 - (i) the standards under which the foreign Aircraft Maintenance Engineer Licence or certificate was issued are at least equal to the applicable standards under this Part;
 - (ii) the foreign Aircraft Maintenance Engineer Licence or certificate is not under an order of revocation or suspension by the Contracting State that issued such Aircraft Maintenance Engineer Licence or certificate; and
 - (iii) the foreign Aircraft Maintenance Engineer Licence or certificate does not contain an endorsement, stating that the applicant has not met all the standards of the Chicago Convention for that Aircraft Maintenance Engineer Licence or certificate.

Knowledge

175. Where the Director General is satisfied that the application requirements for conversion of an Aircraft

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Test for Conversion of an Aircraft Maintenance Engineer Licence or Certificate Issued by Another Contracting State. Schedule 15 Part B.

Maintenance Engineer Licence or certificate issued by another Contracting State have been met, he shall ensure that the applicant is given an oral test and/or written knowledge test at least, in the areas set out in Part B of Schedule 15 which were not covered by the Aircraft Maintenance Engineer Licence or certificate issued by such Contracting State.

Interview to Test Knowledge and Practical Application for Conversion of an Aircraft Maintenance Engineer Licence.

176. (1) Where an applicant passes a written knowledge, test required by regulation 175, the Director General shall ensure that such applicant is interviewed to test his knowledge and practical application of such knowledge in the category or rating sought.

(2) Notwithstanding the requirements of sub-regulation (1), where the Director General is satisfied with the application for a conversion, he may at his discretion, waive the interview requirement.

Conversion of an Aircraft Maintenance Engineer Licence or Certificate of Another Contracting State.

177. (1) Where an applicant is successful in the interview required under regulation 176 (1) or where the Director General exercises his discretion and waives the interview in accordance with regulation 176 (2), the Director General may issue the applicant an appropriate Aircraft Maintenance Engineer Licence with or without limitations in the category or type rating sought.

Aircraft Maintenance Engineer Rest and Duty Limitations.

178. The holder on an Aircraft Maintenance Engineer Licence shall ensure that he complies with the rest and duty limitations set out in the Civil Aviation Regulations – Part VI – Approved Maintenance Organisation.

Aircraft
Maintenance
Personal
Record.

179. (1) An aircraft maintenance mechanic or technician shall keep a personal record of all aircraft maintenance work he accomplished which shall include the following details:

- (a) Date;
- (b) Aircraft Registration;
- (c) Aircraft Maintenance Manual Reference;
- (d) Description of work performed; and
- (e) Name, Licence Number and signature of person authenticating the entry.

(2) The holder of an Aircraft Maintenance Engineer Licence shall keep a detailed personal record of all aircraft maintenance work he accomplished or certify which shall include the following details:

- (a) Date;
- (b) Aircraft Registration;
- (c) Aircraft Maintenance Manual Reference;
- (d) Description of work performed or certified; and
- (e) Name, Licence Number and signature of person authenticating the entry.

(3) The following persons may authenticate entries as required under sub-regulations (1)(e) and (2)(e):

- (a) an appropriately qualified Aircraft Maintenance Engineer who certified the aircraft maintenance work;

- (b) an appropriately qualified Aircraft Maintenance Engineer who supervised the aircraft maintenance work;
- (c) an approved instructor of an Aviation Training Organisation who supervised the aircraft maintenance work; and
- (d) an authorised engineer, shift supervisor, shift manager, quality manager or senior manager of an Approved Maintenance Organisation.

(4) Records of aircraft maintenance work accomplished or certified which are maintained by the Aircraft Maintenance Organisation shall satisfy the requirements of sub-regulations (1) and (2) above.

PART X MISCELLANEOUS

Exemptions from Requirements for Licensing, Ratings and Authorisations.

180. (1) An applicant under these Regulations who cannot comply with certain eligibility requirements or areas of operations required for the issue of an airman licence because of physical limitations or for other reasons, may be issued a licence, rating, or authorisation with an appropriate limitation where—

- (a) the applicant is able to meet all other certification requirements for the licence, rating, or authorisation sought;
- (b) the physical limitation, has been recorded with the Authority on the medical records of the applicant; and
- (c) the Director General determines that the inability of the applicant to perform the

particular area of operation will not adversely affect safety.

(2) A limitation placed on a licence under this regulation may be on the recommendation of the Director General, be removed where the licensee demonstrates to an examiner, satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

(3) A person shall not act as a required pilot of a civil aircraft of foreign registry within Guyana, unless the pilot licence issued to such person in accordance with these Regulations was issued or validated by the country in which the aircraft is registered.

(4) A person shall not act as a Pilot, Flight Instructor, required flight crew member, or Air Traffic Controller unless that person holds an appropriate and current medical certificate issued in accordance with these Regulations or other documentation acceptable to the Authority.

Language Use
for Radio
Telephony
Communica-
tion.

181. (1) An aeroplane, airship, helicopter and powered-lift pilot who is required to use the radiotelephone equipment aboard an aircraft, shall demonstrate the ability to speak and understand the English language used for radiotelephony communication.

(2) A pilot, an air traffic controller, an aeronautical station operator under sub-regulation (1) or a flight navigator under sub-regulation (2) who demonstrates language proficiency of—

- (a) Level 1—Preliminary, Level 2—Elementary or Level 3—Pre-operational shall not be eligible to hold a licence;

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- (b) Level 4 - operational is eligible to hold a licence and shall be re-evaluated at least once every three years'
- Schedule 16. (c) Level 5 - extended is eligible to hold a licence and shall be re-evaluated at least once every six years; and
- (d) Level 6 - expert is eligible to hold a licence and shall not require further re-evaluation.

Requirements to Comply With Minimum Standards.

182. The holder of an airman licence under these Regulations in meeting the requirements of Regulations 22, 33, 33, 40, 42, 50, 60, 64, 102, 109, 111, 114, 124, 143, and 185(2) shall ensure that he complies with the minimum implementing standards set out in Schedule 16.

Director general to amend Schedule

183. The Director General may, by Order amend any of the schedules.

Commencement of Part VI. Commencement of Part IX.

184. Part VI of these Regulations shall come into effect on 1st August, 2018

185. (1) Part IX of these Regulations shall come into effect on 1st August, 2018.

Schedule 16

(2) Until such time as Part IX comes into effect, the minimum standards for the issue of an Aircraft Maintenance Engineer Licence and Ratings are set out in the applicable Implementing Standard to this regulation under Schedule 16.

SCHEDULE 1

PART A

[Regulation 23]

EXEMPTION FROM HOLDING CURRENT MEDICAL CERTIFICATE

A person is not required to hold a current and appropriate medical certificate required if that person—

- (a) is exercising the privileges of a student pilot licence while seeking a pilot licence with a glider category rating or balloon rating;
- (b) is piloting or providing training in a balloon;
- (c) is piloting or providing training in a glider;
- (d) is exercising the privileges of a flight instructor rating, provided the flight instructor is not acting as pilot-in-command or as a required crew member;
- (e) is exercising the privileges of a ground instructor authorisation;
- (f) is operating an aircraft within a foreign country using a pilot licence issued by that country and possesses evidence of current medical qualification for that licence;
- (g) is operating an aircraft with a pilot licence, issued by the Authority on the basis of a foreign pilot licence and holds a current medical certificate issued by the country that issued the pilot licence; or
- (h) is taking a test or check for a licence, rating or authorisation conducted under an approved course by an Aviation Training Organisation.

SCHEDULE 2

[Regulation 27(4) and 29(2) (a)]

PART A

The following training in manoeuvres and procedures is required for student pilots receiving training for solo flight:

- (a) proper flight preparation procedures, including pre-flight planning and preparation, power plant operation, and aircraft systems;
- (b) taxiing or surface operations, including run-ups;
- (c) take-offs and landings, including normal and crosswind;
- (d) straight and level flight, and turns in both directions;
- (e) climbs and climbing turns;
- (f) airport traffic patterns, including entry and departure procedures;
- (g) collision avoidance, wind shear avoidance, and wake turbulence avoidance;
- (h) descents, with and without turns, using high and low drag configurations;
- (i) flight at various airspeeds from cruise to slow flight;
- (j) stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;

- (k) emergency procedures and equipment malfunctions;
- (l) ground reference manoeuvres;
- (m) approaches to a landing area with simulated engine malfunctions;
- (n) slips to a landing;
- (o) go-arounds.

PART B

[Regulation 27(5)]

The following additional manoeuvres and procedures, are required for student pilots for solo flights in respect of each category and class rating:

In a helicopter –

- (a) approaches to the landing area;
- (b) hovering and hovering turns;
- (c) simulated emergency procedures, including auto-rotational descents with a power recovery and power recovery to a hover;
- (d) rapid decelerations; and
- (e) simulated one-engine-inoperative approaches and landings for multi-engine helicopters.

In a gyroplane –

- (a) approaches to the landing area;

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- (b) high rates of descent with power on and with simulated power off and recovery from those flight configurations; and
- (c) simulated emergency procedures, including simulated power off landing as simulated power failure during departures.

In a powered-lift—

- (a) approaches to the landing area;
- (b) hovering and hovering turns; and

In a glider—

- (a) the applicable manoeuvres and procedures shown in paragraph (a) of this sub-regulation;
- (b) launches, including normal and crosswind;
- (c) inspection of towline rigging and review of signals and release procedures;
- (d) aero-tow, ground tow, or self-launch procedures;
- (e) procedures for disassembly and assembly of the glider;
- (f) slips to a landing;
- (g) procedures and techniques for thermalling; and
- (h) emergency operations, including towline break procedures.

In an airship—

- (a) rigging, ballasting and controlling pressure in the ball-
onets and superheating; and
- (b) landings with positive and with negative static trim.

In a balloon—

- (a) layout and assembly procedures;
- (b) ascents and descents;
- (c) landing and recovery procedures;
- (d) operation of hot air or gas source, ballast, valves, vents
and rip panels, as appropriate;
- (e) use of deflation valves or rip panels for simulating an
emergency;
- (f) the effects of wind on climb and approach angles; and
- (g) obstruction detection and avoidance techniques.

PART C

[Regulation 29(2) (b)]

The following are the manoeuvres and procedures for student pilot
who is receiving training for cross-country flight training:

In an aeroplane or rotorcraft—

- (a) use of aeronautical charts the Visual Flight Rules navigation using pilotage and dead reckoning with the aid of a magnetic compass;
- (b) use of aircraft performance charts pertaining to cross-country flight;
- (c) procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
- (d) recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight;
- (e) use of radios for Visual Flight Rules navigation and two-way communications;
- (f) climbs at best angle and best rate; and
- (g) control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids and Air Traffic Control directives;

In a powered-lift—

- (a) those specified in paragraph (a)(i), as applicable; and
- (b) take-off, approach, and landing procedures that include high-altitude, steep, and shallow take-offs, approaches, and landings;

In a glider—

- (a) those specified in paragraph (a)(1), as applicable;

- (b) landings accomplished without the use of the altimeter from at least two thousand feet (2,000 ft) above the surface; and
- (c) recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control;

In an airship—

- (a) those specified in paragraph (a)(i), as applicable; and
- (b) control of air pressure with regard to ascending and descending flight and altitude control;
- (c) control of the airship solely by reference to flight instruments; and
- (d) recognition of weather and upper air conditions conducive for the direction of cross-country flight.

PART D

[Regulation 30(1) (i), 39(1) (j), and 49(1)(i)]

Applicants for Pilot Licences under regulations 30(1) (i), 39(1) (j) and 49(1) (i) shall receive training in the following areas in respect of the human physiology of flight:

- (a) high-altitude aerodynamics and meteorology;
- (b) respiration;
- (c) effects, symptoms, and causes of hypoxia and any other high-altitude sickness;
- (d) duration of consciousness without supplemental oxygen;
- (e) effects of prolonged usage of supplemental oxygen;
- (f) causes and effects of gas expansion and gas bubble formation;
- (g) preventive measures for eliminating gas expansion, gas bubble formation and high-altitude sickness;
- (h) physical phenomena and incidents of decompression;
and
- (i) any other physiological aspects of high-altitude flight.

SCHEDULE 3

PART A

[Regulation 31(2) and 34(1) (a)]

An applicant for a Private Pilot Licence shall demonstrate aeronautical knowledge in at least the following subjects appropriate to the privileges of the licence being sought and appropriate to the category of aircraft intended to be included in the licence:

Air Law

- (a) rules and regulations relevant to the holder of a private pilot licence, rules of the air, altimeter setting procedures and appropriate air traffic services practices and procedures;

Aircraft General Knowledge for Aeroplanes, Airships and Helicopters

- (b) principles of operation and function of power-plants, systems and instruments;
- (c) operating limitations of the relevant category of aircraft and power-plants, relevant operational information from the flight manual or other appropriate documents;
- (d) for helicopter and powered-lift, transmission or power-trains, as applicable;
- (e) for airship, physical properties and practical application of gases;

Flight Performance, Planning and Landing

- (f) effects of loading and mass distribution on flight characteristics, mass and balance calculations;
- (g) use and practical application of take-off, landing and other performance data;
- (h) pre-flight and *en route* flight planning appropriate to private operations under Visual Flight Rules, preparation and filing of air traffic services flight plans, appropriate air traffic services

procedures, position reporting procedures, altimeter setting procedures, operation in areas of high-density traffic;

Human Performance

- (i) human performance including principles of threat and error management;

Meteorology

- (j) application of elementary aeronautical meteorology, use of and procedures for obtaining meteorological information, altimetry, hazardous weather conditions;

Navigation

- (k) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

Operational Procedures

- (l) application of threat and error management principles to operational performance;
- (m) altimeter setting procedures;
- (n) use of aeronautical documentation such as AIP, NOTAM, aeronautical chart and abbreviations;
- (o) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- (p) in the case of helicopter, and where applicable, powered-lift, settling with power, ground resonance, retreating blade stall, dynamic roll-over and other operation hazards, safety procedures associated with flight in Visual Meteorological Conditions;

- (q) principles of flight; and

Radiotelephony

- (r) communication procedures and phraseology as applied to Visual Flight Rules operations, action to be taken in case of communication failure.

PART B

[Regulation 33 (1)]

FLIGHT INSTRUCTION

1. Aeroplanes

The applicant shall have received dual instruction in aeroplanes appropriate to the class rating sought, from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the aeroplane by external visual reference;
- (e) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;

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- (f) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (g) normal and crosswind take-offs and landings;
- (h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (i) flight by reference solely to instruments, including the completion of a level 180° turn;
- (j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- (k) emergency operations, including simulated aeroplane equipment malfunctions;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

2. Helicopters

The applicant shall have received not less than twenty (20) hours of dual instruction time in helicopters from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

- (d) control of the helicopter by external visual reference;
- (e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (f) ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground;
- (g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one (1) hour;
- (i) emergency operations, including simulated helicopter equipment malfunctions; auto-rotative approach;
- (j) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (k) communication procedures and phraseology.

3. Airship

The applicant shall have received dual instruction in airships from an authorised flight instructor. The instructor shall ensure that the applicant has received instruction in at least the following areas:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, airship inspection and servicing;
- (c) ground reference manoeuvres;

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- (d) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (e) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
- (f) control of the airship by external visual reference;
- (g) take-offs, landings and go-arounds;
- (h) maximum performance (obstacle clearance) take-offs;
- (i) flight by reference solely to instruments, including the completion of a level 180° turn;
- (j) navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;
- (k) emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and
- (l) communication procedures and phraseology;

PART C

[Regulation 33(1)]

FLIGHT TEST TOLERANCE

An applicant shall demonstrate the ability to—

- (a) recognise and manage threats and errors;
- (b) operate the aircraft within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

PART D

[Regulation 34 (3)]

The aeronautical experience required for the issue of a Private Pilot Licence shall include the following for the category and class of aircraft for each category and class rating sought, as applicable:

1. Specific experience requirements for the issue of the aeroplane category rating.

The applicant shall have completed—

- (a) not less than forty (40) hours of flight time, or thirty-five (35) hours if completed during a course of approved training, as an aeroplane pilot appropriate to the class rating sought. Credit shall be limited to a maximum of

five (5) hours for experience as a pilot under instruction in a flight simulation training device as part of the total flight time of forty (40) hours or thirty-five (35) hours, as the case may be;

- (b) in aeroplanes, not less than ten (10) hours of solo flight time appropriate to the class rating sought under the supervision of an authorised flight instructor, including five (5) hours of solo cross-country flight time with at least one (1) cross-country flight, totalling not less than 270 km (150 NM) in the course of which full stop landings at two (2) different aerodromes shall be made.

2. Specific experience requirements for the issue of the helicopter category rating.

The applicant shall have completed –

- (a) not less than forty (40) hours of flight time, or thirty-five (35) hours if completed during a course of approved training, as a helicopter pilot. Credit shall be limited to a maximum of five (5) hours for experience as a pilot under instruction in a flight simulation training device as part of the total flight time of forty (40) hours or thirty-five (35) hours, as the case may be;
- (b) in helicopters, not less than ten (10) hours of solo flight time under the supervision of an authorised flight instructor, including five (5) hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two (2) different points shall be made.

3. Specific experience requirements for the issue of the airship category rating.

The applicant shall have completed not less than twenty-five (25) hours of flight time as an airship pilot, including at least –

- (a) Three (3) hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);
- (b) Five (5) take-offs and five (5) landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;
- (c) Three (3) hours of instrument time; and
- (d) Five (5) hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot-in-command.

SCHEDULE 4

PART A

[Regulation 42]

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres for the issue of a Commercial Pilot Licence as follows:

1. Aeroplane

The applicant shall have received dual instruction in aeroplanes appropriate to the class and type rating sought from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the aeroplane by external visual reference;
- (e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
- (f) flight with asymmetrical power for multi-engine class or type ratings;
- (g) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
- (h) normal and crosswind take-offs and landings;

- (i) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (k) cross-country flying using visual reference, dead reckoning and radio navigation aids, diversion procedures;
- (l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
- (m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (n) communication procedures and phraseology.

