



CAR LIC

LICENCING REGULATIONS

FOREWORD

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FOREWORD

1. The Civil Aviation Authority Bahamas is known in these regulations as the “Authority”. The regulations are made under the Civil Aviation Authority Act – 2021.
2. CAR LIC includes Standards and Recommended Practices up to and including ICAO Annex 1, Amendment 178.
3. The Authority does not presently issue Flight Navigator or Aeronautical station operator licences.
4. CAR LIC is applicable to all pilots of aeroplanes, helicopters, powered-lift, sailplanes, airships, remotely piloted aircraft with MTOM greater than 25 kg and balloons, as well as flight engineers, maintenance technicians, cabin crew, flight dispatchers, air traffic controllers and Approved Training Organisations that conduct training for the issuance of a licence under these regulations.
5. CAR LIC is not applicable to ultra-light or micro-light aircraft.
6. The editing practices used in this document are as follows:
 - (a) ‘Shall’ is used to indicate a mandatory requirement.
 - (b) ‘Should’ is used to indicate a recommendation.
 - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
 - (d) ‘Will’ indicates a mandatory requirement.

Note: The use of the male gender implies all genders.

7. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent amendment is issued.

The Director General, in exercise of the powers conferred by Section 17(1) of the Civil Aviation Authority Bahamas Act, 2021 (No. 2 of 2021) hereby issues the following amended regulation.

Issued the 21st day of June 2024

Alexander B. Ferguson

**DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY BAHAMAS**



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CHAPTER 1

GENERAL REQUIREMENTS

LIC.005 **Scope**

- (a) These regulations establish the requirements for the issue of;
- (1) licences, validations and associated ratings and certificates issued by the Authority and the conditions of their validity and use.
 - (2) a cabin crew attestation.
 - (3) an approval of a training organisation.
- (b) Licences are established for the following personnel:
- (1) Flight crew
 - (i) private pilot — aeroplane, airship, helicopter, powered-lift, balloon or sailplane;
 - (ii) commercial pilot — aeroplane, airship, helicopter, powered-lift, balloon, sailplane;
 - (iii) multi-crew pilot — aeroplane;
 - (iv) airline transport pilot — aeroplane, helicopter or powered-lift
 - (v) flight engineer;
 - (vi) remote pilot — aeroplane, airship, rotorcraft, powered-lift or free balloon

Note: Flight navigator licences are not issued.

- (2) Other personnel
 - (i) aircraft maintenance technician;
 - (ii) air traffic controller;
 - (iii) flight dispatcher;
 - (iv) cabin crew; and
 - (v) parachute rigger.

Note: Aeronautical station operator licences are not issued.

[LIC.006 **Conversion of foreign licences, certificates, authorisations and ratings**

(see Appendix 10)

- (a) A person who is a citizen of The Bahamas and is the holder of a current airman licence issued by another Contracting State is eligible to apply for and be issued a licence with the appropriate ratings.



- (b) When applying for conversion:
- (1) The holder shall present to the CAA-B the foreign licence, evidence of experience required by presenting the record of log (e.g. flight or work experience log), competency, currency and a valid medical certificate, where applicable, appropriate to the category of licence;
 - (2) The holder shall present training records to the Civil Aviation Authority Bahamas and demonstrate English language proficiency in accordance with CAR LIC .060.
 - (3) The holder shall demonstrate to the satisfaction of the CAA-B knowledge and skills applicable to the Civil Aviation Operating Regulations (CAR's) and to the type of operations conducted .
- (c) A citizen of The Bahamas who receives a licence or added ratings under the provisions of this Section shall have the same privileges as those licences and ratings that were issued on the basis of a showing of knowledge, competency and proficiency to the Authority.
- (d) Upon issuance of The Bahamas licence, certificate, authorisation or added ratings by conversion, the foreign licence will no longer be applicable for operations within the Bahamas.

LIC. 007 Renewal and reissue of converted licences and ratings

- (a) When designated examiners are available in the Bahamas to perform proficiency checks for the renewal of rating(s) or skill tests for the reissue of the licence or rating(s), these tests/checks will be performed by the CAA-B designated examiners or authorised personnel.
- (b) When designated examiners are not available in the Bahamas to perform proficiency checks for the renewal of the rating(s) or skill tests for the reissue of the licence or rating(s), designated examiners for these tests/checks from the other Contracting State may be arranged with prior approval from the CAA-B.]

LIC.008 Requirements to hold a flight crew licence

- (a) [A person shall not act as a flight crew member of an aircraft or as a remote flight crew member of a RPAS, unless a valid licence is held showing compliance with these regulations and appropriate to the duties to be performed by that person.]
- (b) [The flight crew licence shall have been issued by the Authority, as the State of Registry of that aircraft, or by any other Contracting State and rendered valid by the Authority, as State of Registry of that aircraft.
- (c) The remote pilot licence shall have been issued by the Authority, as the State of the Operator of the RPAS, or by any other Contracting State and rendered valid by the Authority, as State of the Operator of that aircraft.
- (d) Remote pilots shall carry their appropriate licence whilst engaged in international air operations.]
- (e) A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot licence issued in accordance with the provisions of this Chapter:
- aeroplane;
 - airship of a volume of more than 4 600 cubic metres;



- free balloon;
 - sailplane (glider);
 - helicopter;
 - powered-lift.
 - remote pilot for RPA with MTOM greater than 25 kg with the following categories;
 - aeroplane;
 - rotorcraft;
 - airship;
 - balloon;
- (f) The category of aircraft shall be included in the title of the licence itself.
- (g) When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Authority shall issue the licence holder with an additional pilot licence for that category of aircraft.
- (h) An applicant shall, before being issued with any pilot licence or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness, as are specified for that licence or rating.
- (i) An applicant for any pilot licence or rating shall demonstrate, in a manner determined by the Authority, such requirements for knowledge and skill as are specified for that licence or rating.
- (j) *Transitional measures related to the powered-lift category.* Until 05 March 2025, the Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.

LIC.010 Definitions

The definitions in CAR DEF apply to this regulation.

LIC.015 Abbreviations

In addition to the abbreviations in CAR DEF (Definitions), the following abbreviations apply to these regulations;

| | | | |
|-----|------------------------------|------|----------------------------------|
| As | Airship | APS | Approach control surveillance |
| ACP | Area control procedural | ATO | Approved training organisation |
| ACS | Area control surveillance | ATPL | Airline transport pilot licence |
| ADI | Aerodrome control instrument | B | Balloon |
| ADV | Aerodrome control visual | BITD | Basic instrument training device |
| APP | Approach control procedural | BPL | Balloon pilot licence |



| | | | |
|------|--------------------------------------|-------|------------------------------------|
| CPL | Commercial pilot licence | PIC | Pilot-in-command |
| CRE | Class rating examiner | PICUS | Pilot-in-command under supervision |
| CRI | Class rating instructor | PL | Powered lift |
| FE | Flight examiner | PM | Pilot monitoring |
| FFS | Full flight simulator | PPL | Private pilot licence |
| FI | Flight instructor | R | Rotorcraft |
| FIE | Flight instructor examiner | RPA | Remotely piloted aircraft |
| FNPT | Flight navigation procedures trainer | RPAS | Remotely piloted aircraft system |
| FSTD | Flight simulation training device | RPS | Remote pilot station |
| FTD | Flight training device | S | Sailplane |
| FTI | Flight test instructor | SE | Single engine |
| H | Helicopter | SFE | Synthetic flight examiner |
| IR | Instrument rating | SFI | Synthetic flight instructor |
| IRE | Instrument rating examiner | SP | Single pilot |
| IRI | Instructor rating instrument | SPIC | Student pilot-in-command |
| MCCI | Multi-crew cooperation instructor | STI | Synthetic training instructor |
| ME | Multi engine | TMG | Touring motor glider |
| MI | Mountain rating instructor | TRE | Type rating examiner |
| MTOM | Maximum take-off mass | TRI | Type rating instructor |
| MPL | Multi-crew pilot licence | ZFTT | Zero flight time training |
| PF | Pilot flying | | |

LIC.020 Application and issue of licences, ratings and certificates

- (a) An application for the issue, revalidation or renewal of licences and associated ratings and certificates shall be submitted to the Authority in a form and manner established by the Authority. The application shall be accompanied by evidence that the applicant complies with the requirements for the issue, revalidation or renewal of the licence or certificate as well as associated ratings or endorsements, established in these regulations and CAR MED, if applicable.
- (b) Any limitation or extension of the privileges granted by a licence, rating or certificate shall be endorsed in the licence or certificate by the Authority.
- (c) A person shall not hold at any time more than one pilot licence per category of aircraft issued in accordance with these regulations.
- (d) An application for the issue of a pilot licence for another category of aircraft, or for the issue of further ratings or certificates, as well as an amendment, revalidation or renewal of those licences, ratings or certificates shall be submitted to the Authority.
- (e) The Authority, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.

Note 1: The maintenance of competency of flight crew and remote flight crew, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with the applicable CAR OPS.

Note 2: The maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew or the remote flight crew member's personal log book or licence.

Note 3: Flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licencing Authority of the State of the operator, respectively, demonstrate their continuing competency in flight simulation training devices approved by that State.



- (f) Any person holding a licence who does not satisfy in full the conditions laid down in the international standard relating to the class of licence or certificate which he holds shall have endorsed on or attached to his/her licence a complete enumeration of the particulars in which he/she does not satisfy such conditions.

[LIC.021 False Declaration

- (a) The applicant for the issue, revalidation or renewal of licences and associated ratings and certificates shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits.
- (b) When conducting medical examinations and/or assessments, an AME shall make the person aware of the consequences of providing incomplete, inaccurate, or false statements on their medical history, as indicated on the medical application form.
- (c) Any false declaration to a medical examiner made by an applicant for a licence, certificate, authorisation or rating shall be reported in writing, via email, to the Civil Aviation Authority Bahamas (CAA-B) medical assessor, within two (2) business days, for such action to be taken as may be considered appropriate.
- (d) A person commits an offence if he, with intent to deceive, or commit knowingly without intent to deceive, makes any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission or exemption or other document, including a copy, or purported copy, or electronic copy.
- (e) A person who commits an offence under this section is liable on conviction to a fine not exceeding five thousand dollars, or imprisonment for a term not exceeding six months, or to both fine and imprisonment.
- (f) The Director General may, in writing, where he considers it necessary in the interests of civil aviation safety and security, require the investigation of the holder of an aviation document where he has reasonable grounds to believe that the holder thereof has failed to comply with any conditions of his aviation document or with the requirements of CARs.
- (g) If the Director General requires the holder of an aviation document to be investigated, the Director General:
- (1) shall inform the holder thereof, in writing, of the date on which the investigation will commence;
 - (2) shall conclude the investigation as soon as practicable;
 - (3) may make available the results of the investigation to the document holder;
 - (4) make recommendations arising out of the investigation; and
 - (5) provide the grounds for any recommendations made.