2. Helicopter

The applicant shall have received dual instruction in helicopters from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the helicopter by external visual reference;
- (e) recovery at the incipient stage from settling with power, recovery techniques from low-rotor rpm within the normal range of engine rpm;

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- (f) ground manoeuvring and run-ups, hovering; take-offs and landings—normal, out of wind and sloping ground, steep approaches;
- (g) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations; quick stops;
- (h) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (j) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
- (k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, auto-rotative approach and landing;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

3. Airship

The applicant shall have received dual instruction in airships from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, airship inspection and servicing;

- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
- (e) control of the airship by external visual reference;
- (f) recognition of leaks;
- (g) normal take-offs and landings;
- (h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (i) flight under Instrument Flight Rules;
- (j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- (k) emergency operations, including simulated airship equipment malfunctions;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

PART B

[Regulation 39(1), 42]

Flight Test Tolerances

An applicant shall demonstrate the ability to—

- (a) recognise and manage threats and errors;
- (b) operate the aircraft within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

PART C

[Regulation 40]

The following are the general aeronautical knowledge requirements for a Commercial Pilot Licence appropriate to the aeroplane, helicopter, powered-lift and airship categories:

Air Law

- (a) rules and regulations relevant to the holder of a Commercial Pilot Licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft General Knowledge for Aeroplanes, Airships, Helicopters and Powered-Lifts

- (b) principles of operation and functioning of power-plants, systems and instruments;
- (c) operating limitations of the relevant category of aircraft and power-plants; relevant operational information from the flight manual or other appropriate document;
- (d) use and serviceability checks of equipment and systems of appropriate aircraft;
- (e) maintenance procedures for airframes, systems and power-plants of appropriate aircraft;
- (f) for helicopters and powered-lifts, transmission (power trains) where applicable;
- (g) for airships, physical properties and practical application of gases;

Flight Performance, Planning and Loading

- (h) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (i) use and practical application of take-off, landing and other performance data;
- (j) pre-flight and *en route* flight planning appropriate to commercial operations under Visual Flight Rules; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures, altimeter setting procedures;

- (k) in the case of airships, helicopters and powered-lifts, effects of external loading on handling;

Human Performance

- (l) human performance including principles of threat and error management;

Meteorology

- (m) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining meteorological information, pre-flight and in-flight; altimetry;
- (n) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation, the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, *en route* and landing conditions;
- (o) causes, recognition and effects of icing, frontal zone penetration procedures, hazardous weather avoidance;

Navigation

- (p) air navigation, including the use of aeronautical charts, instruments and navigation aids, an understanding of the principles and characteristics of appropriate navigation systems, operation of airborne equipment;
- (q) in the case of airships—
 - (i) use, limitation and serviceability of avionics and instruments necessary for control and navigation;

- (ii) use, accuracy and reliability of navigation systems used in departure, *en route*, approach and landing phases of flight, identification of radio navigation aids;
- (iii) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;

Operational Procedures

- (r) application of threat and error management to operational performance;
- (s) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (t) altimeter setting procedures;
- (u) appropriate precautionary and emergency procedures;
- (v) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
- (w) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- (x) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in Visual Meteorological Conditions;

Principles of Flight

- (y) principles of flight;

Radiotelephony

- (z) communication procedures and phraseology as applied to Visual Flight Rules operations, action to be taken in case of communication failure.

PART D

[Regulation 41(2)]

Flight Instruction Requirements for Commercial Pilot Licence**1. Aeroplane**

The applicant shall have received dual instruction in aeroplanes appropriate to the class and type rating sought from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the aeroplane by external visual reference;
- (e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
- (f) flight with asymmetrical power for multi-engine class or type ratings;

- (g) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
- (h) normal and crosswind take-offs and landings;
- (i) maximum performance (short field and obstacle clearance) take-offs, short-field landings;
- (j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (k) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
- (l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
- (m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (n) communication procedures and phraseology.

2. Helicopter

The applicant shall have received dual instruction in helicopters from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the helicopter by external visual reference;

- (e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (f) ground manoeuvring and run-ups; hovering; take-offs and landings—normal, out of wind and sloping ground; steep approaches;
- (g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (h) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (j) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
- (k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, auto-rotative approach and landing;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

3. Airships

The applicant shall have received dual instruction in airships from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognise and manage threats and errors;

- (b) pre-flight operations, including mass and balance determination, airship inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
- (e) control of the airship by external visual reference;
- (f) recognition of leaks;
- (g) normal take-offs and landings;
- (h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (i) flight under Instrument Flight Rules;
- (j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- (k) emergency operations, including simulated airship equipment malfunctions;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

PART E

[Regulation 43(1)]

Experience Requirements for Commercial Pilot Licence

1. Specific experience requirements for the issue of the aeroplane category rating:

- (a) The applicant shall have completed not less than two hundred (200) hours of flight time, or one hundred and fifty (150) hours where completed during a course of approved training, as a pilot of aeroplanes.
- (b) Credit shall be limited to a maximum of ten (10) hours for experience as a pilot under instruction in a flight simulation training device as part of the total flight time of two hundred (200) hours or one hundred and fifty (150) hours in above paragraph (a), as the case may be.
- (c) The applicant shall have completed in aeroplanes not less than –
 - (i) One hundred (100) hours as pilot-in-command or, in the case of a course of approved training, seventy (70) hours as pilot-in-command;
 - (ii) Twenty (20) hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two (2) different aerodromes shall be made;
 - (iii) Ten (10) hours of instrument instruction time of which not more than five (5) hours may be instrument ground time; and
 - (iv) where the privileges of the licence are to be exercised at night, five (5) hours of night flight time including five (5) take-offs and five (5) landings as pilot-in-command.

- (d) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements for aeroplanes can be reduced.

2. Specific experience requirements for the issue of the helicopter category rating:

- (a) The applicant shall have completed not less than one hundred and fifty (150) hours of flight time, or one hundred (100) hours if completed during a course of approved training, as a pilot of helicopters.
- (b) Credit shall be limited to a maximum of ten (10) hours for experience as a pilot under instruction in a flight simulation training device as part of the total flight time of one hundred and fifty (150) hours or one hundred (100) hours in above paragraph (a) as the case may be.
- (c) The applicant shall have completed in helicopters not less than:
 - (i) Thirty-five (35) hours as pilot-in-command;
 - (ii) Ten (10) hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two (2) different points shall be made;
 - (iii) Ten (10) hours of instrument instruction time of which not more than five (5) hours may be instrument ground time; and
 - (iv) where the privileges of the licence are to be exercised at night, five (5) hours of night flight time including five (5) take-offs and five (5) landing patterns as pilot-in-command.

- (d) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements for helicopters can be reduced.

3. Specific experience requirements for the issue of the airship category rating

- (a) The applicant shall have completed not less than two hundred (200) hours of flight time as a pilot.
- (b) The applicant shall have completed not less than:
 - (i) Fifty (50) hours as a pilot of airships;
 - (ii) Thirty (30) hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than -
 - (A) Ten (10) hours of cross-country flight time; and
 - (B) Ten (10) hours of night flight;
 - (iii) Forty (40) hours of instrument time, of which Twenty (20) hours shall be in flight and ten (10) hours in flight in airships; and
 - (iv) Twenty (20) hours of flight training in airships in the areas of operation listed in paragraph 3, Part D of this Schedule.

SCHEDULE 5

[Regulation 50 (1)]

PART A

The following are the required knowledge areas for an Airline Transport Pilot Licence:

Air law

- (a) rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;

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- (b) general characteristics and limitations of electrical, hydraulic, pressurisation and other aircraft systems, flight control systems, including autopilot and stability augmentation;
- (c) principles of operation, handling procedures and operating limitations of aircraft power-plants, effects of atmospheric conditions on engine performance, relevant operational information from the flight manual or other appropriate document;
- (d) operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
- (e) use and serviceability checks of equipment and systems of appropriate aircraft;
- (f) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments and electronic display units;

- (g) maintenance procedures for airframes, systems and power-plants of appropriate aircraft;
- (h) for helicopters and powered-lifts, transmission (power trains) where applicable;

Flight Performance, Planning and Loading

- (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (j) use and practical application of take-off, landing and other performance data, including procedures for cruise control;
- (k) pre-flight and *en route* operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
- (l) in the case of helicopters and powered-lifts, effects of external loading on handling;

Human Performance

- (m) human performance including principles of threat and error management;

Meteorology

- (n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations, use of, and procedures for obtaining meteorological information, pre-flight and in-flight, altimetry;
- (o) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation, the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, *en route* and landing conditions;

- (p) causes, recognition and effects of icing, frontal zone penetration procedures, hazardous weather avoidance;
- (q) in the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

Navigation

- (r) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
- (s) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
- (t) use, accuracy and reliability of navigation systems used in departure, *en route*, approach and landing phases of flight, identification of radio navigation aids;
- (u) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

Operational Procedures

- (v) application of threat and error management to operational performance;
- (w) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (x) precautionary and emergency procedures; safety practices;
- (y) operational procedures for carriage of freight and dangerous goods;

- (z) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- (aa) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance, retreating blade stall, dynamic rollover and other operating hazards, safety procedures, associated with flight in VMC;

Principles of Flight

- (bb) principles of flight;

Radiotelephony

- (cc) communication procedures and phraseology; action to be taken in case of communication failure.

PART B

[Regulation 51(2)]

1. The applicant for an Airline Transport Pilot Licence shall have demonstrated—

- (a) the ability to perform, as pilot-in-command of an aircraft of the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:
 - (i) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
 - (ii) normal flight procedures and manoeuvres during all phases of flight;

- (iii) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as power-plant, systems and airframe;
 - (A) for the issue of an Aeroplane Type Rating, upset prevention and recovery training
 - (iv) procedures for crew incapacitation and crew co-ordination, including allocation of pilot tasks, crew co-operation and use of checklists; and
 - (v) in the case of aeroplanes and powered-lifts , procedures and manoeuvres for instrument flight described in regulation 62 (1) (b) (vii), including simulated engine failure.
- (b) the ability to perform the procedures and manoeuvres described in paragraph 1(a) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence and to—
- (i) recognise and manage threats and errors;
 - (ii) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
 - (iii) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
 - (iv) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;

- (v) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
 - (vi) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew co-ordination, including allocation of pilot tasks, crew co-operation, adherence to standard operating procedures (SOPs) and use of checklists.
2. In the case of aeroplanes, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres specified in paragraph 1(a) as pilot-in-command in a multi-engine aeroplane.

PART C

(Regulation 52 and 53)

Aeronautical Experience Requirement for Airline Transport Pilot Licence with an Aeroplane Category and Class Rating

1. The applicant for an Airline Transport Pilot Licence with an aeroplane category and class rating shall have no less than one thousand, five hundred (1,500) hours of total time as a pilot of aeroplanes that includes no less than —

- (a) Five hundred (500) hours as pilot-in-command under supervision or two hundred and fifty (250) hours, either as pilot-in-command or made up of not less than seventy (70) hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

- (b) Two hundred (200) hours of cross-country flight time, of which not less than one hundred (100) hours shall be as pilot-in-command or as pilot-in-command under supervision;
 - (c) Seventy-five (75) hours of instrument time, of which not more than thirty (30) hours may be instrument ground time; and
 - (d) One hundred (100) hours of night flight as pilot-in-command or as co-pilot.
- 2. Notwithstanding paragraph 1, a pilot who has performed at least twenty (20) night take-offs and landings to a full stop, may substitute each additional night take-off and landing to a full stop, for one (1) hour of night flight time to satisfy the requirements of clause 1(d), but not exceeding twenty-five (25) hours of night flight time.
- 3. Notwithstanding paragraph 1(a), an applicant for an Airline Transport Pilot Licence who holds a Commercial Pilot Licence, may credit the following acquired flight times toward the one thousand, five hundred (1,500) hours of total time as a pilot required under paragraph 1:
 - (a) co-pilot time acquired in an aeroplane—
 - (i) where it is required to have more than one (1) pilot by the aeroplane flight manual or type certificate; or
 - (ii) engaged in operations under the Civil Aviation Air Operator Certification and Administration Regulations, for which a co-pilot is required;
 - (b) Flight Engineer time to a maximum of three hundred (300) hours—

- (i) in an aeroplane required to have a Flight Engineer by the aeroplane flight manual or Type Certificate;
 - (ii) while engaged in operations under the Civil Aviation Air Operator Certification and Administration Regulations, for which a Flight Engineer is required; and
 - (iii) while the pilot is participating in a pilot training programme approved by the Authority;
- (c) in calculating the Flight Engineer time to be credited under sub-paragraph (b), every three (3) hours of flight time recorded shall count as one (1) credit hour.

**Aeronautical Experience Requirement for Airline Transport Pilot
Licence with a Helicopter Category and Class Rating**

4. The applicant for an Airline Transport Pilot Licence with a helicopter category and class rating shall have no less than one thousand (1,000) hours of total time as a pilot of helicopters that includes no less than –
- (a) Two hundred and fifty (250) hours, either as pilot-in-command, or made up by not less than seventy (70) hours as pilot in command and the necessary additional flight time as pilot-in-command under supervision;
 - (b) Two hundred (200) hours of cross-country flight time, of which not less than one hundred (100) hours shall be as pilot-in-command or as pilot-in-command under supervision;

- (c) Thirty (30) hours of instrument time, of which not more than ten (10) hours may be instrument ground time;
- (d) Fifty (50) hours of night flight as pilot-in-command or as co-pilot;

SCHEDULE 6

PART A

[Regulation 60(2) (c)]

Procedures for the Conduct of Airline Transport Pilot Licence Aeroplane Type or Class Rating Skill Test

General

1. The applicant shall have completed the required instruction in accordance with the syllabus. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner shall be determined by the Authority.

2. Items to be covered in skill tests are shown on the applicable forms authorised by the Authority. With the approval of the Authority, several different skill scenarios may be developed containing simulated line operations. The examiner will select one (1) of these scenarios. Flight simulators, where available and other training devices as approved shall be used.

3. The applicant shall pass all paragraphs of the skill test. Where any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. Any applicant failing only one (1) paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test including those paragraphs

that have been passed at a previous attempt will require the applicant to take the entire test again.

4. Further training may be required after a failed test. Failure to achieve a valid pass in all paragraphs in two (2) attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests that may be attempted.

5. The Authority will provide the examiner with safety criteria to be observed in the conduct of the test.

6. Should an applicant choose not to continue with a test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7. At the discretion of the examiner any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's competency requires a complete re-test.

8. Checks and procedures shall be carried out or completed in accordance with the authorised check list for the aircraft used in the test and, if applicable, with the Multi-Crew Co-ordination concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used and should be agreed with the Flight Test Examiner. Decision heights or altitude, minimum descent heights or altitudes and missed approach point shall be determined by the applicant in advance and agreed by the examiner.

Special Requirements for the Skill Test for Multi-Pilot Aeroplane and for the Skill Test Required for the Airline Transport Pilot Licence

9. The test for a multi-pilot aircraft shall be performed in a multi-crew environment. Another applicant or another pilot, may function as second pilot. If an aircraft, rather than a simulator, is used for the test, the second pilot shall be an instructor.

10. An applicant for the initial issue of a multi-pilot aircraft type rating or Airline Transport Pilot Licence shall be required to operate as “pilot flying” during all phases of the test. The applicant shall also demonstrate the ability to act as “pilot not flying”. The applicant may choose either the left hand or the right-hand seat for the test.

11. The following matters shall be specifically checked when testing applicants for the Airline Transport Pilot Licence or a type rating for multi-pilot aircraft extending to the duties of a pilot-in-command, irrespective of whether the applicant acts as a pilot flying:

- (a) management of crew co-operation;
- (b) maintaining a general survey of the aircraft operation by appropriate supervision; and
- (c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

12. The test should be accomplished under Instrument Flight Rules and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

Flight Test Tolerance

13. The applicant shall demonstrate the ability to—

- (a) operate the aircraft within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;

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- (e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
- (f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.

14. The limits shown below are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aircraft used.

Height

Generally ± 100 feet
 Starting a go-around at decision height ... + 50 feet/-0 feet
 Minimum descent height/altitude + 50 feet/-0 feet

Tracking

on radio aids $\pm 5^\circ$
 Precision approach half scale deflection,
 azimuth and glide path

Heading

all engines operating $\pm 5^\circ$
 with simulated engine failure $\pm 10^\circ$

Speed

all engines operating ± 5 knots
 with simulated engine failure +10 knots/-5 knots

Ground Drift (Helicopters)

T.O. hover I.G.E. +/- 3 feet
 Landing... .. +/- 2 feet (with 0 feet rearward or lateral flight)

PART B

[Regulation 62(1) (b) (iv), 89(b)(iii)]

**CONTENT OF SKILL TEST FOR THE ISSUE OF AN INSTRUMENT
RATING (AEROPLANE)****Contents of Test**

The skill test contents and paragraphs set out in the standard below – Contents of the Skill Test for the issue of an Instrument Rating – shall be used for the skill test. The format and application form for the skill test may be determined by the Authority. Paragraph 2 item (d), and paragraph 6 of the skill test and the proficiency check may, for safety reasons, be performed in a flight simulator or approved training device.

PARAGRAPH 1**PRE-FLIGHT OPERATIONS AND DEPARTURE**

**Use of checklist, airmanship, anti-icing and de-icing procedures, etc.,
apply in all paragraphs.**

- (a) use of flight manual (or equivalent) especially aircraft performance calculation, mass and balance;
- (b) use of Air Traffic Services document, weather document;
- (c) preparation of Air Traffic Control flight plan, Instrument Flight Rules, flight plan or log;
- (d) pre-flight inspection;
- (e) weather minima;
- (f) taxiing

- (g) pre-take off briefing;
- (h) take off Transition to instrument flight;
- (i) instrument departure procedures, altimeter setting; and
- (j) Air Traffic Control liaison-compliance, R/T procedures.

PARAGRAPH 2

GENERAL HANDLING*

- (a) control of the aircraft by reference solely to instruments, including: level flight at various speeds, trim;
- (b) climbing and descending turns with sustained Rate 1 turn;
- (c) recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns;
- (d) recovery from approach to stall in level flight, climbing or descending turns and in landing configuration; and
- (e) limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.