- (h) The Director General may take action to enforce the regulations that have been contravened, including but not limited to:
 - (1) assessing an administrative penalty or civil penalty for contravention of any operating regulation; or
 - (2) referring the offence to the appropriate court.
- (i) A person may appeal, within twenty-eight days of being notified, to the Director General against an administrative or civil penalty.
- (j) A person may appeal to the Supreme Court from any administrative or civil penalty imposed by the Director General provided an appeal is first lodged with the CAA-B.]

LIC.025 Theoretical knowledge examinations for the issue of licences

- (a) Responsibilities of the applicant
 - (1) Applicants shall take the entire set of examinations for a specific licence or rating under the responsibility of the Authority.
 - (2) Applicants shall only take the examination, when recommended by the approved training organisation (ATO) responsible for their training, once they have completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.
 - (3) The recommendation by an ATO shall be valid for 12 months. If the applicant has failed to attempt at least one theoretical knowledge examination paper within this period, the need for further training shall be determined by the ATO, based on the needs of the applicant.
- (b) Pass standards
 - (1) A pass in an examination paper will be awarded to an applicant achieving at least 70% of the marks allocated to that paper. There is no penalty marking.
 - (2) An applicant has successfully completed the required theoretical knowledge examination for the appropriate pilot licence or rating when he/she has passed all the required examination papers within a period of 18 months counted from the end of the calendar month when the applicant first attempted an examination.
 - (3) If an applicant has failed to pass one of the examination papers within 4 attempts, or has failed to pass all papers within either 6 sittings or the period mentioned in paragraph (2), he/she shall re-take the complete set of examination papers. Before re-taking the examinations, the applicant shall undertake further training at an ATO. The extent and scope of the training needed shall be determined by the training organisation, based on the needs of the applicant.
- (c) Validity period
 - (1) The successful completion of the theoretical knowledge examinations will be valid:
 - (i) for the issue of a light aircraft pilot licence, a private pilot licence, a RPA licence, a



sailplane pilot licence or a balloon pilot licence, for a period of 24 months;

- (ii) for the issue of a commercial pilot licence or instrument rating (IR), for a period of 36 months;
- (iii) the periods in (i) and (ii) shall be counted from the day when the pilot successfully completes the theoretical knowledge examination, in accordance with (b)(2).

(2) The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:

- (i) an IR entered in the licence; or
- (ii) in the case of helicopters, a helicopter's type rating entered in that licence.

(3) The completion of the air traffic controller licence theoretical knowledge examinations will remain valid for a period of 24 months.

(d) Equivalent Standards

For an applicant of a licence under CAR LIC, any successful theoretical knowledge examinations conducted at an Approved Training Organisation, and valid for the category of licence, shall be recognised as meeting the applicable theoretical knowledge requirements of CAR LIC.

LIC.030 Practical skill test

- (a) Before a skill test required for the issue of a pilot licence, rating or certificate is taken, the applicant shall have passed the required theoretical knowledge examination, except in the case of applicants undergoing a course of integrated flying training. In any case, the theoretical knowledge instruction shall always have been completed before the skill tests are taken.
- (b) Except for the issue of an airline transport pilot licence, the applicant for a skill test shall be recommended for the test by the organisation/person responsible for the training, once the training is completed. The training records shall be made available to the examiner.
- (c) Equivalent Standards

For an applicant of a CAR LIC licence a successful skill test conducted, and valid, under EASA Part FCL or FAR 142 shall be recognised as meeting the applicable skill test requirements of CAR LIC for that licence.

LIC.035 Crediting of flight time and theoretical knowledge

- (a) Crediting of flight time
 - (1) Unless otherwise specified in these regulations, flight time to be credited for a licence, rating or certificate shall have been flown in the same category of aircraft for which the licence or rating is sought.
 - (2) Pilot-in command or under instruction.
 - (i) An applicant for a licence, rating or certificate shall be credited in full with all solo,



dual instruction or PIC flight time towards the total flight time required for the licence, rating or certificate.

- (ii) A graduate of an ATP integrated training course is entitled to be credited with up to 50 hours of student pilot-in-command instrument time towards the PIC time required for the issue of the airline transport pilot licence, commercial pilot licence and a multi-engine type or class rating.
 - (iii) A graduate of a CPL/IR integrated training course is entitled to be credited with up to 50 hours of the student pilot-in-command instrument time towards the PIC time required for the issue of the commercial pilot licence and a multi-engine type or class rating.
 - (iv) An applicant holding a RPL for another category of RPA, shall be credited with 10% of their total flight time as RPIC on such RPA up to a maximum of 4 hours.
 - (v) A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual 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 a higher grade of pilot licence.
 - (vi) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by the Authority to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence. The Authority may authorise that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.
 - (vii) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, 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.
 - (viii) 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.
- (b) Crediting of theoretical knowledge
- (1) An applicant having passed the theoretical knowledge examination for an airline transport pilot licence shall be credited with the theoretical knowledge requirements for the light aircraft pilot licence, the private pilot licence, the commercial pilot licence and, except in the case of helicopters, the IR in the same category of aircraft.
 - (2) An applicant having passed the theoretical knowledge examination for a commercial pilot licence shall be credited with the theoretical knowledge requirement for a light aircraft pilot licence, a private pilot licence in the same category of aircraft or a remote pilot licence.
 - (3) The holder of an IR or an applicant having passed the instrument theoretical knowledge examination for a category of aircraft shall be fully credited towards the requirements for the theoretical knowledge instruction and examination for an IR in another category of aircraft.



- (4) With the exception of a remote pilot licence the holder of a pilot licence shall be credited towards the requirements for theoretical knowledge instruction and examination for a licence in another category of aircraft in accordance with Appendix 1 to these regulations. This credit also applies to applicants for a pilot licence who have already successfully completed the theoretical knowledge examinations for the issue of that licence in another category of aircraft, as long as it is within the validity period specified in LIC.025(c).

LIC.040 Crediting of foreign military training

- (a) A rated military pilot or former rated military pilot of The Bahamas who meets the provisions of these regulations may apply, on the basis of his or her military training, for a licence with a rating in the category and type for which that military pilot is qualified.
- (b) A rated military remote pilot/engineer or former rated military remote pilot/engineer of a foreign State who meets the provisions of these regulations may apply, on the basis of his or her military training, for a licence with a rating in the category and type of RPAS for which the applicant is qualified.
- (c) The knowledge, experience and skill gained in military service may be credited in accordance with the elements of a credit report established by that military, or where no credit report is provided, supporting documentation provided by the applicant.

LIC.045 Exercise of the privileges of licences

- (a) The exercise of the privileges granted by a flight crew or air traffic controller licence shall be dependent upon the validity of the ratings contained therein, if applicable.
- (b) [The exercise of the privileges granted by an aircraft maintenance technician licence shall be valid in accordance with LIC.1130(3).]
- (c) The Authority shall not permit the holder of a licence to exercise privileges other than those granted by that licence.
- (d) [Flight crew members, remote flight crew members, cabin crew members, where licenced, and air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.]
- (e) A flight crew member assessed as fit to exercise the privileges of a licence, subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.

LIC.050 Obligation to carry and present documents

- (a) A valid licence and a valid medical certificate, if applicable, shall always be carried by the licence holder when exercising the privileges of the licence.
- (b) A pilot shall also carry a personal identification document containing his/her photo.
- (c) A pilot or a student pilot shall without undue delay present his/her flight time record for inspection upon request by an authorised representative of the Authority.



- (d) A student pilot shall carry on all solo cross-country flights evidence of the authorisation required by LIC.020(b).

LIC.055 Recording of flight time

The pilot shall keep a reliable record of the details of all flights flown in a form and manner established by the Authority.

LIC.060 Language proficiency

[As the Bahamas is an English-speaking country, formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g., native, and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.]

Applicants for a licence, rating or authorisation issued by the Authority, whose native language is not English, are subject to the following Language Proficiency requirements:]

- (a) General. Aeroplane, helicopter, powered-lift, glider pilots, free balloon, airship pilots and remote pilots, as well as flight dispatchers and air traffic controllers, required to use the radio telephone shall not exercise the privileges of their licences and ratings unless they have a language proficiency endorsement on their licence in either English or the language used for radio communications involved in the flight. The endorsement shall indicate the language, the proficiency level and the validity date.
- (b) The applicant for a language proficiency endorsement shall demonstrate, in accordance with Appendix 2 to these regulations, at least an operational level of language proficiency (Level 4) both in the use of phraseologies and plain language. To do so, the applicant shall demonstrate the ability to:
- (1) communicate effectively in voice-only and in face-to-face situations;
 - (2) communicate on common and work-related topics with accuracy and clarity;
 - (3) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings in a general or work-related context;
 - (4) handle successfully the linguistic challenges presented by a complication or unexpected turn of events which occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
 - (5) use a dialect or accent which is intelligible to the aeronautical community.
- (c) Except for pilots who have demonstrated language proficiency at an expert level, in accordance with Appendix 2 to these regulations, the language proficiency endorsement shall be re-evaluated every:
- (1) [3 years, if the level demonstrated is operational level (Level 4); or
 - (2) 6 years, if the level demonstrated is extended level (Level 5).]
- (d) Specific requirements for holders of an instrument rating (IR). Without prejudice to the paragraphs above, holders of an IR shall have demonstrated the ability to use the English language at a level that allows them to:



- (1) understand all the information relevant to the accomplishment of all phases of a flight, including flight preparation;
 - (2) use radio telephony in all phases of flight, including emergency situations;
 - (3) communicate with other crew members during all phases of flight, including flight preparation.
- (e) The demonstration of language proficiency and of the use of English for IR holders shall be done through a method of assessment established by the Authority.

LIC.065 Recent experience

The privileges granted by a licence, or by related ratings, shall not be exercised unless the holder maintains competency and meets the following recent experience requirements.

(a) **Balloons.**

A pilot shall not operate a balloon in commercial air transport or carrying passengers unless he/she has completed in the preceding 180 days:

- (1) at least 3 flights as a pilot flying in a balloon, of which at least 1 shall be in a balloon of the relevant class and group; or
- (2) 1 flight in the relevant class and group of balloon under the supervision of an instructor qualified in accordance with Chapter 10.

(b) **Aeroplanes, helicopters, powered-lift and airships.**

A pilot shall not operate an aircraft in commercial air transport or carrying passengers:

- (1) as PIC or co-pilot unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or an FFS representing that type or class. The 3 take-offs and landings shall be performed in either multi-pilot or single-pilot operations, depending on the privileges held by the pilot; and
- (2) as PIC at night unless he/she:
 - (i) has carried out in the preceding 90 days at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or an FFS representing that type or class; or
 - (ii) holds an IR;
- (3) as cruise relief co-pilot unless he/she:
 - (i) has complied with the requirements in (b)(1); or
 - (ii) has carried out in the preceding 90 days at least 3 sectors as a cruise relief pilot on the same type or class of aircraft; or
 - (iii) has carried out recency and refresher flying skill training in an FFS at intervals not exceeding 90 days. This refresher training may be combined with the operator's refresher training prescribed by the Authority.