PARAGRAPH 3

EN-ROUTE INSTRUMENT FLIGHT RULES PROCEDURES

- (a) Tracking, including interception, e.g., NDB, VOR, RNAV;
- (b) Use of radio aids Level flight, control of heading, altitude and airspeed, power setting, trim technique;
- (c) Altimeter settings;
- (d) Timing and revision of Estimated Times of arrivals (En-route hold – if required);
- (e) Monitoring of flight progress, flight log, fuel usage, systems management;
- (f) Ice protection procedures, simulated if necessary; and
- (g) Air Traffic Control liaison and compliance, Radio Telephony procedures.

PARAGRAPH 4

PRECISION APPROACH PROCEDURES

- (a) Setting and checking of navigational aids, identification of facilities;
- (b) Arrival procedures, altimeter checks;
- (c) Approach and landing briefing, including descent/approach/landing checks;
- (d) * Holding procedure;
- (e) Compliance with published approach procedure;
- (f) Approach timing;
- (g) Altitude, speed heading control, (stabilised approach);

- (h) * Go-around action;
- (i) * Missed approach procedure/landing; and
- (j) ATC liaison—compliance, Radio Telephony procedures.

PARAGRAPH 5

NON-PRECISION APPROACH PROCEDURES

- (a) Setting and checking of navigational aids, identification of facilities;
- (b) Arrival procedures, altimeter settings;
- (c) Approach and landing briefing, including descent or approach or landing checks;
- (d) *Holding procedure;
- (e) Compliance with published approach procedure;
- (f) Approach timing;
- (g) Altitude, speed, heading control, (stabilised approach);
- (h) *Go-around action;
- (i) *Missed approach procedure/landing; and
- (j) Air Traffic Control liaison—compliance, Radio Telephony procedures

PARAGRAPH 6 (if applicable)

SIMULATED ASYMMETRIC FLIGHT

- (a) Simulated engine failure after take-off or on go-around;
- (b) Asymmetric approach and procedural go-around;
- (c) Asymmetric approach and landing, missed approach procedure; and
- (d) Air Traffic Control liaison: compliance, Radio Telephony procedures.

* May be performed in a Flight Simulator or Approved Flight Training Device.

*May be performed in either paragraph 4 or paragraph 5.

PART C

[Regulation 62(1) (c) and 90(b)]

**PROCEDURES FOR THE CONDUCT OF INSTRUMENT RATING,
SKILL TEST AND PROFICIENCY CHECK**

1. An applicant for a skill test for the Instrument Rating shall have received instruction on the same class or type of aircraft to be used for the skill test. The aircraft used for the skill test shall meet the requirements for training aircraft as set out in the Act or Regulations made thereunder. The instrument rating course shall be provided by an approved organisation or authorised instructor approved to conduct such courses.

2. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner will be determined by the Authority which approved the applicant's training.

3. An applicant shall pass paragraphs 1 through 5 of the test below, and paragraph 6 if a multi-engine aircraft is used. If any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. An applicant failing only one (1) paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire test again. All paragraphs of the skill test shall be completed within six (6) months.

4. Further training may be required following any failed test. Failure to achieve a pass in all paragraphs of the test in two (2) attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

Conduct of the Test

5. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one (1) hour.

6. The Authority will provide the examiner with safety advice to be observed in the conduct of the test.

7. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those paragraphs not completed shall be tested in a further flight.

8. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

9. An applicant shall normally be required to fly the aircraft from a position where the pilot-in-command functions can be performed and to

carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial instrument rating skill test acting as if there was no other crew member on a single-pilot aircraft. Responsibility for the flight shall be allocated in accordance with national regulations.

10. Decision heights, altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

11. An applicant for Instrument Rating shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorised check list for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

Note: During the proficiency check for revalidation or renewal of the Instrument Rating, the licence holder has to demonstrate the same as above to the examiner involved.

Flight Test Tolerances

12. The applicant shall demonstrate the ability to—

- (a) Recognise and manage threats and errors;
- (b) operate the aircraft within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy

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- (d) exercise good judgement and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt.

13. The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aircraft used:

Height

Generally ± 100 feet
 Starting a go-around at decision height +50 feet/-0 feet
 Minimum descent height/MAP/altitude +50 feet/-0 feet

Tracking

on radio aids $\pm 5^\circ$
 Precision approach half scale deflection,
 azimuth and glide path

Heading

all engines operating $\pm 5^\circ$
 with simulated engine failure $\pm 10^\circ$

Speed

all engines operating ± 5 knots
 with simulated engine failure +10 knots/-5 knots

PART D

[Regulation 62(1) (b) (iii)]

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating in at least the following areas:

Air Law

- (a) rules and regulations relevant to flight under Instrument Flight Rules, related air traffic services practices and procedures;

**Aircraft General Knowledge for the Aircraft
Category Being Sought**

- (b) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under Instrument Flight Rules and in instrument meteorological conditions; use and limitations of autopilot;
- (c) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments;

**Flight Performance and Planning for the Aircraft
Category Being Sought**

- (d) pre-flight preparations and checks appropriate to flight under Instrument Flight Rules;
- (e) operational flight planning; preparation and filing of air traffic services flight plans under Instrument Flight Rules; altimeter setting procedures;

**Human Performance for the Aircraft
Category Being Sought**

- (f) human performance relevant to instrument flight in aircraft including principles of threat and error management;

**Meteorology for the Aircraft
Category Being Sought**

- (g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (i) in the case of helicopters and powered-lifts, effects of rotor icing;

Navigation for the Aircraft Category Being Sought

- (j) practical air navigation using radio navigation aids;
- (k) use, accuracy and reliability of navigation systems used in departure, *en route*, approach and landing phases of flight; identification of radio navigation aids;

Operational Procedures for the Aircraft Category Being Sought

- (l) application of threat and error management to operational performance;
- (m) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, *en route*, descent and approach;
- (n) precautionary and emergency procedures, safety practices associated with flight under Instrument Flight Rules; obstacle clearance criteria;

Radiotelephony

- (o) communication procedures and phraseology as applied to aircraft operations under Instrument Flight Rules, action to be taken in case of communication failure.

PART E

[Regulation 62(1) (b) (vi) and (d)]

The following experience meets the requirements for the Instrument Rating sought:

- (a) the applicant shall hold a pilot licence for the aircraft category being sought.
- (b) the applicant shall have completed not less than—
 - (i) Fifty (50) hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in the aircraft category being sought; and
 - (ii) Forty (40) hours of instrument time in aircraft of which not more than twenty (20) hours, or thirty (30) hours where a flight simulator is used, may be instrument ground time;
- (c) the ground time under sub-paragraph (b)(ii), shall be under the supervision of an authorised instructor.

SCHEDULE 7

(Regulation 58)

Glider Pilot Licence

1. Requirements for the issue of the Glider Pilot Licence are as follows:

- (a) the applicant shall be not less than sixteen (16) years of age;
- (b) the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a glider pilot licence, in at least the following subjects:

Air Law

- (i) rules and regulations relevant to the holder of a glider pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft General Knowledge

- (ii) principles of operation of glider systems and instruments;
- (iii) operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;

Flight Performance, Planning and Loading

- (iv) effects of loading and mass distribution on flight characteristics; mass and balance considerations;

- (v) use and practical application of launching, landing and other performance data;
- (vi) pre-flight and *en route* flight planning appropriate to operations under Visual Flight Rules; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human Performance

- (vii) human performance relevant to the glider pilot including principles of threat and error management;

Meteorology

- (viii) application of elementary aeronautical meteorology, use of, and procedures for obtaining meteorological information; altimetry;

Navigation

- (ix) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

Operational procedures

- (x) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (xi) different launch methods and associated procedures;
- (xii) appropriate precautionary and emergency procedures, including action to be taken to avoid

hazardous weather, wake turbulence and other operating hazards;

Principles of Flight

- (xiii) principles of flight relating to gliders;
- (xiv) communication procedures and phraseology as appropriate to Visual Flight Rules operations and on action to be taken in case of communication failure;

Experience

- (c) the applicant shall have completed not less than six (6) hours of flight time as a pilot of gliders including two (2) hours of solo flight time, during which not less than twenty (20) launches and landings have been performed;
- (d) when the applicant has flight time as a pilot of aeroplanes, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of sub-paragraph (c) can be reduced;
- (e) the applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following areas:
 - (i) pre-flight operations, including glider assembly and inspection;
 - (ii) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
 - (iii) traffic pattern operations, collision avoidance precautions and procedures;

- (iv) control of the glider by external visual reference;
- (v) flight throughout the flight envelope;
- (vi) recognition of, and recovery from, incipient and full stalls and spiral dives;
- (vii) normal and crosswind launches, approaches and landings;
- (viii) cross-country flying using visual reference and dead reckoning;
- (ix) emergency procedures.

Skill

- (f) the applicant shall have demonstrated the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres described in sub-paragraph (d) with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to –
 - (i) recognise and manage threats and errors;
 - (ii) operate the glider within its limitations;
 - (iii) complete all manoeuvres with smoothness and accuracy;
 - (iv) exercise good judgement and airmanship;
 - (v) apply aeronautical knowledge; and

- (vi) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured; and

Medical Fitness

- (g) the applicant shall hold a current Class 2 Medical Assessment.

2. (a) The privileges of the holder of Glider Pilot Licence shall be to act as pilot-in-command of any glider, provided the licence holder has operational experience in the launching method used.

(b) If passengers are to be carried, the holder of the Glider Pilot Licence shall have completed not less than ten (10) hours of flight time as a pilot of gliders.

SCHEDULE 8

(Regulation 59)

Free Balloon Pilot Licence

1. Requirements for the issue of the Free Balloon Pilot Licence are as follows:

- (a) the applicant shall be not less than sixteen (16) years of age;
- (b) the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot licence, in at least the following subjects:

Air Law

- (i) rules and regulations relevant to the holder of a free balloon pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft General Knowledge

- (ii) principles of operation of free balloon systems and instruments;
- (iii) operating limitations of free balloons, relevant operational information from the flight manual or other appropriate document;
- (iv) physical properties and practical application of gases used in free balloons;

Flight Performance, Planning and Loading

- (v) effects of loading on flight characteristics; mass calculations;
- (vi) use and practical application of launching, landing and other performance data, including the effect of temperature;
- (vii) pre-flight and *en route* flight planning appropriate to operations under Visual Flight Rules; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human Performance

- (viii) human performance relevant to the free balloon pilot including principles of threat and error management;

Meteorology

- (ix) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;

Navigation

- (x) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;

Operational Procedures

- (xi) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (xii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

Principles of Flight

- (xiii) principles of flight relating to free balloons;
- (xiv) communication procedures and phraseology as appropriate to Visual Flight Rules operations and on action to be taken in case of communication failure;

Experience

- (c) the applicant shall have completed not less than sixteen (16) hours of flight time as a pilot of free balloons including at least eight (8) launches and ascents of which one (1) must be solo.
- (d) the applicant shall have gained, under appropriate supervision, operational experience in free balloons in at least the following areas:
 - (i) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
 - (ii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
 - (iii) collision avoidance precautions;
 - (iv) control of the free balloon by external visual reference;
 - (v) recognition of, and recovery from, rapid descents;
 - (vi) cross-country flying using visual reference and dead-reckoning;

- (vii) approaches and landings, including ground handling; and
 - (viii) emergency procedures;
- (e) where the privileges of the Free Balloon Pilot Licence are to be exercised at night, the applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying;
- (f) where passengers are to be carried for remuneration or hire, the holder of the Free Balloon Pilot Licence shall have completed not less than thirty-five (35) hours of flight time including twenty (20) hours as a pilot of a free balloon;

Skill

- (g) the applicant shall have demonstrated the ability to perform as pilot-in-command of a free balloon, the procedures and manoeuvres described in paragraph (d) with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence, and to—
- (i) recognise and manage threats and errors;
 - (ii) operate the free balloon within its limitations;
 - (iii) complete all manoeuvres with smoothness and accuracy;
 - (iv) exercise good judgement and airmanship;
 - (v) apply aeronautical knowledge; and
 - (vi) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured; and

Medical Fitness

(h) the applicant shall hold a current Class 2 Medical Assessment.

2. (a) The privileges of the holder of a Free Balloon Pilot Licence shall be to act as pilot-in-command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.

(b) Before exercising the privileges at night, the licence holder shall have complied with the requirements specified in paragraph 1(e).

SCHEDULE 9

PART A

[Regulation 72(6) (b) (ii) (A)]

The following are the conditions for Instrument Landing System approaches for Category II Pilot Authorisations:

- (a) under actual or simulated instrument flight conditions;
- (b) to the minimum decision height for the Instrument Landing System approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
- (c) to the decision height authorised for Category II operations only where conducted in an approved flight simulator or an approved flight training device; and

- (d) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that –
 - (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (ii) is used in accordance with an approved course conducted by an Approved Training Organisation certified by the Authority.

PART B

[Regulation 72(6) (b) (ii)(B)]

The following are the conditions for Instrument Landing System approaches for Category III Pilot authorisations:

- (a) under actual or simulated instrument flight conditions;
- (b) to the alert height or decision height for the Instrument Landing System approach in the type aircraft in which the practical test is to be conducted;
- (c) not necessarily to the decision height authorised for Category III operations;
- (d) to the alert height or decision height, as applicable, authorised for Category III operations only if conducted in an approved flight simulator or approved flight training device; and
- (e) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that –

- (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and
- (ii) is used in accordance with an approved course conducted by an Aviation Training Organisation certified by the Authority.

PART C

[Regulation 72(8) (a)]

In the oral increment of the skill test, an applicant shall demonstrate knowledge of the following:

- (a) required landing distance;
- (b) recognition of the decision height;
- (c) missed approach procedures and techniques using computed or fixed attitude guidance displays;
- (d) use and limitations of Runway Visual Range;
- (e) use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced Runway Visual Range readings;
- (f) procedures and techniques related to transition from non-visual to visual flight during a final approach under reduced Runway Visual Range;
- (g) effects of vertical and horizontal wind shear;
- (h) characteristics and limitations of the Instrument Landing System and runway lighting system;

- (i) characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment;
- (j) assigned duties of the Co-pilot during Category II approaches, unless the aircraft for which authorisation is sought does not require an Co-pilot; and
- (k) instrument and equipment failure warning systems.

PART D

[Regulation 72(8) (b)]

The following requirements apply to the flight increment of the skill test:

- (a) the flight increment shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved flight simulator that—
 - (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (ii) is used in accordance with an approved course conducted by an Aviation Training Organisation certified under Civil Aviation (Aviation Training Organisation) Regulations;
- (b) the flight increment shall consist of at least two (2) Instrument Landing System approaches to one hundred feet (100 ft) above ground level including at least one (1) landing and one (1) missed approach;
- (c) all approaches performed during the flight increment shall be made with the use of an approved flight control

guidance system, except if an approved auto approach coupler is installed, at least one (1) approach shall be hand flown using flight director commands;

- (d) if a multi-engine aircraft with the performance capability to execute a missed approach with one (1) engine inoperative is used for the practical test, the flight increment shall include the performance of one (1) missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker;
- (e) if an approved multi-engine flight simulator or approved multi-engine flight training device is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed;
- (f) for an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in coordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought; and
- (g) an inspector or evaluator may conduct oral questioning at any time during a practical test.

PART E

[Regulation 72(9) (a)]

An applicant for Category III authorisation shall demonstrate knowledge of the following:

- (a) required landing distance;
- (b) determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter;

- (c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;
- (d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;
- (e) use and limitations of Runway Visual Range, including determination of controlling Runway Visual Range and required transmissometers;
- (f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible Runway Visual Range at reduced readings including—
 - (i) unexpected deterioration of conditions to less than minimum Runway Visual Range during approach, flare and rollout;
 - (ii) demonstration of expected visual references with weather at minimum conditions:
 - (A) the expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
 - (B) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced Runway Visual Range;
- (g) effects of vertical and horizontal wind shear;

- (h) characteristics and limitations of the Instrument Landing System and runway lighting system;
- (i) characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other Category III equipment;
- (j) assigned duties of the co-pilot during Category III operations, unless the aircraft for which authorisation is sought does not require a Co-pilot;
- (k) recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and
- (l) recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

PART F

[Regulation 72(9) (b)]

Flight Skill Requirements

1. An applicant may conduct the skill test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in an approved flight simulator that—

- (a) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
- (b) is used in accordance with an approved course conducted by an organisation approved for that purpose.

2. The skill test shall consist of at least two (2) Instrument Landing System approaches to one hundred feet (100 ft) above ground level, including one (1) landing and one (1) missed approach initiated from a very low altitude that may result in a touchdown during the go around manoeuvre;

3. The applicant shall perform all approaches during the skill test with the approved automatic landing system or an equivalent landing system approved by the Authority.

4. Where a multi-engine aircraft with the performance capability to execute a missed approach with one (1) engine inoperative is used for the practical test, the practical test shall include the performance of one (1) missed approach with the most critical engine, where applicable, set at idle or zero thrust before reaching the middle or outer marker.

5. Where an approved multi-engine flight simulator or approved multi-engine flight training device is used, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed.

6. For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought.

7. Subject to the limitations of this paragraph, for Category III operations predicated on the use of a fail passive rollout control system, the applicant shall execute at least one (1) manual rollout using visual reference or a combination of visual and instrument references. The applicant shall initiate this manoeuvre by a fail-passive disconnect of the rollout control system –

- (a) after main gear touchdown;
- (b) prior to nose gear touchdown; and
- (c) in conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway.

8. In weather conditions anticipated in Category III operations an inspector or Flight Test Examiner may conduct oral questioning at any time during the skill test.

SCHEDULE 10

[Regulation 83(2)]

Flight Instructor Areas of Operation Skill Test for Flight Proficiency

1. An applicant for a Flight Instructor rating shall receive and log flight and ground training in each category rating and class rating, in the following areas:

- (a) fundamentals of instructing;
- (b) technical subject areas;
- (c) pre-flight preparation;
- (d) pre-flight lesson on a manoeuvre to be performed in flight;
- (e) pre-flight procedures;
- (f) airport and seaplane base operations;
- (g) take-offs, landings, and go-arounds;
- (h) fundamentals of flight;
- (i) performance manoeuvres;
- (j) ground reference manoeuvres;

- (k) slow flight, stalls, and spins;
- (l) basic instrument manoeuvres;
- (m) emergency operations; and
- (n) post-flight procedures.