- (4) When a pilot has the privilege to operate more than one type of aeroplane with similar handling and operation characteristics, the 3 take-offs, approaches and landings required in (1) may be performed as defined in the operational suitability data established in accordance with CAR 21.
- (5) When a pilot has the privilege to operate more than one type of non-complex helicopter with similar handling and operation characteristics, as defined in the operational suitability data established in accordance with CAR 21, the 3 take-offs, approaches and landings required in (1) may be performed in just one of the types, provided that the pilot has completed at least 2 hours of flight in each of the types of helicopter, during the preceding 6 months.
- (c) Specific requirements for commercial air transport:
- (1) In the case of commercial air transport, the 90-day period prescribed in subparagraphs (b)(1) and (2) above may be extended up to a maximum of 120 days, provided the pilot undertakes line flying under the supervision of a type rating instructor or examiner.
- (2) When the pilot does not comply with the requirement in (1), he/she shall complete a training flight in the aircraft or an FFS of the aircraft type to be used, which shall include at least the requirements described in (b)(1) and (2) before he/she can exercise his/her privileges.
- (d) Remotely piloted aircraft.
- A pilot shall not operate a remotely piloted aircraft unless the pilot meets the requirements specified by the Authority.
- (e) Sailplanes and powered sailplanes.
- (1) Holders of a SPL shall only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed on sailplanes or powered sailplanes, excluding TMGs, in the last 24 months, at least:
- (i) 5 hours of flight time as PIC, including 15 launches;
- (ii) 2 training flights with an instructor.
- (2) Holders of a SPL shall only exercise the privileges of their licence on a Touring Motorised Gliders (TMG) when they have:
- (i) completed on TMGs in the last 24 months;
- (A) at least 12 hours of flight time as PIC, including 12 take-offs and landings; and
- (B) refresher training of at least 1 hour total flight time with an instructor.
- (ii) When the holder of the SPL also has the privileges to fly aeroplanes, the requirements in (1) may be completed on aeroplanes.
- (3) Holders of a SPL who do not comply with the requirements in (1) or (2) shall, before they resume the exercise of their privileges:
- (i) pass a proficiency check with an examiner on a sailplane or a TMG, as appropriate;
- or



- (ii) perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in (1) or (2).

(f) Flight Dispatcher

A flight dispatcher shall not exercise his/her privileges involving commercial air transport operations unless he/she meets the requirements of CAR OPS 1/3.207(d) .

(g) Parachute rigger

A parachute rigger's privileges become invalid when a parachute rigger has ceased to exercise the privileges of the licence for a period of 6 months.

(h) Air Traffic Controller

An air traffic controller's privileges become invalid when an air traffic controller has ceased to exercise the privileges of the licence for a period of 6 months.

(i) Cabin Crew

A cabin crew's privileges become invalid when a cabin crew member has ceased to exercise the privileges of the licence for a period of 6 months.

LIC.070 Curtailment of privileges of licence holders aged 60 years or more in commercial air transport

- (a) Age 60-64. The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in international commercial air transport operations except as a member of a multi-pilot crew.
- (b) Age 65. The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in international commercial air transport operations.
- (c) Age 60-70. The holder of a pilot licence who has attained the age of 60 years may act as a pilot of a single-pilot or multi-pilot aircraft engaged in domestic commercial air transport operations until attaining the age of 70 years.

Note: Domestic operations means flights flown between points within the domestic boundaries of the territory of The Bahamas.

LIC.075 Revocation, suspension, limitation and reinstatement of licences, ratings and certificates

- (a) Licences, ratings, certificates and authorisations issued in accordance with these regulations may be limited, suspended or revoked by the Authority when the licence holder does not comply with the requirements of these regulations, CAR MED (where applicable), or any other applicable regulations.
- (b) When the licence holder has his/her licence suspended or revoked, he/she shall immediately return the licence, certificate or authorisation to the Authority.
- (c) In case of suspension or revocation of their licence by the Authority, the document holder shall:



- (1) be informed in writing of this decision (of the date when investigation will begin), and of their right of appeal in accordance with the Civil Aviation Act 2021;
- (2) not exercise the privileges granted by their licence;
- (3) inform, without undue delay, the operator(s) employing their services;
- (4) immediately surrender the document to the Authority;
- (5) Shall complete a regulations familiarization test/briefing as a prerequisite to having PEL document reinstated.

Note: Reinstatement goes through the initial procedure to obtain a licence.

- (d) For licences that have expired for less than 2 years, the person shall conduct the requirements for the applicable rating renewal;
- (e) For licences that have expired for more than 2 years and less than 5 years, the person shall be required to complete;
 - (1) a test on the Air law component of the applicable knowledge requirement for the licence last held;
 - (2) a course of training at an approved ATO for the specific rating being sought, and
 - (3) a skill test with a suitably qualified Inspector or appropriately rated Examiner.
- (f) For licences that have expired for more than 5 years, the person shall be required to meet the requirements for initial issue of that licence.

LIC.080 Validation of a licence

- (a) [When the Authority renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorisation to be carried with the former licence accepting it as the equivalent of the latter.
- (b) A person who is not a citizen of The Bahamas and is the holder of a current licence issued by another Contracting State is eligible to apply for and be issued a validation authorisation, with the appropriate ratings.
- (c) For the purpose of working in aviation for a Bahamas operator, the Aircraft Operator Certificate (AOC) holder must prove the need for employment by an AOC holder or Bahamian operator.
- (d) An applicant for a validation authorisation shall provide a foreign pilot licence and medical certification (where applicable) in the English language or accompanied by an English language transcription that has been signed by an official or representative of the foreign aviation authority that issued that licence.
- (e) That person may apply for and be issued a validation authorisation with the appropriate ratings, if the applicant:
 - (1) is not under an order of revocation or suspension by the country that issued the licence;
 - (2) holds a licence that does not contain an endorsement stating that the applicant has not met all



of the standards of ICAO for that licence;

- (3) holds a current (foreign) medical certificate appropriate for the licence and privileges.
 - (4) is able to read, speak, write, and understand the Level 4 English language proficiency.
- (f) An applicant may use only one foreign licence as a basis for obtaining the Authorisation issued by the Authority. The Authority will place upon a validation authorisation issued under this section, the pilot's foreign licence number, country of issuance, and an expiration date.
- (g) The Authority will decide, after a review of the applicant's licence, supporting documents, interview and contact with the civil aviation authority of the issuing State, what further showing of knowledge or proficiency will be required and operating privileges and limitations.
- (h) A person who receives a validation authorisation, under the provisions shall be limited to the privileges placed on the licence by the Authority and shall be subject to the limitations and restrictions on the licence when exercising the privileges of that licence.
- (i) The holders of a licence accepted by the Authority shall exercise their privileges in accordance with the requirements of the State of licence issue and any additional requirements specified by the Authority.
- (j) The Authority may place upon the validation authorisation only the ratings listed on that person's foreign licence that are appropriate to the tasks to be performed.
- (k) The applicant for the validation authorisation shall present to the Authority the foreign licence and evidence of the experience required by presenting the record of log. (e.g. flight log and work experience log);
- (l) The applicant for the validation authorisations shall present to the Authority evidence of English language proficiency and shall demonstrate to the Authority the English language proficiency skills as specified in CAR LIC .060.
- (m) The validation shall be limited for use in commercial operation on Bahamian registered Aircraft within the Bahamas.
- (n) The Licencing Authority may issue a Validation Authorisation which will be valid for one year, provided the foreign licence, ratings or authorisations and the medical certificate remain valid. The validity of the authorisation shall not extend beyond the period of validity of the licence.
- (o) Applicants for validation authorisation shall demonstrate knowledge of the relevant parts of CAR OPS and CAR LIC.]

LIC.085 Approved training and approved training organisation

- (a) Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.

- (b) The approval of a training organisation shall be dependent upon the applicant demonstrating compliance with the requirements of Chapter 14.
- (c) Competency-based approved training for the issuance of a licence for flight crew, cabin crew, flight dispatchers or air traffic controllers shall be conducted within an approved training organisation.
- (d) [Competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted within an approved training organisation.]
- (e) Competency-based approved training for remote flight crew shall be conducted within an approved training organisation.]

LIC.090 Class and type ratings

- (a) Class ratings shall be established for aeroplanes certificated for single-pilot operation and shall comprise
 - (1) single-engine, land;
 - (2) single-engine, sea;
 - (3) multi-engine, land;
 - (4) multi-engine, sea;
 - (5) TMG.
- (b) Type ratings shall be established for:
 - (1) aircraft certificated for operation with a minimum crew of at least two pilots;
 - (2) helicopters and powered-lifts certificated for single-pilot operation;
 - (3) remotely piloted aircraft; and
 - (4) any aircraft whenever considered necessary by the Authority
- (c) When an applicant demonstrates skill and knowledge competencies for the initial issue of a pilot licence, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.
- (d) The holder of a licence shall not act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a helicopter, a powered-lift or a remotely pilot aircraft unless the holder has received authorisation as follows:
 - (1) the appropriate class rating specified in (a) above; or
 - (2) a type rating when required in accordance with the provisions of (b) above.
- (e) When 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 the flight, such limitation shall be endorsed on the rating.
- (f) For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorisation may be provided in writing to the licence holder by the Authority in



place of issuing the class or type rating. This authorisation shall be limited in validity to the time needed to complete the specific flight.

- (g) The applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.
- (h) For aircraft operating under (b)(1) above, the applicant shall have;
- (1) gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:
 - normal flight procedures and manoeuvres during all phases of flight;
 - abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
 - where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
 - procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;
 - (2) demonstrated the skill and knowledge competencies required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and
 - (3) demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Authority on the basis of the requirements specified in Chapter 6.
- (i) For aircraft operated under (b)(2),(3),(4) above;
- (1) The applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licencing requirements and piloting functions of the applicant.
- (j) Type ratings issued to cabin crew or air traffic controllers shall meet the requirements of Chapter 15 or Chapter 19, as applicable.

LIC.095 Use of a flight simulation training device

The use of a flight simulation training device for acquiring the experience or performing any manoeuvre required during the demonstration of skill for the issue of a licence or rating shall be approved by the Authority, which shall ensure that the flight simulation training device used is appropriate to the task.

LIC.100 Circumstances in which an instrument rating is required

The holder of a pilot licence shall not act either as pilot-in-command or as co-pilot of an aircraft under instrument flight rules (IFR) unless such holder has an instrument rating appropriate to the aircraft category.

LIC.105 Circumstances in which authorisation to conduct instruction is required



- (a) The holder of a pilot licence shall not carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has;
- (1) a flight instructor rating on the holder's licence or certificate; or
 - (2) the authority to act as an agent of an approved organisation authorised by the Authority to carry out flight instruction; or
 - (3) a specific authorisation granted by the Authority or a Contracting State which issued the licence.
- (b) a person shall not carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorisation from either the Contracting State where the training device is located or the Authority.