2. In addition to paragraph 1, aeroplane category rating with a multi-engine class rating—for a multi-engine operations.

3. In addition to paragraph 1, rotorcraft category rating with a helicopter class rating—

- (a) airport and heliport operations;
- (b) hovering manoeuvres; and
- (c) special operations.

4. In addition to paragraph 1, for a rotorcraft category rating with a gyroplane class rating—flight at slow airspeeds.

5. In addition to paragraph 1, for a powered-lift category rating—

- (a) hovering manoeuvres; and
- (b) special operations.

6. In addition to paragraph (1) for a glider category rating—

- (a) airport and glider-port operations;
- (b) launches, landings, and go-arounds;
- (c) performance speeds;
- (d) soaring techniques; and

(e) slow flight, stalls and spins.

7. In addition to paragraph (1) for an instrument rating with the appropriate aircraft category and class rating—

(a) air traffic control clearances and procedures;

(b) flight by reference to instruments;

(c) navigation aids; and

(d) instrument approach procedures.

SCHEDULE 11

(Regulation 100)

Flight Engineer Licence Knowledge Requirements

1. The applicant for a Flight Engineer Licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Flight Engineer Licence, in at least the following areas:

Air Law

- (a) rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;

Aircraft General Knowledge

- (b) basic principles of power-plants, gas turbines and piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems, after-burners and injection systems, function and operation of engine ignition and starter systems;
- (c) principles of operation, handling procedures and operating limitations of aircraft power-plants, effects of atmospheric conditions on engine performance;
- (d) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life, identification of structural damage and defects;
- (e) ice and rain protection systems;
- (f) pressurisation and air-conditioning systems, oxygen systems;

- (g) hydraulic and pneumatic systems;
- (h) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
- (i) principles of operation of instruments, compasses, auto-pilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
- (j) limitations of appropriate aircraft;
- (k) fire protection, detection, suppression and extinguishing systems;
- (l) use and serviceability checks of equipment and systems of appropriate aircraft;

Flight Performance, Planning and Loading

- (m) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
- (n) use and practical application of performance data including procedures for cruise control;

Human Performance

- (o) human performance relevant to the flight engineer including principles of threat and error management;

Operational Procedures

- (p) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
- (q) normal, abnormal and emergency procedures;
- (r) operational procedures for carriage of freight and dangerous goods;

Principles of Flight

- (s) fundamentals of aerodynamics;

Radiotelephony

- (t) communication procedures and phraseology.

2. In addition to paragraph 1, the applicant should have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence in at least the following subjects:

- (a) fundamentals of navigation; principles and operation of self-contained systems; and
- (b) operational aspects of meteorology.

SCHEDULE 12**PART A**

(Regulation 124)

An applicant for a Student Air Traffic Controller Licence under regulation 124 shall satisfactorily complete a training course and demonstrate a level of knowledge appropriate to the holder of a Student Air Traffic Controller Licence, in at least the following subjects:

- (a) air law which includes rules and regulations relevant to the air traffic controller;
- (b) air traffic control equipment which includes principles, use and limitations of equipment used in air traffic control;
- (c) general knowledge which includes –
 - (i) principles of flight;
 - (ii) principles of operation and functioning of aircraft, power-plants and systems; and
 - (iii) aircraft performance relevant to air traffic control operations;
- (d) human performance which includes principles of threat and error management;
- (e) meteorology which includes –
 - (i) aeronautical meteorology;
 - (ii) use and appreciation of meteorological documentation and information;

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- (iii) origin and characteristics of weather phenomena affecting flight operations and safety; and
- (iv) altimetry;
- (f) navigation which includes –
 - (i) principles of air navigation; and
 - (ii) principle, limitation and accuracy of navigation systems and visual aids; and
- (g) operational procedures which includes –
 - (i) air traffic control;
 - (ii) communication, radiotelephony and phraseology procedures used in routine, non-routine and emergency situations;
 - (iii) use of the relevant aeronautical documentation; and
 - (iv) safety practices associated with flight.

PART B

(Regulation 125)

The following are the areas of operation required to be performed for the skills test for a Student Air Traffic Controller Licence;

- (a) safety of operation;
- (b) separation;

- (c) expedition and orderliness;
- (d) method and application of Air Traffic Procedures and Practices;
- (e) standard Chicago Convention phraseology;
- (f) co-ordination and communication;
- (g) correct use of equipment;
- (h) emergency and abnormal situations; and
- (i) impact of weather conditions on aircraft operations.

PART C

[Regulation 131(1) (a)]

An applicant for an Air Traffic Controller Licence and Rating under regulation 131 shall demonstrate a level of knowledge appropriate to the Rating sought, in at least the following subjects, in so far as they affect the area of responsibility:

- (a) aerodrome control rating -
 - (i) aerodrome layout; physical characteristics and visual aids;
 - (ii) airspace structure;
 - (iii) applicable rules, procedures and source of information;
 - (iv) air navigation facilities;
 - (v) air traffic control equipment and its use;

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- (vi) terrain and prominent landmarks;
 - (vii) characteristics of air traffic;
 - (viii) weather phenomena; and
 - (ix) emergency and search and rescue plans;
- (b) approach control procedural rating and area control procedural rating –
- (i) airspace structure;
 - (ii) applicable rules, procedures and source of information;
 - (iii) air navigation facilities;
 - (iv) air traffic control equipment and its use;
 - (v) terrain and prominent landmarks;
 - (vi) characteristics of air traffic and traffic flow;
 - (vii) weather phenomena; and
 - (viii) emergency and search and rescue plans; and
- (c) approach control surveillance rating, approach precision radar control rating and area control surveillance ratings –
- (i) the subjects specified in paragraph (b), in so far as they affect the area of responsibility; and
 - (ii) demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:

- (A) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
- (B) procedures for the provision of ATS surveillance services, as appropriate, including procedures to ensure appropriate terrain clearance.

PART D

[Regulation 131(1) (b)]

An applicant for an Air Traffic Controller Licence and Rating under regulation 131 shall have met the following experience requirements in respect of the specific rating sought:

- (a) aerodrome control rating -
 - (i) satisfactorily completed an approved training course; and
 - (ii) provided, satisfactorily, under the supervision of an appropriate rated air traffic controller, within the previous six (6) months, aerodrome control service, for a period of not less than ninety (90) hours or one (1) month, whichever is greater, at the unit for which the rating is sought or a minimum of ten (10) hours providing the service at an aerodrome within the control zone for which the licence holder already holds an approach rating;

- (b) approach control procedural rating, approach control surveillance rating, area control procedural rating or area control surveillance rating –
 - (i) satisfactorily completed an approved training course; and
 - (ii) provided, satisfactorily, under the supervision of an appropriate rated air traffic controller, within the previous six (6) months, the control service for which the rating is sought, for a period of not less than one hundred and eighty (180) hours or three (3) months, whichever is greater, at the unit for which the rating is sought; and
- (c) approach precision radar control rating –
 - (i) satisfactorily completed an approved training course; and
 - (ii) provided, satisfactorily, under the supervision of an appropriate rated air traffic controller, within the previous six (6) months, not less than two hundred (200) precision approaches of which not more than one hundred (100) shall have been carried out on a radar simulator approved for that purpose by the Authority and not less than fifty (50) of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and
- (d) where the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than twenty-five (25) plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the

rating is sought and under the supervision of an appropriately rated controller.

SCHEDULE 13

[Regulation 143(2) (c)]

PART A

The applicant for a Flight Operations Officer Authorisation under regulation 143 meet the following aeronautical knowledge requirements:

- (a) Air law to include rules and regulations relevant to the holder of a flight operations officer licence and appropriate air traffic services practices and procedures;
- (b) Aircraft general knowledge to include –
 - (i) principles of operation of aeroplane engines;
 - (ii) systems and instruments;
 - (iii) operating limitations of aeroplanes and engines; and
 - (iv) minimum equipment list;
- (c) Flight performance calculation, planning procedures and loading to include –
 - (i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
 - (ii) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;

- (iii) preparation and filing of air traffic services flight plans; and
 - (iv) basic principles of computer-assisted planning systems;
- (d) Human performance to include human performance relevant to dispatch duties, including principles of threat and error management;
- (e) Meteorology to include -
 - (i) aeronautical meteorology; the movement of pressure systems; the structure of fronts and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; and
 - (ii) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;
- (f) Navigation to include principles of air navigation with particular reference to instrument flight;
- (g) Operational procedures to include -
 - (i) use of aeronautical documentation;
 - (ii) operational procedures for the carriage of freight and dangerous goods;
 - (iii) procedures relating to aircraft accidents and incidents; emergency flight procedures; and
 - (iv) procedures relating to unlawful interference and sabotage of aircraft;

- (h) Principles of flight to include principles of flight relating to the appropriate category of aircraft; and
- (i) Radio communication to include procedures for communicating with aircraft and relevant ground stations.

PART B

[Regulation 143(2)]

The training syllabus for an applicant for a Flight Operations Officer Authorisation shall include the following:

PHASE 1 – BASIC AERONAUTICAL KNOWLEDGE

- (a) civil air law and regulations –
 - (i) certification of operators;
 - (ii) the Convention on International Civil Aviation (The Chicago Convention);
 - (iii) international air transport issues addressed by the Chicago Convention;
 - (iv) the International Civil Aviation Organisation (ICAO);
 - (v) responsibility for aircraft airworthiness;
 - (vi) regulatory provisions of the flight manual;
 - (vii) the aircraft minimum equipment list; and
 - (viii) the operations manual;

(b) aviation indoctrination—

- (i) regulatory;
- (ii) aviation terminology and terms of reference;
- (iii) theory of flight and flight operations;
- (iv) aircraft propulsion systems; and
- (v) aircraft systems;

(c) aircraft mass (weight) and performance—

- (i) basic principles for flight safety;
- (ii) basic mass (weight) and speed limitations;
- (iii) take-off runway requirements;
- (iv) climb performance requirements;
- (v) landing runway requirements; and
- (vi) buffet boundary speed limitations;

(d) navigation—

- (i) Position and distance time;
- (ii) true, magnetic and compass direction; gyro heading reference and grid direction;
- (iii) introduction to chart projection: the Mercator projection; great circles on Mercator charts; other cylindrical projections; Lambert conformal conic projections; the polar stereographic projection;

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- (iv) International Civil Aviation Organisation chart requirements;
 - (v) charts used by a typical operator;
 - (vi) measurement of airspeed; track and ground speed;
 - (vii) use of slide-rules, computers and scientific calculators;
 - (viii) measurement of aircraft altitude;
 - (ix) point of no return; critical point; general determination of aircraft position;
 - (x) introduction to radio navigation; ground-based radar and direction finding stations; relative bearings; VOR/DME-type radio navigation; instrument landing systems;
 - (xi) navigation procedures; and
 - (xii) International Civil Aviation Organisation Communications Navigation Surveillance and Air Traffic Management Systems (an over-view);
- (e) air traffic management –
- (i) introduction to air traffic management;
 - (ii) controlled airspace;
 - (iii) flight rules;
 - (iv) Air Traffic Clearance; Air Traffic Control requirements for flight plans; aircraft Reports;
 - (v) flight information service (FIS);

- (vi) alerting service and search and rescue;
 - (vii) communications services (mobile, fixed);
 - (viii) aeronautical information service (AIS); and
 - (ix) aerodrome and airport services;
- (f) meteorology—
- (i) atmosphere; atmospheric temperature and humidity;
 - (ii) atmospheric pressure; pressure-wind relationships;
 - (iii) winds near the Earth's surface; wind in the free atmosphere turbulence;
 - (iv) vertical motion in the atmosphere; formation of clouds and precipitation;
 - (v) thunderstorms; aircraft icing;
 - (vi) visibility and runway visual range; volcanic ash;
 - (vii) surface observations; upper-air observations; station model;
 - (viii) air masses and fronts; frontal depressions;
 - (ix) weather at fronts and other parts of the frontal depression; other types of pressure systems;
 - (x) general climatology; weather in the tropics;

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- (xi) aeronautical meteorological reports; analysis of surface and upper-air charts;
 - (xii) prognostic charts; aeronautical forecasts;
 - (xiii) meteorological service for international air navigation; and
 - (xiv) Field trip to local meteorological office;
- (g) mass (weight) and balance control—
- (i) introduction to mass and balance;
 - (ii) load planning;
 - (iii) calculation of payload and load sheet preparation;
 - (iv) aircraft balance and longitudinal stability;
 - (v) moments and balance;
 - (vi) the structural aspects of aircraft loading;
 - (vii) dangerous goods and other special cargo; and
 - (viii) issuing loading instructions;
- (h) transport of dangerous goods by air—
- (i) introduction;
 - (ii) dangerous goods, emergency and abnormal situations;
 - (iii) source documents;
 - (iv) responsibilities; and

- (v) emergency procedures;
- (i) flight planning—
 - (i) introduction to flight planning;
 - (ii) turbo-jet aircraft cruise control methods;
 - (iii) flight planning charts and tables for turbo-jet aircraft;
 - (iv) calculation of flight time and minimum fuel for turbo-jet aircraft;
 - (v) route selection;
 - (vi) flight planning situations;
 - (vii) re-clearance;
 - (viii) the flight phases;
 - (ix) documents to be carried on flights;
 - (x) flight planning exercises;
 - (xi) threats and hijacking; and
 - (xii) ETOPS;
- (j) flight monitoring—
 - (i) position of aircraft;
 - (ii) effects of Air Traffic Control re-routing;
 - (iii) flight equipment failures;

- (iv) en-route weather changes;
 - (v) emergency situations;
 - (vi) flight monitoring resources;
 - (vii) position reports; and
 - (viii) ground resource availability;
- (k) communications—Radio—
- (i) international aeronautical telecommunications service;
 - (ii) elementary radio theory;
 - (iii) aeronautical fixed service;
 - (iv) aeronautical mobile service;
 - (v) radio navigation service;
 - (vi) radiotelephony procedures and phraseology; action to be taken in case of communication failure; and
 - (vii) automated aeronautical service;
- (l) human factors—
- (i) the meaning of Human Factors;
 - (ii) dispatch resource management;
 - (iii) awareness;

- (iv) practice and feedback;
- (v) reinforcement;
- (m) security (emergencies and abnormal situations)—
 - (i) familiarity;
 - (ii) security measures taken by operators;
 - (iii) procedures for handling threats, bomb scares, etc.;
 - (iv) emergency due to dangerous goods;
 - (v) hijacking;
 - (vi) emergency procedures; and
 - (vii) personal security for the Flight Operations Officer.

PHASE TWO—APPLIED PRACTICAL TRAINING AND TESTING

- (a) applied Practical Training and Demonstration of Skills—
 - (i) applied practical flight operations;
 - (ii) simulator Line Orientation Flight Training observation and synthetic flight training;
 - (iii) flight dispatch practices (on-the-job training);
 - (iv) the candidate shall demonstrate to the operator, knowledge of—
 - (A) the contents of the operations manual;

- (B) the radio and navigation equipment in the aircraft used;
 - (v) the candidate shall demonstrate to the operator knowledge of the following details concerning operations for which he will be responsible and areas in which he will be authorised to exercise flight supervision:
 - (A) the seasonal meteorological conditions and the sources of meteorological information;
 - (B) the effects of meteorological conditions on radio reception in the aircraft used;
 - (C) the peculiarities and limitations of each navigation system which is used in the operations; and
 - (D) the aircraft loading instructions;
 - (vi) the candidate shall demonstrate to the operator the ability to perform the duties specified in the regulations;
- (b) competency testing the candidate shall demonstrate by passing a knowledge and skills test based on this syllabus, his competency to operate as Flight Operations Officer;
- (c) to make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general

neighbourhood of a specific air route; particular reference to destination and alternates;

- (d) to determine the optimum flight path for a given segment, and create accurate manual and computer generated flight plans; and
- (e) to provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence;
- (f) Recognise and Manage Threats and Errors
- (g) assignment to duty –
 - (i) before assignment to duty, the candidate will be required to obtain Flight Operations Officer authorisation from the Authority, based on the requirements of the Regulations and submission of his competency certificate as proof of having successfully completed an approved course of training and testing; and
 - (ii) Flight Operations Officer shall not be assigned to duty unless within the preceding twelve (12) months he has made at least a one-way qualification flight on the flight deck of an aircraft over an area in which he is authorised to exercise supervision.

SCHEDULE 14

(Regulation 160)

160(1).1

This class applies to the issue or revalidation of Airline Transport Pilot Licence, Commercial Pilot Licence and Flight Engineer Licence.

NOTE: The holder of Medical Class 1 shall be considered fit for any licence for its respective duration of validity unless otherwise specified.

160(1).2

The medical examination and assessment shall be based upon the following requirements of physical and mental fitness.

160(1).3

The applicant shall be free from—

- (a) Any abnormality, congenital or acquired; or
- (b) Any active, latent, acute or chronic disability; or
- (c) Any wound, injury or sequelae from operation;
- (d) Any effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or

160(2).1

This class applies to the issue or revalidation of Student Pilot Licence and Private Pilot Licence.

NOTE: The holder of Medical Class 2 shall be considered fit for any licence for its respective duration of validity unless otherwise specified.

160(2).2

The medical examination and assessment shall be based on the following requirements of physical and mental fitness.

160(2).3

The applicant shall be free from—

- (a) Any abnormality, congenital or acquired; or
- (b) Any active, latent, acute or chronic disability; or
- (c) Any wound, injury or sequelae from operation;
- (d) Any effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or

160(3).1

This class applies to the issue or revalidation of Air Traffic Controller Licence.

NOTE: The requirements of the Air Traffic Controller licence must be interpreted in respect to the applicant's working environment and the flight safety responsibilities involved.

160(3).2

The medical examination and assessment shall be based on the following requirements of physical and mental fitness.