LIC.110 Licence Validity

- (a) Licences issued to Bahamian citizens are valid for 5 years;
- (b) Licences issued to non-Bahamian citizens based on conversion are valid for 1 year.

LIC.115 Licence specifications

- (a) A personnel licence issued by the Authority shall conform to one of the following specifications;
- (1) Licences issued on first quality paper or other suitable material, including plastic cards; or
 - (2) Electronic personnel licences on self-contained mobile electronic visual display devices.

Note: Examples of self-contained mobile electronic visual display devices are mobile phones, tablets or other mobile devices.

- (b) A personnel licence issued by the Authority shall ensure that other States are able to easily determine the licence privileges and validity of ratings.
- (c) First quality paper or other suitable material, including plastic cards shall be used and the items mentioned in sub-paragraph (d) shown clearly thereon.
- (d) The following details shall appear on the licence issued on first quality paper or other suitable material, including a plastic card.
 - I) Name of State (in bold type);
 - II) Title of licence (in very bold type);
 - III) Serial number of the licence in Arabic numerals;
 - IV) Name of holder in full (in Roman alphabet);
 - IVa) Date of birth;
 - V) Address of holder if desired by the Authority;



- VI) Nationality of holder;
 - VII) Signature of holder;
 - VIII) Authority and, where necessary, conditions under which the licence is issued;
 - IX) Certification concerning validity and authorisation for holder to exercise privileges appropriate to licence;
 - X) Signature of officer issuing the licence and the date of such issue;
 - XI) Seal or stamp of Authority;
 - XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.
 - XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;
 - XIV) Any other details desired by the Authority.
- (e) First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in (a) above shown clearly thereon.
 - (f) Licences shall be issued in the English language.
 - (g) Item headings on the licence shall be uniformly numbered in roman numerals as indicated in (a) above, so that on any licence the number will, under any arrangement, refer to the same item heading.

LIC.116 Electronic Personnel Licences

- (a) Specifications for electronic personnel licences

Electronic personnel licences shall be issued in accordance with the specifications of this section.

- (1) The licence information shall replicate the information contained in the Authority's electronic records and contain a common form in accordance with Appendix 12.
 - (2) The licence shall have the digital signature of the Authority's officer issuing the licence and the most recent date and time of issue.
 - (3) Digital signatures on licences shall conform to recognized international standards and have an appropriate level of security.
- (b) Medium (material)
 - (1) The licence details shall be displayed on self-contained mobile electronic visual display devices.
 - (2) The image of the licence displayed shall contain suitable active security features to differentiate it from a static image.



(c) Language

The licence shall include the acronym “ICAO” as a hyperlink to an electronic display of the licence in the English language in accordance with the Common Form in Appendix 12.

(d) Arrangement of items

The licence shall contain a view that replicates the wording and arrangement, in the English language, of the Common Form shown in Appendix 12.

(e) Online and offline verification

- (1) The authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.
- (2) The authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence.

(f) Medical assessments

The licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant by the Authority.

(g) Additional supplementary information

When supplementary information is added to the licence, it shall also be inserted in the additional supplementary information section of the common form in Appendix 12.

**CHAPTER 2****STUDENT PILOT****SECTION 1****Common Requirements****LIC.120 Minimum age**

Before his/her first solo flight, a student pilot shall be at least:

- (a) in the case of aeroplanes, helicopters, airships and remotely piloted aircraft: 16 years of age;
- (b) in the case of sailplanes and balloons: 14 years of age.

LIC.125 Training requirements

- (a) Prior to conducting a solo flight, a student pilot shall;
 - (1) have received and logged flight training for the manoeuvres and procedures applicable to the aircraft category, including flight training in those manoeuvres and procedures at night, if the solo flight is to be conducted at night;
 - (2) have demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures for the appropriate category and class, if applicable, of aircraft;
 - (3) have passed an aeronautical knowledge test on the following subjects;
 - (i) Applicable sections of the regulations;
 - (ii) Airspace rules and procedures for the aerodrome where the student will perform solo flight; and
 - (iii) Flight characteristics and operational limitations for the make and model of aircraft to be flown.
 - (4) be able to read, speak, write, and understand the English language at a Level 4 proficiency.

LIC.130 Knowledge requirements

- (a) The applicant for a student pilot authorisation shall receive and log ground training from an authorised instructor on the following subjects:
 - (1) Applicable sections of this Chapter for the category of aircraft to be flown;
 - (2) Airspace rules and procedures for the aerodrome where the student will perform solo flight; and
 - (3) Flight characteristics and operation limitations for the make and model of aircraft to be flown.

**LIC. 135 Conditions**

- (a) A student pilot shall meet the requirements prescribed in these regulations so they do not constitute a hazard to air navigation;
- (b) A student pilot shall not fly solo in an aircraft on a cross-country flight unless;
 - (1) on an international flight by special or general arrangement between the Contracting States concerned; and
 - (2) holding a solo cross-country endorsement in the student's log book by the authorised flight instructor who conducted the training.
- (c) A student pilot shall not fly solo unless;
 - (1) authorised to do so by a letter of endorsement provided by the authorised flight instructor who conducted the training to conduct solo operations;
 - (2) supervised by a flight instructor; and
 - (3) that student pilot holds a current Medical Assessment as required by CAR MED.