160(3).3

The applicant shall be free from—

- (a) Any abnormality, congenital or acquired; or
- (b) Any active, latent, acute or chronic disability; or
- (c) Any wound, injury or sequelae from operation; or
- (d) Any effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken,

preventive medication taken, such as would entail a degree of functional incapacity which accredited medical conclusion indicates would interfere with the safe operation of an aircraft or with the safe performance of duties during the period of validity of the licence.

preventive medication taken, such as would entail a degree of functional incapacity which accredited medical conclusion indicates would interfere with the safe operation of an aircraft or with the safe performance of duties during the period of validity of the licence.

such as would entail a degree of functional incapacity which accredited medical conclusion indicates would interfere with reliable performance of duties within the period of validity of the licence.

NOTE: Use of herbal medication and alternative treatment modalities requires particular attention to possible side effects.

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160(1).4

The applicant shall not suffer from any disease or disability which may render the applicant liable to become unable to operate an aircraft safely or to perform assigned duties safely.

160(2).4

The applicant shall not suffer from any disease or disability which may render the applicant liable to become unable to operate an aircraft safely or to perform assigned duties safely.

160(3).4

The applicant shall not suffer from any disease or disability which may render the applicant liable to a sudden or insidious degeneration of performance within the period of validity of the licence.

Nervous System

160(1).5

The applicant shall have no established medical history or clinical diagnosis of—

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to the use of a psychoactive

160(2).5

The applicant shall have no established medical history or clinical diagnosis of—

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to the use of a psychoactive

160(3).5

The applicant shall have no established medical history or clinical diagnosis of—

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to the use of psychoactive substance

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substance which includes dependence syndrome induced by alcohol or other psychoactive substances;	substance which includes dependence syndrome induced by alcohol or other psychoactive substances;	which includes dependence syndrome induced by alcohol or other psychoactive substances;
(c) Schizophrenia or a schisotypal or delusional disorder;	(c) Schizophrenia or a schisotypal or delusional disorder;	(c) Schizophrenia or a schisotypal or delusional disorder;
(d) A mood (affective) disorder;	(d) A mood (affective) disorder;	(d) A mood (affective) disorder;
(e) a neurotic, stress related or somatoform disorder;	(e) a neurotic, stress related or somatoform disorder;	(e) a neurotic, stress related or somatoform disorder;
(f) a behavioural syndrome associated with physiological disturbances or physical factors;	(f) a behavioural syndrome associated with physiological disturbances or physical factors;	(f) a behavioural syndrome associated with physiological disturbances or physical factors;
(g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;	(g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;	(g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
(h) mental retardation;	(h) mental retardation;	(h) mental retardation;
(i) a disorder or physiological development;	(i) a disorder or physiological development;	(i) a disorder or physiological development;
(j) a behavioural or emotional disorder, with onset in childhood or adolescence; or	(j) a behavioural or emotional disorder, with onset in childhood or adolescence; or	(j) a behavioural or emotional disorder, with onset in childhood or adolescence; or
(k) a mental disorder not otherwise specified, such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.	(k) a mental disorder not otherwise specified, such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.	(k) a mental disorder not otherwise specified, such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

160(1).6

(1) The applicant shall not suffer from any disease or disability which could render him likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) A progressive or non-progressive disease of the nervous system, the effects of which, are likely to interfere with the safe operation of an aircraft;
- (b) A convulsive disorder such as epilepsy;
- (c) Any disturbance of consciousness without satisfactory medical explanation of cause; or
- (d) Any history of head injury the effects of which, are likely to interfere with the safe operation of an aircraft.

160(2).6

(1) The applicant shall not suffer from any disease or disability which could render him likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) A progressive or non-progressive disease of the nervous system, the effects of which, are likely to interfere with the safe operation of an aircraft;
- (b) A convulsive disorder such as epilepsy;
- (c) Any disturbance of consciousness without satisfactory medical explanation of cause; or
- (d) Any history of head injury the effects of which, are likely to interfere with the safe operation of an aircraft.

160(3).6

(1) The applicant shall not suffer from any disease or disability which could render him likely to become suddenly unable to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following:

- (a) A progressive or non-progressive disease of the nervous system, the effects of which, are likely to interfere with the safe operation of an aircraft;
- (b) A convulsive disorder such as epilepsy;
- (c) Any disturbance of consciousness without satisfactory medical explanation of cause; or
- (d) Any history of head injury the effects of which, are likely to interfere with reliable performance of duties.

Cardiovascular System

160(1).7

The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(1).8

(1) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(2).7

The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(2).8

(1) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(3).7

The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(3).8

(1) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(1).9

Electrocardiography shall—

- (a) form part of the heart examination for the first issue of a medical assessment;
- (b) be included in re-examination of applicants between the ages of 30 and 50 years no less frequent than every two years; and
- (c) be included in re-examination of applicants over the age of 50 years no less frequent than annually.

NOTE: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

160(1).10

(1) The systolic and diastolic blood pressure shall be within normal limits; and

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs the use of which, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner.

160(2).9

Electrocardiography shall—

- (a) form part of the heart examination for the issue of a medical assessment; and
- (b) be included in re-examination of applicants over the age of 50 years no less frequent than every two years.

NOTE: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

160(2).10

(1) The systolic and diastolic blood pressure shall be within normal limits; and

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs the use of which, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner.

160(3).9

Electrocardiography shall—

- (a) form part of the heart examination for the issue of a medical assessment; and
- (b) be included in re-examination of applicants over the age of 50 years no less frequent than every two years.

NOTE: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

160(3).10

(1) The systolic and diastolic blood pressure shall be within normal limits; and

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs the use of which, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner.

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160(1).11

There shall be no functional or structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

160(2).11

There shall be no functional or structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

160(3).11

There shall be no functional or structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

Respiratory System**160(1).12**

(1) There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in the incapacitating symptoms during normal or emergency operations.

(2) Chest radiography shall form a part of the initial examination.

NOTE: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

160(2).12

(1) There shall be no acute disability of the lungs or any active disease of the structure of the lungs, mediastinum or pleurae likely to result in the incapacitating symptoms during normal or emergency operations.

(2) Chest radiography shall form a part of the initial examinations.

NOTE: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

160(3).12

(1) There shall be not acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleurae likely to result in the incapacitating symptoms during normal or emergency operations.

NOTE: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

160(1).13 (Reserved)**160(1).14**

(1) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

160(2).13 (Reserved)**160(1).14**

(1) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

160(3).13 (Reserved)**160(1).14**

(1) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(2) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(3) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

160(1).15

(1) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(2) Applicants with quiescent or healed lesions which are known to be tuberculous or are presumably tuberculous in origin may be assessed as fit.

160(1).16

An applicant with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

160(1).17

An applicant shall be completely free of those hernias that might give rise to incapacitating symptoms.

(2) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(3) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

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160(3).16

An applicant with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

160(3).17

Reserved

*Civil Aviation Regulations – Part II – Personnel Licensing***160(1).18**

(1) An applicant with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(2) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

160(2).18

(1) An applicant with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(2) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

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Other Medical Conditions**160(1).19**

An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

160(1).20

(1) Applicants with insulin treated diabetes mellitus shall be assessed as unfit.

160(2).19

An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

160(2).20

(1) Applicants with insulin treated diabetes mellitus shall be assessed as unfit.

(2) An applicant with non-insulin treated diabetes

160(3).19

An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

160(3).20

(1) Applicants with insulin treated diabetes mellitus shall be assessed as unfit.

(2) An applicant with non-insulin treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

160(1).21

(1) An applicant with diseases of the blood and or the lymphatic system shall be assessed as unfit unless adequately investigated and his condition found to be unlikely to interfere with the safe exercise of his licence and rating privileges.

NOTE: Sickle cell trait or other haemoglobinopatic traits are usually compatible with a fit assessment.

(2) An applicant with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and his condition is found unlikely to interfere with the safe exercise of his licence and rating privileges.

(3) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

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(3) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

Genito-Urinary System

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160(1).22

Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note: Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and this increases the likelihood of a fit assessment.

160(1).23

(1) An applicant with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tracts, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the licence and rating privileges.

(2) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

160(1).24

Deleted by LN139/2011

160(2).22

Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

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(2) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

160(3).24

Deleted by LN139/2011

160(1).25

(1) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

(2) An applicant with a low-risk uncomplicated pregnancy determined by an obstetrical evaluation and continued medical supervision, the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(3) Following confinement or termination of the pregnancy, an applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

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(1) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

(2) An applicant with a low-risk uncomplicated pregnancy determined by an obstetrical evaluation and continued medical supervision, the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

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(1) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

(2) An applicant with a low-risk uncomplicated pregnancy determined by an obstetrical evaluation and continued medical supervision, the fit assessment shall be limited to the period until the end of the 34th week of gestation.

(3) During the gestational period, precaution should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.

(4) Following confinement or termination of a pregnancy, an applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

Musculoskeletal System

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160(1).26

An applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

— — —

NOTE: Any sequelae after lesions affecting the bones, joints muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

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NOTE: Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

Ear, Nose and Throat Conditions

160(1).27

(1) An applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) There shall be—

- (a) no disturbance of the vestibular function;
- (b) no significant dysfunction of the Eustachian tubes; and
- (c) no unhealed perforation of the tympanic membranes.

(3) A single dry perforation of the tympanic membrane need not render the applicant unfit.

160(2).27

(1) An applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) There shall be—

- (a) no disturbance of the vestibular function;
- (b) no significant dysfunction of the Eustachian tubes; and
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(3) A single dry perforation of the tympanic membrane need not render the applicant unfit.

160(1).28

There shall be—

- (a) no nasal obstruction; and
- (b) no malformation or any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(1).29

An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

160(2).28

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- (a) no nasal obstruction; and
- (b) no malformation or any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

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An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

160(3).28

There shall be no malformation or any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

160(3).29

An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

Hearing Requirement

160(1).30

The applicant shall be required to demonstrate a hearing performance sufficient for the safe exercise of the applicant's licence and rating privileges.

160(1).31

(1) An applicant shall be tested by pure-tone audiometry—

- (a) at first issue of the assessment;
- (b) not less than once every five years up to the age of 40 years; and

160(2).30

The applicant shall be required to demonstrate a hearing performance sufficient for the safe exercise of the applicant's licence and rating privileges.

160(2).31

(1) An applicant shall be tested by pure-tone audiometry—

- (a) at first issue of the assessment; and
- (b) not less than once every two years above the age of 50 years.

160(3).30

The applicant shall be required to demonstrate a hearing performance sufficient for the safe exercise of the applicant's licence and rating privileges.

160(3).31

(1) An applicant shall be tested by pure-tone audiometry—

- (a) at first issue of the assessment;
- (b) not less than once every four years up to the age of 40 years; and

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(c) not less than once every two years above the age of 40 years.

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NOTE: The reference zero for calibration of pure-tone audiometry is that of the pertinent Standards of the current edition of the Audiometric Test Methods published in the International Organisation for Standardisation (ISO).

(2) Other methods providing equivalent results may be used as an alternative.

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(3) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35dB at any of the frequencies, 500 Hz, or 2000 Hz, or more than 50dB at 3000 Hz.

(3) The applicant when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35dB at any of the frequencies, 500 Hz, 1000 Hz or 2000 Hz, or more than 50dB at 3000 Hz.

(3) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35dB at any of the frequencies, 500 Hz, 1000 Hz or 2000 Hz, or more than 50dB at 3000 Hz.

(4) An applicant with a hearing loss greater than that specified in paragraph (3) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

(4) An applicant with a hearing loss greater than that specified in paragraph (2) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

(4) An applicant with a hearing loss greater than that specified in paragraph (3) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control working environment.

— — —
NOTE 1: It is important that the background noise is representative of the noise in the cockpit of the type of aircraft for which the applicant's licence and ratings are valid.

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— — —
NOTE 1: The frequency composition of the background noise is defined only to the extent that the frequency range 600 Hz to 4800 Hz (the speech range) is adequately represented.

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NOTE 2: In the speech material for discrimination testing, both aviation phrases and phonetically balanced words are normally used.

(5) A practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used as an alternative to paragraph (4).

(6) At medical examinations other than those specified in paragraph (1), an applicant shall be tested in a quiet room by whispered and spoken voice tests.

NOTE 1: For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35dB (A).

NOTE 2: For the purpose of testing hearing in accordance with the requirements, the sound level of an average conversational voice at 1 m from the point of output (lower lips of the speaker) is c. 60dB (A) and a whispered voice c. 45dB (A). At 2 m from the speaker, the sound level is 6dB (A) lower.

160(1).32

Demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate the masking

NOTE 2: In the speech material for discrimination testing, both aviation phrases and phonetically balanced words are normally used.

(5) A practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid, may be used as an alternative to paragraph (3).

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160(2).32

Reserved

NOTE 2: In the speech material for discrimination testing, both aviation phrases and phonetically balanced words are normally used.

(5) A practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used as an alternative to paragraph (4).

(6) At medical examinations other than those specified in paragraph (1), an applicant shall be tested in a quiet room by whispered and spoken voice test.

NOTE 1: For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35dB (A).

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160(3).32

Demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate that experienced in a

properties of flight deck noise upon speech and audio tones.

typical air traffic control working environment.

Visual Acuity Test Requirement

160(1).33

(1) Visual acuity shall be conducted in an environment with a level of illumination which corresponds to ordinary office illumination (30-60 cd/m²).

(2) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

160(1).34

(1) The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

(2) The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).

(3) An applicant obtaining a satisfactory result as prescribed by the Authority

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(3) An applicant obtaining a satisfactory result as prescribed by the Authority

shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit.

(4) Sunglasses worn during the exercise of the privilege of the licence or rating held should be non-polarising and of neutral grey tint.

160(1).35

The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

160(1).36

(1) Distant visual acuity with or without correction shall be **6/9** or better in each eye separately and binocular visual acuity shall be **6/6** or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant shall be assessed fit provided that—

shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed with the following restriction: “**valid daytime only**”.

(4) Sunglasses worn during the exercise of the privilege of the licence or rating held should be non-polarising and of neutral grey tint.

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The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

160(2).36

(1) Distant visual acuity with or without correction shall be **6/12** or better in each eye separately and binocular visual acuity shall be **6/9** or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant shall be assessed fit provided that—

shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit.

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- (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (b) in addition a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

NOTE: An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity and the occurrence of eye disease, eye injury or eye surgery.

(2) Applicants may use contact lenses to meet this requirement provided that:

- (a) the lenses are mono-focal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available

- (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (b) in addition a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

NOTE: An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity and the occurrence of eye disease, eye injury or eye surgery.

(2) Applicant may use contact lenses to meet this requirement provided that:

- (a) the lenses are well mono-focal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily

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- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the

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during the exercise of the licence privileges.

NOTE 1: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

— — —
NOTE 2: Applicants with a large refractive error shall use contact lenses or high index spectacle lenses.

(3) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full satisfactory ophthalmic report prior to initial Medical Assessment and every five years thereafter.

NOTE: The purpose of the required ophthalmic examination is to ascertain normal visual performance, and to identify any significant pathology.

160(1).37

Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the

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NOTE: The purpose of the required ophthalmic examination is to ascertain normal visual performance, and to identify any significant pathology.

160(2).37

Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the

exercise of the licence privileges.

NOTE 1: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

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NOTE 2: Applicants with a large refractive error shall use contact lenses or high index spectacle lenses.

— — —
NOTE 3: If spectacles are used, high index lenses are needed to minimise peripheral field of vision.

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NOTE: The purpose of the required ophthalmic examination is to ascertain normal visual performance, and to identify any significant pathology.

160(3).37

Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the

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safe exercise of their licence and rating privileges.

160(1).38

(1) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required under paragraph 160(1).36 the N5 Chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 centimetres and the ability to read the N14 Chart or its equivalent at a distance of 100 centimetres. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with paragraph 160(1).36(1); if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

NOTE 1: N5 and N14 refer to the size of typeface used.

NOTE 2: An applicant who needs near correction to meet this requirement will require "look-over", bifocal or perhaps

safe exercise of their licence and rating privileges.

160(2).38

(1) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required under paragraph 160(2).36 the N5 Chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 centimetres and the ability to read the N14 chart or its equivalent at a distance of 100 centimetres. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with paragraph 160(2).36(1); if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

NOTE 1: N5 refers to the size of typeface used.

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160(3).38

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NOTE 1: N5 and N14 refer to the size of typeface used.

NOTE 2: An applicant who needs near correction to meet this requirement will require "look-over", bifocal or perhaps

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multi-focal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision through the windscreen without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

multi-focal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision through the windscreen without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision through the windows without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic control duties. However, it should be realised that single-vision near correction significantly reduces distant visual acuity.

NOTE 3: *Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the type of aircraft in which he is likely to function.*

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NOTE 3: *Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control duties the applicant is likely to perform.*

(2) When near correction is required in accordance with paragraph 160(1).38(1) a second pair of near correction spectacles shall be kept available for immediate use.

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160(1).39

(1) The applicant shall be required to have normal fields of vision.

(2) The applicant shall be required to have normal binocular function.

(3) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent

160(2).39

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(2) The applicant shall be required to have normal binocular function.

160(3).39

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(2) The applicant shall be required to have normal binocular function.

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not be disqualifying.

— — —

NOTE: Defective stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

— — —

NOTE: Defective stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

SCHEDULE 15**Part A****[Regulation 162 (a)]****1. Categories:**

- a. **M1** – When endorsed with the applicable Type or Group Rating, the licence authorises the holder to sign a Certificate of Release to Service (CRS) for unpressurised, piston-engine powered aeroplanes, including the installed power plants, with a maximum certificated take-off mass (MCTOM) of five thousand and seven hundred (5,700) kilograms or less.
- b. **M2** – When endorsed with the applicable Type Rating, the licence authorises the holder to sign a Certificate of Release to Service (CRS) for pressurised aeroplanes, turbine powered aeroplanes, and aeroplanes of more than five thousand and seven hundred (5,700) kilograms MCTOM, including the installed power plants.
- c. **M-** (Combination of M1 and M2)- Aeroplanes (all) and their installed power plants.
- d. **R1** – This endorsement on a licence authorises the holder to sign a Certificate of Release (CRS) for all piston-engine powered rotorcraft where the MCTOM is three thousand, one hundred and seventy-five (3,175) kilograms or less.
- e. **R2** – When endorsed with the applicable Type Rating, the licence authorises the holder to sign a Certificate of Release to Service (CRS) for all turbine powered rotorcraft, or a rotorcraft with an MCTOM greater than three thousand, one hundred and seventy-five (3,175) kilograms.
- f. **R** – (Combination of R1 and R2) – Rotorcraft (all) and their installed power plants.
- g. **E1** – This endorsement on a licence authorises the holder to sign a Certificate of Release (CRS) for avionics systems (Electrics, Radio, Instruments, and Auto Pilot but excluding

Inertial Navigation and Flight Management Systems), installed on all aircraft of five thousand and seven hundred (5,700) kilograms or less MCTOM.

- h. E2 – When endorsed with this Rating, the licence authorises the holder to sign a Certificate of Release to Service (CRS) for Avionics Systems (including Auto pilot, inertial navigation and flight management systems) installed on all aircraft of five thousand and seven hundred (5,700) kilograms or less MCTOM, and on aircraft with an MCTOM of more than five thousand and seven hundred (5,700) kilograms where the holder has satisfactorily completed type training on the aircraft type being certified.
- i. E –(combination of E1 and E2) Avionics systems, including those on aircraft with an MCTOM of over 5700 kgs when type trained on the aircraft.

2. Ratings:

- a. A Type Rating may be issued for a type of aircraft and its installed power plant, using the ICAO identifier code (*Ref. ICAO Doc 8643*), such as “**C172**” for a Cessna Model 172 aeroplane, or “**R22**” for a Robinson Model R22 Helicopter.
- b. An applicant for a Type Rating on an **M2** or **R2** category aircraft must provide proof that he has satisfactorily completed an approved **ATA 104 Level III** standard Type Endorsement course on the applicable aircraft.
- c. A Group Rating may be issued for a group of similar or related aircraft (or power plants) such as “**All Single piston-engine powered aeroplanes of 2730 kg (6000 lbs) or less MCTOM**”, or “**All piston-engine powered aeroplanes of 5700 kg (12,500 lbs) or less MCTOM**”, depending on the experience level of the applicant and at the discretion of the Authority.
- d. A “Direct Reading Compasses” rating may be endorsed on any Type-rated “M” Licence or any “E” Licence where the holder has met the applicable training and experience requirements.

3. Restrictions/Limitations:

A person may be issued a Licence with a restriction or limitation where the person has only partially completed the requirement for the applicable category. An example is an applicant who has satisfied the Airframe requirements for an **M1** Licence (unpressurised airframe) and the Engine requirements for the issue of a Type Rating on a “**C208**” aircraft, which is turbine powered and therefore in the “**M2**” category but is not a pressurised aircraft. That person would then be issued a Licence with a restriction as follows:

Category: M – “Restricted to unpressurised aircraft only.”

Type Rating: C208

Part B**[Regulation 162 (e)]**

The following are the knowledge subject areas for the Aircraft Maintenance Engineer Licence:

A. Civil Aviation Requirements, Laws and Regulations			
	Subject	Hours	Level
1	International and State aviation law	10	3
2	Airworthiness requirements	10	3
3	Civil Aviation regulations	10	3
4	Air transport operations	10	3
5	Air Operator's organization and management	10	3
6	Air Operator's economics	10	3
7	Approved maintenance organizations	30	3
8	Aircraft Maintenance Licence requirements	20	3
9	The role of the State aviation regulatory body	10	3
10	Aircraft maintenance, documents, and certification	10	3

B. Human Performance			
	Subject	Hours	Level
1	General programme overview	3	3
2	Human factors knowledge	3	3
3	Communications skills	3	3
4	Teamwork skills	3	3
5	Performance management	3	3
6	Situation awareness	3	3
7	Human error	3	3
8	Reporting and investigating errors	3	3
9	Monitoring and auditing	3	3
10	Document design	3	3

C. Natural Science and General Principles of aircraft			
	Subject	Hours	Level
1	Mathematics	75	1
2	Physics	70	1
3	Technical Drawing	70	1
4	Chemistry	30	1
5	Theory of Flight & Flight Controls(Basic-Fixed Wing)	100	2
6	Theory of Flight & Flight Controls(Basic-Rotorcraft)	100	2

D. Airframe Engineering and Maintenance			
	Subject Area	Hours	Level
1	Aircraft Maintenance Practices, tools, and Materials – General	200	3
2	Airframe structures and systems - General	250	3
3	Pressurized airframes and pressurization systems	100	3
4	Airframe structures and systems - Rotorcraft	150	3
5	Rotors and transmission systems - Rotorcraft	100	3

E. Power Plant Engineering and Maintenance			
	Subject Area	Hours	Level
1	Piston Engines	250	3
2	Piston engine fuel systems	50	3
3	Propellers	100	3
4	Gas turbine engines (Incl. Turbo Props and Auxiliary Power Units)	300	3
5	Gas turbine engine fuel systems	50	3

F. Avionics Systems – Electrical and Instrument			
	Subject Area	Hours	Level
1	Maintenance practices and materials	200	3
2	Electrical and electronic fundamentals	450	3
3	Digital techniques, computers, and associated devices	200	3
4	Aircraft electrical systems	250	3

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5	Aircraft instrument systems	250	3
6	Compasses and compass compensation	40	3

G. Avionics Systems – Radio Communication and Navigation			
	Subject Area	Hours	Level
1	Maintenance practices and materials*	200	3
2	Electrical and electronic fundamentals*	200	3
3	Aircraft radio communication & radio navigation systems	450	3
	*Not required if already completed under "F"		

H. Avionics Systems – Auto Flight & Inertial Navigation			
	Subject Area	Hours	Level
1	Maintenance practices and materials*	200	3
2	Electrical and electronic fundamentals*	200	3
3	Automatic Flight Control systems (Fixed Wing)	200	3
4	Automatic Flight Control systems (Rotary Wing)	75	3
5	Aircraft inertial navigation systems	60	3
	*Not required if already completed under "F"		

Category Training Requirement Breakdown for AME Licence applicants:

Licence Category (For authorisation to Certify...)	Required Training Course (See Course Headings)	Total Hours (Minimum)	Familiarisation (Required for Limited Avionics authorisation)
M1 – Piston Engine powered, unpressurised aeroplanes of 5700kg (12,500lbs) or less MCTOM.	A, B, C, D1, D2, E1, E2, E3.	1900	F1, F2
M2 – Aeroplanes, Turbine Engine powered, pressurized, or over 5700Kg	A, B, C, D1, D2, D3, E.	2350	F1, F2 (+Aircraft Type Training to ATA 104 Level III)

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(12,500lbs) MCTOM, if Type Trained to ATA104 Level III.			
R1 – Rotorcraft, Piston Engine powered, and 1600 kg (3,500lbs) or less MCTOM.	A, B, C, D1, D4, D5, E1, E2.	1800	F1, F2
R2 – Rotorcraft, Turbine Engine powered, or over 1600kg (3,500lbs) MCTOM, if Type Trained to ATA104 Level III.	A, B, C, D1, D4, D5, E1, E2, E4, E5.	2145	F1, F2 (+Aircraft Type Training to ATA 104 Level III)
E1 – Avionics systems on all aircraft of 5700kg (12,500lbs) (1600kg or 3000lbs for Rotorcraft) or less MCTOM.	A, B, C, D1, D2, F, G, H3.	3190	
E2 – Avionics systems on aircraft of more than 5700kg (12,500lbs) (1600kg or 3000lbs for Rotorcraft) if Type Trained to ATA104 Level III.	A, B, C, D1, D2, F, G, H.	3885	

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The following are the Experience Requirements for the Aircraft Maintenance Engineer Licence Applicants:

Experience Working in Aircraft Maintenance	
Category	Total Time (Months)
“M1” Aeroplanes - Airframe & installed Power Plant: (Piston engine, unpressurised, and 5700kg [12,500lbs] or less MCTOM).	Forty-eight (48) months minimum, including: Fixed Wing aircraft – Twelve (12) months Piston Engines – Twelve (12) Months For a Type Rating – Six (6) months on the requested aircraft type.
“M2” Aeroplanes – Airframe & installed Power Plant: (Turbine engine, pressurized, or MCTOM>5700 kg [12,500lbs])	Forty-eight (48) months minimum, including: Fixed Wing aircraft – Twelve (12) months Turbine Engines – Twelve (12) months For a Type Rating – Six (6) months on the requested aircraft type.
“R1” Rotorcraft – Airframe & installed Power Plant: (Piston engine and 1600 kg [3500lbs] or less MCTOM)	Forty-eight (48) months minimum, including: Rotary-wing aircraft – Twelve (12) months. Piston Engines – Twelve (12) months. For a Type Rating – Six (6) months on the requested aircraft type.
“R2” Rotorcraft – Airframe & installed Power Plant: (Turbine engine or MCTOM>1600 kg [3500lbs])	Forty-eight (48) months minimum, including: Rotary-wing aircraft – Twelve (12) months. Turbine Engines – Twelve (12) months For a Type Rating – Six (6) months on the requested aircraft type.
“E1” Avionics Systems – All aircraft with an MCTOM of 5700 kg (12,500lbs) or less:	Forty-eight (48) months minimum, including: Aircraft electrical systems Aircraft Radio Communication systems Aircraft Radio Navigation systems Aircraft Instruments (Incl. Compasses)

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"E2" Avionics Systems - Aircraft of more than 5700 kg (12,500lbs) MCTOM (When type-trained to ATA 104 Level III on the aircraft)	Forty-eight (48) months minimum, including: All "E1" items Auto Flight and Inertial Navigation Systems – Six (6) months.
<p>NOTE (1): The experience time indicated for each subject area is based on ICAO Annex 1, Chapter 4, Subsection 4.2.1.3(a).</p> <p>NOTE (2): The experience time (working on aircraft in service) may be reduced to twenty-four (24) months if an applicant has successfully completed an approved Aircraft Maintenance Engineer training program conforming to Schedule 15 Part "B".</p> <p>NOTE (3): The Airframe and Engine experience time may be credited concurrently.</p>	

Part D**[Regulation 162 (g)]:**

The following are the Skills Training Experience Requirements for the Aircraft Maintenance Engineer Licence Applicants

Licence Category	MAINTENANCE SKILLS TRAINING	Hours	Level
M1, M2	AIRFRAME:		
	<ul style="list-style-type: none"> Basic workshop and maintenance practices 	725	3
	<ul style="list-style-type: none"> Repair, maintenance and function testing of airframe systems and components 	1000	3

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	<ul style="list-style-type: none"> • Job/Task documentation and control practices** 	100	3
M1, M2	ENGINE & PROPELLER:		
	<ul style="list-style-type: none"> • Basic workshop and maintenance practices 	450	3
	<ul style="list-style-type: none"> • Repair, maintenance and function testing of engine systems and components 	450	3
	<ul style="list-style-type: none"> • Job/Task documentation and control practices** 	100	3
E1, E2	AVIONICS:		
	<ul style="list-style-type: none"> • Basic workshop & maintenance practices - Electrical 	775	3
	<ul style="list-style-type: none"> • Basic workshop & maintenance practices - Instrument 	1000	3
	<ul style="list-style-type: none"> • Basic workshop & maintenance practices – Radio 	875	3
	<ul style="list-style-type: none"> • Basic workshop & maintenance practices – Auto Flight 	225	3
	<ul style="list-style-type: none"> • Repair maintenance and function testing of avionics 	100	3

	systems and components.		
	<ul style="list-style-type: none"> • Job/Task documentation and Control Practices** 	100	3
Note: **Job/Task documentation needs to be taught only once.			

Part E

[Regulation 165(3)]

1. The pass mark for an Aircraft Maintenance Engineer Licence written test shall be seventy-five percent (75 %).

2. A person who fails a written test for an Aircraft Maintenance Engineer Licence is eligible to retake such test after the time period specified in the following table from the date of notification:

<i>Percentage Scored</i>	<i>Examinations may be rewritten –</i>
70-74.99%	no sooner than one week;
65-69%	no sooner than two weeks;
60-64%	no sooner than four weeks;
50-59%	no sooner than three months;
30-50%	no sooner than six months; and
<i>less than 30%</i>	no sooner than twelve months.

3. Where an applicant was not successful at an interview for an Aircraft Maintenance Engineer Licence, the Director General may, at his

discretion, determine the minimum time period after which such applicant may return for another interview.

Part F

(Regulation 166)

1. A holder of an Aircraft Maintenance Engineer Licence –

- (a) in the Airframe and Engine categories without a type rating shall have no certification privileges; and
- (b) in the Airframe, Engine and Avionics Systems categories with type rating shall have no certification privileges for an aircraft engaged in commercial air transport operations.

NOTE: An Approved Maintenance Organisation and an operator approved by the Authority to perform maintenance under an equivalent system shall be responsible for the certification of an aircraft engaged in commercial air transport operations, an aeroplane of over five thousand, seven hundred kilogrammes (5,700 kgs) maximum certified take-off mass not engaged in commercial air transport operations and a helicopter of over two thousand, seven hundred and thirty (2,730 kgs) maximum certified take-off mass not engaged in commercial air transport operations.

2. A holder of an Aircraft Maintenance Engineer Licence shall not issue a Certificate of Release to Service for maintenance work, except where such work was successfully accomplished in accordance with the Aircraft Maintenance Manual or document referenced in the Aircraft Maintenance Manual.

3. A holder of an Aircraft Maintenance Engineer Licence with an Airframe category and type rating shall have the following certification privileges appropriate to the type rating held:

- (a) issue a Certificate of Release to Service for –

- (i) work completed on an aircraft or component, including duplicate inspections, repairs, component and accessories replacement, modifications, servicing and system tests on the air-frame and systems of an aircraft on which the person holds the rating;
 - (ii) the replacement of avionics components where no specialised test equipment or procedures such as soldering or connector pin replacement is required and the license holder has received training on the affected system as part of his approved type course, on an aircraft on which the person holds a type rating;
 - (iii) for the satisfactory completion of a scheduled or unscheduled inspection and return of the aircraft to service; and
- (b) issue a Certificate of Maintenance Review in accordance with regulation 38 of the Civil Aviation Airworthiness Regulations.

4. An Aircraft Maintenance Engineer Licence with an engine category and type rating shall have the privileges appropriate to the type rating held to issue a Certificate of Release to Service for work completed on a power plant, or power plant component including duplicate inspections, repairs, component and accessory replacements, modifications, servicing and system tests on any power plant on which the person holds a type rating.

5. A holder of an Aircraft Maintenance Engineer Licence with Airframe and Engine categories and type ratings for an aircraft shall be eligible to make a statement in the aircraft permanent record that such aircraft was inspected and found to be safe for the intended flight and affix his signature against such statement as required by a Special Flight Permit issued by the Authority under the *Civil Aviation Regulations – Part V – Airworthiness*.

6. (1) The holder of an Aircraft Maintenance Engineer Licence with an E1 Avionics Systems category shall have the privilege to issue a Certificate of Release to Service for work completed on electrical systems or components, radio systems or components, and instrument systems or components, including duplicate inspections, repairs, component and accessory replacements, modifications, scheduled and unscheduled inspections for an—

- (a) aeroplane five thousand, seven hundred kilogrammes (5,700 kgs) or less maximum certified take-off mass and a helicopter two thousand, seven hundred and thirty (2,730 kgs) or less maximum certified take-off mass, appropriate to the category held; and
- (b) aeroplane over five thousand, seven hundred kilogrammes (5,700 kgs) maximum certified take-off mass and a helicopter over two thousand, seven hundred and thirty (2,730 kgs) maximum certified take-off mass, appropriate to a type rating held.

(2) The holder of an Aircraft Maintenance Engineer Licence with an E2 Avionics Systems category shall have the privilege to issue a Certificate of Release to Service for work completed on electrical systems or components, radio systems or components, instrument systems or components, auto flight systems and components and flight management systems and components, including duplicate inspections, repairs, component and accessory replacements, modifications, scheduled and unscheduled inspections for an—

- (a) aeroplane five thousand, seven hundred kilogrammes (5,700 kgs) or less maximum certified take-off mass and a helicopter two thousand, seven hundred and thirty kilogrammes (2,730 kgs) or less maximum certified take-off mass, appropriate to the category held; and
- (b) aeroplanes over five thousand, seven hundred kilogrammes (5,700 kgs) maximum certified take-off mass and a helicopter over two thousand, seven hundred and

thirty kilogrammes (2,730 kgs) maximum certified take-off mass, appropriate to a type rating held.

(3) The privileges under paragraphs (1) and (2) shall be –

- (a) limited to the removal and replacement of components, system testing, trouble-shooting, repairs to wiring, connectors, or installations, as well as calibrations or adjustments described in the Aircraft Maintenance Manuals; and
- (b) restricted from reassembling or carrying out any repair on a component, except where such repair is specifically defined in the Aircraft Maintenance Manual or document referenced by the Aircraft Maintenance Manual.

7. A holder of an Aircraft Maintenance Engineer Licence with compass compensation and adjustment rating may issue a Certificate of Release to Service for maintenance work performed on an aircraft compass system appropriate to the rating held.

8. (1) The certification privileges of a holder of an Aircraft Maintenance Engineer Licence category with a type rating is restricted to repairs, replacements, modifications, mandatory inspections, scheduled and un-scheduled maintenance inspections or any other tasks described in the Aircraft Manufacturer's Maintenance and Service Manuals, FAA Advisory Circular AC43.13-1B/2B as amended from time to time or the equivalent publication issued by the European Aviation Safety Agency (EASA), Transport Canada, UK CAA or Guyana Civil Aviation Authority.

(2) Where certification is done under sub-clause (1), a holder of an Aircraft Maintenance Engineer Licence in a category with a type rating shall be responsible for the condition, assembly, installation and functioning of all parts of the airframe, power plant or avionics systems, as applicable, affected by the work carried out.

9. A holder of an Aircraft Maintenance Engineer Licence in the Airframe category with a type rating shall not issue a Certificate of Release to Service, in respect of an airframe or component where work has been done

involving the repair, replacement or modification by riveting, bonding, welding, laminating, or the manufacture of—

- (a) a fuselage longeron (stringer) or frame;
- (b) a box or truss beam, wing stringer or chord member, wing main rib or spar;
- (c) a seat support brace or bracket;
- (d) an engine mount assembly or part thereof;
- (e) repairs to fiber-reinforced plastic and epoxy primary structures;
- (f) covering a fuselage or airfoil with cotton, linen, polyester or glass-fibre fabric;
- (g) disturbing of individual parts of units which are supplied as bench-tested units, except for replacement or adjustment of items normally replaceable or adjustable in service where subsequent functioning may be proved without the use of test apparatus used for normal functioning check;
- (h) repair of any surface, of damage extending more than six (6) inches in length in any direction, where the surface is subject to pressurisation loads; and
- (i) any repair to aircraft skin, whether or not subject to pressurisation loads, where the use of support, jig or fixture is required.

10. A holder of an Aircraft Maintenance Engineer Licence in the Engine category with a type rating shall not issue a Certificate of Release to Service for—

- (a) repairs to a wooden, or composite blade or propeller;

- (b) reassembly of the crankcase of a reciprocating engine;
- (c) overhaul or reassembly of a turbine engine or turbine engine module;
- (d) repairs to a propeller that is beyond the limits recommended in the manufacturer's maintenance manual or service instructions;
- (e) reassembly of a controllable pitch or variable-pitch propeller; and
- (f) an engine mount assembly or part thereof.

11. A holder of an Aircraft Maintenance Engineer Licence may provide guidance and supervision for a structured programme of self-study for the knowledge and skills training of personnel preparing for an Aircraft Maintenance Licence in a category, where he—

- (a) has been engaged in the maintenance of aircraft for at least twelve (12) months in the previous two (2) years;
- (b) has received training on the fundamentals of instructing which includes—
 - (i) the learning process;
 - (ii) elements of effective teaching;
 - (iii) student evaluation and testing;
 - (iv) course development;
 - (v) lesson planning;
 - (vi) classroom training techniques;
 - (vii) assessment of student performance; and
 - (viii) analysis and correction of student errors;
- (c) has been approved by the Authority prior to commencement of the programme of self-study.

12. A holder of an Aircraft Maintenance Engineer Licence may conduct skills testing of personnel for an Aircraft Maintenance Engineer Licence in a category or rating, where he—

- (a) holds a valid Aircraft Maintenance Engineer Licence in such category or rating for more than five (5) years;
- (b) has been engaged in the aircraft maintenance activities for at least twenty-four (24) months in the previous five (5) years;
- (c) has received training on the fundamentals of instructing which includes—
 - (i) the learning process;
 - (ii) elements of effective teaching;
 - (iii) student evaluation and testing;
 - (iv) course development;
 - (v) lesson planning;
 - (vi) classroom training techniques;
 - (vii) assessment of student performance;
 - (viii) analysis and correction of student errors; and
- (d) is approved by the Authority to conduct skills testing of personnel applying for an Aircraft Maintenance Engineer Licence in the category or rating sought.

PART G

(Regulation 169)

The following are the standards for the renewal of an Aircraft Maintenance Engineer Licence:

1. The holder shall provide to the Authority documented records that demonstrate that, over a period of six (6) months during the preceding twenty-four (24) months he has—

- (a) performed maintenance on aircraft;
- (b) supervised the performance of aircraft maintenance;
- (c) supervised, in an executive capacity, an aircraft maintenance function;
- (d) served as an aviation maintenance instructor;
- (e) supervised another aviation maintenance instructor in an aircraft maintenance training course provided by an Aviation Training Organisation; or
- (f) carried out inspections on aircraft for the purpose of determining airworthiness.

2. Where an Aircraft Maintenance Engineer is unable to meet the requirements of clause 1 for renewal of his Aircraft Maintenance Engineer Licence, he may regain eligibility for renewal by –

- (a) performing aircraft maintenance under the supervision the holder of a valid Aircraft Maintenance Engineer Licence for a minimum period of six (6) months, provided that the supervising Aircraft Maintenance Engineer is the person signing the renewal application form attesting to his competency; and
- (b) successfully completing a written test in the areas of civil aviation requirements, laws and regulations set out in Part B of Schedule 15.

3. Where an application for renewal of an Aircraft Maintenance Engineer Licence is made –

- (a) prior to expiration of the licence and the requirements of clause 1 is satisfied, the license shall be renewed for a period of two (2) years;

- (b) two (2) years or less after the licence has expired and the requirements of clause 1 is satisfied, the licence shall be renewed for two (2) years from the date the renewal was approved; or
- (c) more than two (2) years after the licence has expired, the application may be approved where the applicant demonstrates that during the elapsed period he has been performing one (1) of the functions in clause 1 while holding a valid aircraft maintenance licence from another Contracting State.

SCHEDULE 16

[Regulation 183(1)]

IMPLEMENTING STANDARDS

The following standards are numbered to correspond numerically to the relevant provisions in the regulations:

Regulation 23

An airman licence issued under these Regulations shall meet the following minimum standards:

- (a) an airman licence shall be printed on first quality paper or other suitable material including plastic cards and the items mentioned in regulation 23(1)(c) shown clearly thereon.
- (b) the Guyana Civil Aviation Authority (GCAA) ensures that the privileges granted by a pilot licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience, by the examination of the following documents:
 - (i) Pilot Medical Certificate;
 - (ii) Pilot log book;
 - (iii) Pilot Licence;
 - (iv) Pilot Authorisation; and
 - (v) any other documents as may be required by the Authority;

- (c) examination of the above-mentioned documents may take place:
- (i) during the Renewal of the pilot's Medical Certificate;
 - (ii) during Ramp Checks; and
 - (iii) during flight Checks.

Regulation 31

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may the pilot licence for the operation of such radiotelephone.

Regulation 33

The following procedures meet the minimum skill requirements for a Private Pilot Licence with a helicopter rating:

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATIONS	
<i>Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.</i>	
a	Helicopter knowledge
b	Mass and balance
c	Pre-flight inspection: external and internal
d	Starting procedure
e	Taxiing including hover and air taxi
F	Pre-take-off procedures
g	ATC liaison – compliance, R/T procedures
PARAGRAPH 2 Hover manoeuvres (including confined areas)	
a	Lift off and touch down

b	Stationary hovering with head-cross-tail wind, if applicable
c	Stationary hover turns 360 degrees left and right
d	Forward, sideways and rearwards hovering
e	Simulated engine failure during hovering (at aerodromes only)
PARAGRAPH 3	
Take offs (including from unprepared sites AND confined areas)	
a	Take offs (various profiles)
b	Simulated engine failure during take-off (at aerodromes only)
c	After T/O checks, departure procedure, Air Traffic Control liaison and compliance, R/T procedures

PARAGRAPH 4	
Flight Procedures and manoeuvres	
a	Climbing and descending turns on to specified headings
b	Level flight, control of heading, altitude and speed
c	Level turns with 30° bank, 180° to 360° left and right, visually and 180 degrees level turns by sole reference to instruments
PARAGRAPH 5	
NAVIGATION	
a	Navigation at various altitudes, map reading
b	Altitude, speed, heading control, observation of airspace, altimeter setting
c	Observation of weather conditions, assessment of trends, diversion planning
d	Monitoring of flight progress, flight log, fuel usage, instrument monitoring
e	Use of radio navigation aids
PARAGRAPH 6	
Approach and landings, (including to unprepared sites and confined areas)	
a	Arrival procedures, altimeter setting, checks
b	ATC liaison and compliance, RT procedures
c	Landings (various profiles)
d	Quick stops from different speeds
e	Descent in autorotation

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f	Autorotative landing (at aerodromes only)
g	Action after flight
PARAGRAPH 7 ABNORMAL AND EMERGENCY PROCEDURES (simulated where appropriate)	
a	Engine
b	Fuel system
c	Electrical system
d	Hydraulic system (if relevant)
e	Main and Tail rotor system
f	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual

Regulation 40

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may endorse the pilot licence for the operation of such radiotelephone.

Regulation 42

The following procedures meet the minimum skill requirements for a Commercial Pilot Licence with a helicopter rating:

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATION	
<i>Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.</i>	
a	Helicopter knowledge
b	Mass and balance
c	Pre-flight inspection: external and internal
d	Starting procedure
e	Taxiing including hover and air taxi

f	Pre-take-off procedures
g	ATC liaison – compliance, R/T procedures
<p>PARAGRAPH 2 HOVER MANOEUVRES WITH AND WITHOUT STABILITY AUGMENTATION SYSTEM (SAS), IF EQUIPPED INCLUDING CONFINED AREAS</p>	
a	Lift off and touch down
b	Stationary hovering with head-cross-tail wind, if applicable
c	Stationary hover turns 360° left and right
d	Forward, sideward and rearward hovering
e	Simulated engine failure during hovering (at aerodromes only)
<p>PARAGRAPH 3 TAKE-OFFS (INCLUDING FROM UNPREPARED SITES AND CONFINED AREAS)</p>	
a	Take-offs (various profiles)
b	After T/O checks departure procedure, ATC liaison and compliance, R/T procedures
<p>PARAGRAPH 4 FLIGHT MANOEUVRES AND PROCEDURES BY SOLE REFERENCE TO INSTRUMENTS</p>	
a	Climbing and descending turns on to specified headings
b	Level flight, control of heading, altitude and airspeed
c	Recovery from unusual attitudes
d	Turns with 30° bank, 180° to 360° degrees left and right
<p>PARAGRAPH 5 EN ROUTE PROCEDURES</p>	
a	Navigation at various altitudes, map reading

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b	Altitude, speed, heading control, observation of airspace, altimeter setting
c	Observation of weather conditions, assessment of trends, diversion planning
d	Monitoring of flight progress, flight log, fuel usage, instrument monitoring
e	Tracking, positioning (NDB and/or VOR), identification of facilities
PARAGRAPH 6 APPROACH AND LANDINGS, (INCLUDING TO UNPREPARED SITES AND CONFINED AREAS)	
a	Arrival procedures, altimeter setting, checks
b	ATC liaison and compliance, R/T procedures
c	Landings (various profiles)
d	Quick stops from different speeds
e	Descent in autorotation
f	Auto-rotative landing (at aerodromes only) (Straight in, 90° and 180° turn)

PARAGRAPH 7 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)	
a	Engine
b	Fuel system
c	Electrical system
d	Hydraulic system
e	Main and Tail rotor system
f	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual

Regulation 50

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may endorse the pilot licence for the operation of such radiotelephone.

Regulation 62

The following procedures meet the minimum skill requirements for a Type Rating for an Airline Transport Pilot Licence:

(a) the symbols hereunder has the meaning that follows:

“P” = Trained as pilot-in-command or co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable;

“X” = Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used except where indicated.

(b) the practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (>).

The following abbreviations are used to indicate the training equipment used:

A/C= Aircraft

FS = Flight Simulator

FTD = Flight Training Device

OTD = Other Training Devices

(c) the starred items (*) shall be flown in actual or simulated Instrument Meteorological Conditions.

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- (d) where the letter “M” appears in the skill test/proficiency check column this will indicate the mandatory exercise.
- (e) a flight simulator shall be used for practical training if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:
- (i) the qualification of the flight simulator as set out in the Act or Regulations made thereunder;
 - (ii) the qualifications of the instructor and examiner;
 - (iii) the amount of line-orientated simulator training provided on the course;
 - (iv) the qualifications and previous line operating experience of the pilot under training; and
 - (v) the amount of supervised line flying experience provided after the issue of the new type rating.

	PRACTICAL TRAINING				ATPL/TYPE-RATING SKILL TEST/PROF. CHECK		
Manoeuvres/Procedures Aeroplanes certificated for two (2) pilots shall include MCC training and testing.					Instructor initials when training completed	Chkd in FS A/C	FE initials when test completed
	OTD	FTD	FS	A/C			

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PARAGRAPH 1							
1 Flight preparation	P						
1.1 Performance calculation							
1.2 Aeroplane ext. visual inspect.; location of each item and purpose of inspection				P			
1.3 Cockpit inspection		P					
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	P	>	>	>		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor.			P	>			
1.6 Pre-flight checks		P	>	>		M	
PARAGRAPH 2							
2 Take-offs							
2.1 Normal take offs with different flap settings, including expedited take off.			P	>			
2.2 Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne.			P*	>			
2.3 Cross wind take-off (aircraft, if practicable)			P	>			
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			P	>			
2.5 Take-offs with simulated engine failure			P*	>			
2.5.1* shortly after reaching V ₂ , or							

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<p><i>*Unless otherwise approved by the Authority, the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2.</i></p>						
2.5.2 between V1 and V2, or		P*	X		M* FS Only	
2.5.3 as close as possible after V1, when V1 and V2 or V1 and VR are identical.		P*	X		M* FS Only	
2.5.4 Rejected take-off at a reasonable speed before reaching V1, giving due consideration to aeroplane characteristics, runway length, surface conditions, wind direction, brake heat energy, and any other factors that might adversely affect safety.		P	>X		M	
PARAGRAPH 3						
3 Flight Manoeuvres and Procedures		P				
3.1 Turns with and without spoilers.						

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3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P	>X An aircraft may not be used for this exercise		M	
3.3 Normal operation of systems and controls engineer’s panel.	P	>	>	>			
3.4 Normal and abnormal operations of following systems:						A minimum of 3 items shall be selected from 3.4 to 3.5 inclusive.	
3.4.0 Engine (if necessary propeller)	P	>	>	>			
3.4.1 Pressurisation and air-conditioning	P	>	>	>			

3.4.2 Pitot/static system	P	>	>	>			
3.4.3 Fuel system	P	>	>	>			
3.4.4 Electrical system	P	>	>	>			
3.4.5 Hydraulic system	P	>	>	>			
3.4.6 Flight control and Trim-system	P	>	>	>			
3.4.7 Anti- and de-icing system, Glare shield heating	P	>	>	>			
3.4.8 Autopilot/Flight director	P	>	>	>			
3.4.9 Stall warning devices or stall avoidance devices,	P	>	>	>			

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and stability augmentation devices.							
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder.	P	>	>	>			
3.4.11 Radios, navigation equipment, instruments, flight management system.	P	>	>	>			
3.4.12 Landing gear and brake-system.	P	>	>	>			
3.4.13 Slat and flap system.	P	>	>	>			
3.4.14 Auxiliary power unit.	P	>	>	>			
3.5 TCAS	P	>	>				
3.6 Abnormal and emergency procedures: 3.6.1 Fire drills e.g. Engine, Auxillary power unit, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P	>	>			A minimum of 3 items shall be selected from 3.6 to 3.6.8 inclusive.
3.6.2 Smoke control and removal.		P	>	>			
3.6.3 Engine failures, shut-down and restart at a safe height.		P	>	>			
3.6.4 Fuel dumping (simulated).		P	>	>			
3.6.5 Windshear at Take off/landing.			P	X		FS Only	
3.6.6 Simulated cabin pressure failure/Emergency descent.			P	>			
3.6.7 Incapacitation of flight crew flight member.		P	>	>			

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3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual.		P	>	>			
3.7 Steep turns with 45° bank, 180° to 360° left and right.		P	>	>			

3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P	>			
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration.			P	X			
3.9 Instrument flight procedures: 3.9.1 Adherence to departure and arrival routes and ATC instructions.		P*	>	>		M*	
3.9.2 Holding procedures.		P*	>	>			
3.9.3 ILS-approaches down to a decision height (DH) not less than 200 ft. 3.9.3.1 manually, without flight director.			P*	>		M*	

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3.9.3.2 manually, with flight director.			P*	>			
3.9.3.3 automatically, with autopilot.			P*	>			
<p>3.9.3.4 manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure.</p> <p><i>Unless otherwise approved by the Authority, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the NDB or VOR approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.</i></p>			P*	>		M*	

3.9.4 NDB or VOC/LOC-approach down to the MDH/A.		P*	>		M*		
<p>3.9.5 Circling approach under following conditions:</p> <p>(a) approach to the authorised minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by:</p> <p>(b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorised minimum circling approach altitude;</p> <p><i>Remark: if a) and b) are not possible due to Air Traffic Control reasons a simulated low visibility pattern may be performed.</i></p>		P*	>		M*		
PARAGRAPH 4							
4 Missed Approach Procedures							
4.1 Go-around with all engines operating* after an Instrument Landing System approach on reaching decision height.		P*	>				
4.2 Other missed approach procedures.		P*	>				

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4.3 Go-around with one engine simulated inoperative* after an Instrument Landing System approach on reaching Decision Height (see also 3.9.3.4).			P*	>			
4.4 Rejected landing at 50 feet above runway threshold and go-around.			P	>			
PARAGRAPH 5							
5 Landings							
5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching Decision Height.			P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P	>X an aircraft may not be used for this exercise			

5.3 Cross wind landings (aircraft, if practicable).			P	>			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.			P	>			
5.5 Landing with critical engine simulated inoperative.			P	>			
5.6 Landing with two engines simulated inoperative:			P	X		FS Only	

<p>– Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM.</p> <p>– Aeroplanes with four engines: two engines at one side.</p>								
<p>General remarks: Proposed sequence for skill test Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.</p>								
<p>PARAGRAPH 6 6 Type rating for instrument approaches down to a decision height of less than 200 feet (CAT II/III) The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a Decision Height of less than 200 feet. During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a Decision Height of less than 200 feet shall be used. 6.1 Aborted take-off at minimum authorised Runway Visual Range.</p>			<p>P*</p>	<p>>X an aircraft may not be used for this exercise</p>				

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<p>6.2 ILS Approaches</p> <p>In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.</p>			P*	>		M*		
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<p>6.3 Go-around</p> <p>after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.</p>			P*	>		M*		
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6.4 Landing(s). with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.			P*	>		M*	
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NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.

Contents of the Airline transport pilot Licence/Type Rating Training/ skill test and Proficiency Check on Multi-Pilot helicopters.

Manoeuvres / Procedures (Including MCC on multi-pilot helicopters)	
PARAGRAPH 1	
1+	Pre-flight preparations and checks
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection.
1.2	Cockpit inspection
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies
1.4	Taxiing /air taxiing in compliance with air traffic control instructions or on instructions of an instructor
1.5	Pre take off procedures and checks
PARAGRAPH 2	
2	Take-offs
2.1	Take-offs (various profiles)
2.2	Cross wind take-off (if practicable)
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)
2.4	Take-offs with simulated engine failure:
2.4.1	Shortly before reaching TDP, or DPAT

2.4.2	Shortly after reaching TDP, or DPAT
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PARAGRAPH 3	
3	Flight manoeuvres and procedures
3.1	Turns
3.2	Landings, various profiles
3.2.1	Landing following simulated engine failure before LDP or DPBL
3.2.2	Landing following simulated engine failure after LDP or DPBL
3.3	Normal and abnormal operations of the following systems and procedures:
3.3.1	Engine
3.3.2	Air conditioning (heating, ventilation)
3.3.3	Pilot/static system
3.3.4	Fuel System
3.3.5	Electrical system
3.3.6	Hydraulic system
3.3.7	Flight control and Trim-system
3.3.8	Anti- and de-icing system
3.3.9	Autopilot/Flight director
3.3.10	Stability augmentation devices
3.3.11	Weather radar, radio altimeter, transponder
3.3.12	Area Navigation System
3.3.13	Landing gear system
3.3.14	Tail rotor control failure (if applicable)
3.3.15	Tail rotor loss (if applicable)
3.3.16	Auxiliary power unit
3.3.17	Radio, navigation equipment, instruments flight management system
3.4	Abnormal and emergency procedures
3.4.1	Fire drills (including evacuation if applicable)
3.4.2	Smoke control and removal
3.4.3	Engine failures, shut down and restart at a safe height

3.4.4	Fuel dumping (simulated)
3.4.5	Autorotation descent
3.4.6	Autorotative landing or power recovery
3.4.7	Incapacitation of crew member
3.4.8	Other emergency procedures as outlined in the appropriate Flight Manual
3.5	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments
PARAGRAPH 4	
4	INSTRUMENT FLIGHT PROCEDURES (To be performed in IMC or simulated IMC).
4.1	Instrument take-off : transition to instrument flight is required as soon possible after becoming airborne
4.2	Adherence to departure and arrival routes and Air Traffic Control instructions
4.3	Holding procedures
4.4	ILS-approaches down to CAT 1 decision height
4.4.1	manually, without flight director
4.4.2	manually, with flight director
4.4.3	with coupled autopilot
4.4.4	manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown, or through the complete missed approach procedure)
4.5	Non-precision approach down to the minimum descent altitude MDA/H
4.6	Circling approach under following conditions: a) Approach to the authorised minimum circling altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: b) Circling approach to another runway at least 90 degrees off centreline from final approach used in item a), at the authorised minimum circling approach altitude. Remark: if a) and b) are not possible due to Air Traffic Control

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	reasons a simulated low visibility circuit (visibility less than 800 metres) may be performed.
4.7	Missed Approach Procedures
4.7.1	Go-around with all engines operating on reaching decision height/MDA
4.7.2	Other missed approach procedures
4.7.3	Go-around with one engine simulated inoperative on reaching decision height/MDA
4.7.4	IMC autorotation with power recovery
PARAGRAPH 5	
5	<p>Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III)</p> <p>Following manoeuvres and procedures are to be trained for the purpose of type rating extension to instrument approach down to a DH of less than 60 m (200 ft)</p> <p>During the following instrument approaches and missed approach procedures all equipment necessary for type certification of instrument approaches down to a decision height of less than 60 m (200 ft) has to be used</p>
5.1	Aborted take off ; at take off weather minima
5.2	Instrument Landing System approach down to a decision height applied for using flight guidance system standard procedures of crew co-ordination (task sharing, calling procedures, mutual surveillance, information and support) are to be observed particularly
5.3	<p>Go-around</p> <p>After approaches as indicated in 5.2. on reaching decision height. The transition training also has to comprise go-around due to (simulated) insufficient runway visual range, wind shear, aircraft deviation more than tolerable for a successful approach, and ground/airborne equipment failure prior to reaching decision height, furthermore, go-around with airborne equipment failure. Special attention has to be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance</p>

5.4	Landing(s) With visual reference established at decision height following an instrument approach. Depending on the specific flight guidance system, an automatic landing has to be performed.
PARAGRAPH 6	
6	Use of optional equipment

Regulation 62

The following procedures meet the minimum skill requirements for an Instrument Rating skill test for a helicopter:

PARAGRAPH 1 DEPARTURE	
A	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
B	Use of Air Traffic Services document, weather document
C	Preparation of Air Traffic Control flight plan, Instrument Flight Rules flight plan/log
D	Pre-flight inspection
E	Weather minima
F	Taxing/Air taxi in compliance with Air Traffic Control or instructions of instructor
G	Pre-take off briefing, procedures and checks
H	Transition to instrument flight
I	Instrument departure procedures

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PARAGRAPH 2 GENERAL HANDLING	
A	Control of the helicopter by reference solely to instruments, including:
B	Climbing and descending turns with sustained 30° bank
C	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns

PARAGRAPH 3 EN-ROUTE IFR PROCEDURES	
A	Tracking, including interception, e.g. NDB, VOR, RNAV
B	Use of radio aids
C	Level flight, control of heading, altitude and airspeed, power setting
D	Altimeter settings
E	Timing and revision of estimated times of arrival
F	Monitoring of flight progress, flight log, fuel usage, systems management
G	Ice protection procedures, simulated if necessary and applicable
H	ATC liaison and compliance, R/T procedures

PARAGRAPH 4 PRECISION APPROACH	
A	Setting and checking of navigational aids, identification of facilities
B	Arrival procedures, altimeter checks
C	Approach and landing briefing, including descent/approach/landing checks
D*	Holding procedure
E	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go-around action
i*	Missed approach procedure / landing
J	Air Traffic Control liaison – compliance, Radio Telephony procedures
* to be performed in Paragraph 4 or Paragraph 5	

PARAGRAPH 5 NON-PRECISION APPROACH	
A	Setting and checking of navigational aids, identification of facilities
B	Arrival procedures, altimeter checks
C	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
E	Compliance with published approach procedure
F	Approach timing
G	Altitude, speed, heading control, (stabilised approach)
h*	Go around action

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i*	Missed approach procedure*/landing
J	Air Traffic Control liaison – compliance, Radio Telephony procedures
<i>* to be performed in Paragraph 4 or Paragraph 5</i>	
PARAGRAPH 6 (if applicable) ABNORMAL AND EMERGENCY PROCEDURES	
<i>This Paragraph may be combined with Paragraphs 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow up actions and checks, and flying accuracy, in the following situations:</i>	
a	Engine failure after take-off and approach* (at a safe altitude unless carried out in a flight simulator or flight training equipment <i>*Multi-engine helicopter only</i>
b	Failure of stability augmentation devices/hydraulic system (if applicable)
c	Limited panel
d	Autorotation and recovery to a pre-set altitude
e	Precision approach manually without flight director* Precision approach manually with flight director* <i>*Only one item to be tested</i>

Regulation 102

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may endorse the airman licence for the operation of such radiotelephone.

Regulation 109-111

The following procedures meet the minimum training and skill test standards for an airman licence:

- (a) except as provided in paragraph (b), to be eligible for a skill test for a licence or rating issued under these Regulations, an applicant shall—
- (i) pass the required knowledge test within the twenty-four (24) calendar-month period preceding the month the applicant completes the skill test, if a knowledge test is required;
 - (ii) present the knowledge test report at the time of application for the skill test, if a knowledge test is required;
 - (iii) have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by these Regulations for the licence or rating sought;
 - (iv) meet the prescribed age requirement of this subpart for the issuance of the licence or rating sought; and
 - (v) have an endorsement in his or her logbook or training record that has been signed by an authorised instructor who certifies that the applicant—
 - (A) has received and logged training time within sixty (60) days preceding the date of application in preparation for the skill test;
 - (B) is prepared for the required skill test; and
 - (C) has demonstrated satisfactory knowledge of the subject areas

in which the applicant was deficient on the airman knowledge test;

(b) an applicant for an Airline Transport Pilot Licence or an additional rating to an Airline Transport Pilot Licence may take the Skill test for that licence or rating with an expired knowledge test report, provided that the applicant is employed as a—

(i) is employed as a flight crew member by a certificate holder under Civil Aviation Air Operator Certification and Administration Regulations at the time of the Skill test and has satisfactorily accomplished that operator's approved—

(A) pilot-in-command aircraft qualification training program that is appropriate to the licence and rating sought; and

(B) Qualification training requirements appropriate to the licence and rating sought; or

(c) is employed as a flight crew member in scheduled military air transport operations of Guyana at the time of the Skill test, and has accomplished the pilot-in-command aircraft qualification-training program that is appropriate to the licence and rating sought.

Required Aircraft Simulation and Equipment

(d) *general.* Except as provided in sub-paragraph (d)(ii), or when permitted to accomplish the entire flight increment of the Skill test in an approved flight simulator or an

approved flight training device, an applicant for a licence or rating shall furnish—

- (i) an aircraft of Guyana registry for each required test that—
 - (A) is of the category, class, and type, if applicable, applicable to the licence or rating sought; and
 - (B) has a current standard, limited, or primary airworthiness certificate;
- (ii) at the discretion of the Flight Test Examiner who administers the Skill test, the applicant may furnish—
 - (A) an aircraft that has a current airworthiness certificate other than standard, limited, or primary but that otherwise meets the requirement of paragraph (d)(i);
 - (B) an aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certified by the country of registry; or
 - (C) a military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a licence or rating.

Required Equipment-Excluding Controls

- (e) each applicant for a skill test shall use an aircraft that has—
- (i) the equipment for each area of operation required for the Skill test;
 - (ii) no prescribed operating limitations that prohibit its use in any of the areas of operation required for the skill test;
 - (iii) except as provided in paragraph (h), at least two (2) pilot stations with adequate visibility for each person to operate the aircraft safely; and
 - (iv) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the Flight Test Examiner.

Required Controls

- (f) each applicant for a skill test shall use an aircraft (other than a lighter-than-air aircraft) that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the Flight Test Examiner determines that the skill test can be conducted safely in the aircraft without the controls being easily reached.

Simulated Instrument Flight Equipment

- (g) an applicant for a skill test that involves manoeuvring an aircraft solely by reference to instruments shall furnish—
- (i) equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and

- (ii) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the Flight Test Examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Authority.

Aircraft with Single Controls

- (h) an applicant may complete a skill test in an aircraft having a single set of controls, provided the—
 - (i) examiner agrees to conduct the test;
 - (ii) test does not involve a demonstration of instrument skills; and
 - (iii) proficiency of the applicant can be observed by an Flight Test Examiner who is in a position to observe the applicant.

Regulation 114

The following are the minimum standards for the recording and retention of flight training and aeronautical experience records:

- (a) for the purposes of meeting the requirements of regulation 114, each person shall enter the following information for each flight or lesson logged—
 - (i) General:
 - (A) date.
 - (B) total flight time.
 - (C) location where the aircraft departed and arrived, or for lessons in an approved flight simulator or an

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- approved flight training device, the location where the lesson occurred.
 - (D) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate.
 - (E) the name of a safety pilot, if required by the Act or regulations made thereunder.
- (ii) type of pilot experience or training—
- (A) solo.
 - (B) pilot-in-command.
 - (C) co-pilot.
 - (D) flight and ground training received from an authorised instructor.
 - (E) training received in an approved flight simulator or approved flight training device from an authorised instructor.
- (iii) conditions of flight—
- (A) day or night.
 - (B) actual instrument.
 - (C) simulated instrument conditions in flight, an approved flight simulator, or an approved flight training device.

- (b) *logging of pilot time.* The pilot time described in this subparagraph may be used to—
- (i) apply for a licence or rating issued under these regulations; or
 - (ii) satisfy the recent flight experience requirements of the Act or Regulations made there-under.
- (c) *logging of solo flight time.* Except for a student pilot acting as pilot-in-command of an airship requiring more than one (1) flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.
- (d) *logging pilot-in-command flight time.*
- (i) a private or commercial pilot may log pilot-in-command time only for that flight time during which that person is—
 - (A) the sole manipulator of the controls of an aircraft for which the pilot is rated;
 - (B) acting as pilot-in-command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted; or
 - (C) a sole occupant.
 - (ii) an airline transport pilot may log as pilot-in-command time all of the flight time while acting as pilot-in-command of an operation requiring an Airline Transport Pilot Licence.

- (iii) an authorised instructor may log as pilot-in-command time all flight time while acting as an authorised instructor.
- (iv) a student pilot may log pilot-in-command time when the student pilot—
 - (A) is the sole occupant of the aircraft or is performing functions of the pilot-in-command of an airship requiring more than one flight crewmember
 - (B) has a current solo flight endorsement as required under regulation 27; or
 - (C) is undergoing training for a pilot licence or rating.
- (e) *logging co-pilot flight time.* A person may log co-pilot flight time only for that flight time during which that person—
 - (A) is qualified in accordance with the co-pilot requirements of the Act or regulations made thereunder, and occupies a crewmember station in an aircraft that requires more than one (1) pilot by the aircraft's type certificate; or
 - (B) holds the appropriate category, class, and instrument rating (if an instrument rating is required for the flight) for the aircraft being flown, and more than one (1) pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.
- (f) *logging instrument flight time.*

- (A) a person may log instrument flight time only for that flight time when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions; and
- (B) an authorised instructor may log instrument flight time when conducting instrument flight instruction in actual instrument flight conditions;
- (C) for the purposes of logging instrument flight time to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in a person's logbook—
 - (I) the location and type of each instrument approach accomplished; and
 - (II) the name of the safety pilot, if required;
- (D) an approved flight simulator or approved flight training device may be used by a person to log instrument flight time, provided an authorised instructor is present during the simulated flight.

(g) *logging training time.*

- (i) a person may log training time when that person receives training from an authorised instructor in an aircraft, approved flight simulator, or approved flight training device.
- (ii) the training time shall be logged in a logbook and shall—

- (A) be endorsed in a legible manner by the authorised instructor; and
- (B) include a description of the training given, the length of the training lesson, and the instructor's signature, licence number, and licence expiration date.

Regulation 124

Where the applicant has met the requirements pertinent to the operation of the radiotelephone, the Director General may endorse the airman licence for the operation of such radio-telephone.

Regulation 143

Where the applicant has met the requirements pertinent to the operation of the radiotelephone, the Director General may endorse the Flight Operations Officer Authorisation for the operation of such radiotelephone.

Regulation 181

An applicant for a licence or the holder of a licence shall meet the language proficiency requirements as follows:

- (a) to meet the language proficiency requirements under regulations 181, an applicant for a licence or a holder of a licence shall –

- (i) demonstrate the characteristics of a proficient speaker in a manner acceptable to the authority;
 - (ii) comply with the parameters set out in clause (b); and
 - (iii) comply with the International Civil Aviation Organisation (ICAO) Language Proficiency Rating Scale Levels 4, 5 and 6 set out in the Table that follows clause (b) hereunder.
- (b) A person classified as a proficient speaker under clause (a) shall –
- (i) communicate effectively in voice only in telephone or radio telephone and in face-to-face situations;
 - (ii) communicate on common, concrete and work-related topics with accuracy and clarity;
 - (iii) use appropriate communication strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context such as to check, confirm or clarify information;
 - (iv) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occur within the context of a routine work situation or communicative task with which he is other-wise familiar; and
 - (v) use a dialect or accent which is intelligible to the aeronautical community.

TABLE A
ICAO LANGUAGE PROFICIENCY RATING SCALE
LEVELS 1, 2 AND 3

Note: Levels 1, 2 and 3 describe language proficiency levels which are below the ICAO language proficiency requirements for aeronautical radiotelephony communication.

Proficiency Parameters	Level 1 Preliminary	Level 2 Elementary	Level 3 Pre-operational
Pronunciation	Performs at a level below the Elementary level.	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.
Structure	Performs at a level below the Elementary level.	Shows only limited control of a few simple memorised grammatical structures and sentence patterns.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.
Vocabulary	Performs at a level below the	Limited vocabulary range consisting only of	Vocabulary range and accuracy are often sufficient to

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	Elementary level.	isolated words and memorised phrases.	communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.
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Proficiency Parameters	Level 1 Preliminary	Level 2 Elementary	Level 3 Pre-operational
Comprehension	Performs at a level below the Elementary level.	Comprehension is limited to isolated, memorised phrases when they are carefully and slowly articulated	Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.
Interaction	Performs at a level below the Elementary level.	Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.

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TABLE A
ICAO LANGUAGE PROFICIENCY RATING SCALE
LEVELS 4, 5 AND 6

Note: Levels 4, 5 and 6 describe language proficiency levels that meet the ICAO language proficiency requirements for aeronautical radiotelephony communication with level 4 being rating acceptable for aeronautical radiotelephony communication.

Proficiency Parameters	Level 4 Operational	Level 5 Extended	Level 6 Expert
Pronunciation	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.
Structure	Basic grammatical structures and sentence patterns are used creatively and are usually	Basic grammatical structures and sentence patterns are consistently well	Both basic and complex grammatical structures and

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	well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	sentence patterns are consistently well controlled.
Vocabulary	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register

Proficiency Parameters	Level 4 Operational	Level 5 Extended	Level 6 Expert
Fluency	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.
Comprehension	Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is	Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.

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	confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	
Interaction	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.

Regulation 186 (2)

The British Civil Airworthiness Requirements, CAP 468 Section L, Issue 13 and Airworthiness Notice No. 10, Issue 17 meet the minimum International Civil Aviation Organisation requirements for giving effect to the Chicago Convention in respect of minimum standards relating to the issue of Aircraft Maintenance Engineer Licences and Ratings. Until such time as Part IX of these Regulations comes into effect, Operators may be guided by the British Civil Airworthiness Requirements, CAP 468 Section L, Issue 13 and Airworthiness Notice No. 10, Issue 17 for the issue of Aircraft Maintenance Engineer Licences and Ratings.

- **END** -