SECTION 2

Specific pre-solo requirements for aeroplanes

LIC.125(A) Training Requirements

- (a) A student pilot who is receiving training for solo flight in an aeroplane shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing, or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) 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;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference manoeuvres;
 - (13) Approaches to a landing area with simulated engine malfunctions;
 - (14) Slips to a landing (SE only); and
 - (15) Go-arounds.



SECTION 3

Specific pre-solo requirements for helicopters

LIC.125(H) Training Requirements

- (a) A student pilot who is receiving training for solo flight in a helicopter shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing, or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds;
 - (10) Emergency procedures and equipment malfunctions;
 - (11) Ground reference manoeuvres;
 - (12) Approaches to the landing area;
 - (13) Hovering and hovering turns;
 - (14) Go-arounds;
 - (15) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover;
 - (16) Rapid decelerations; and
 - (17) Simulated one-engine-inoperative approaches and landings (ME only)



SECTION 4

Specific pre-solo requirements for powered lift

LIC.125(PL) Training Requirements

- (a) A student pilot who is receiving training for solo flight in a powered-lift shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing, or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents with and without turns;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) 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;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference manoeuvres;
 - (13) Approaches to a landing with simulated engine malfunctions;
 - (14) Go-arounds;
 - (15) Approaches to the landing area;
 - (16) Hovering and hovering turns; and
 - (17) Simulated one-engine-inoperative approaches and landings (ME only).



SECTION 5

Specific pre-solo requirements for airships

LIC.125(As) Training Requirements

- (b) A student pilot who is receiving training for solo flight in an airship shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents with and without turns;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) Emergency procedures and equipment malfunctions;
 - (11) Ground reference manoeuvres;
 - (12) Rigging, ballasting, and controlling pressure in the ballonets, and superheating; and
 - (13) Landings with positive and with negative static trim.

**SECTION 6****Specific pre-solo requirements for balloons****LIC.125(B) Training Requirements**

- (c) A student pilot who is receiving training for solo flight in a balloon shall receive and log flight training for the following manoeuvres and procedures:
- (1) Layout and assembly procedures;
 - (2) Proper flight preparation procedures, including pre-flight planning and preparation, and aircraft systems;
 - (3) Ascents and descents;
 - (4) Landing and recovery procedures;
 - (5) Emergency procedures and equipment malfunctions;
 - (6) Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;
 - (7) Use of deflation valves or rip panels for simulating an emergency;
 - (8) The effects of wind on climb and approach angles; and
 - (9) Obstruction detection and avoidance techniques.



SECTION 7

Specific pre-solo requirements for sailplanes

LIC.125(S) Training Requirements

- (a) A student pilot who is receiving training for solo flight in a glider shall receive and log flight training for the following manoeuvres and procedures:
- (1) Proper flight preparation procedures, including pre-flight planning and preparation, aircraft systems, and, if applicable, powerplant operations;
 - (2) Taxiing or surface operations, including run ups, if applicable;
 - (3) Launches, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions, if applicable;
 - (5) Aerodrome traffic patterns, including entry procedures;
 - (6) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (7) Descents with and without turns using high and low drag configurations;
 - (8) Flight at various airspeeds;
 - (9) Emergency procedures and equipment malfunctions;
 - (10) Ground reference manoeuvres;
 - (11) Inspection of towline rigging and review of signals and release procedures, if applicable;
 - (12) Aero-tow, ground tow, or self-launch procedures;
 - (13) Procedures for disassembly and assembly of the glider;
 - (14) Stall entry, stall, and stall recovery;
 - (15) Straight glides, turns, and spirals;
 - (16) Landings, including normal and crosswind;
 - (17) Slips to a landing;
 - (18) Procedures and techniques for thermalling; and
 - (19) Emergency operations, including towline break procedures.

**CHAPTER 3****PRIVATE PILOT LICENCE (PPL), SAILPLANE PILOT LICENCE (SPL)
AND BALLOON PILOT LICENCE (BPL)****SECTION 1****Common requirements****LIC.200 Minimum age**

- (a) An applicant for a PPL shall be at least 17 years of age;
- (b) An applicant for a BPL or an SPL shall be at least 16 years of age.

LIC.205 Conditions

- (a) Applicants for the issue of a PPL shall have fulfilled the requirements for the class or type rating for the aircraft used in the skill test, as established in Chapter 8.
- (b) The applicant shall hold a current Class 2 Medical Assessment.

LIC.210 Training course

Applicants for a BPL, SPL or PPL shall complete a training course at an ATO. The course shall include theoretical knowledge and flight instruction appropriate to the privileges given.

LIC.215 Theoretical knowledge examination

Applicants for a BPL, SPL or PPL shall demonstrate a level of theoretical knowledge appropriate to the privileges granted through examinations in the following subjects:

- (a) common subjects:
 - Air law,
 - Human performance,
 - Meteorology, and
 - Communications;
- (b) specific subjects concerning the different aircraft categories:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge, and

— Navigation.
LIC.220 Knowledge

The applicant shall have demonstrated 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 in the licence, in at least the following subjects:

- (a) Air law
 - (1) rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;
- (b) Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts
 - (1) principles of operation and functioning of engines, systems and instruments;
 - (2) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;
 - (3) for helicopters and powered-lifts, transmission (power trains) where applicable;
 - (4) for airships, physical properties and practical application of gases;
- (c) Flight performance, planning and loading
 - (1) effects of loading and mass distribution on flight characteristics; mass and balance calculations;
 - (2) use and practical application of take-off, landing and other performance data;
 - (3) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;
- (d) Human performance
 - (1) human performance including principles of Threat Error Management;
- (e) Meteorology
 - (1) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;
- (f) Navigation
 - (1) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;
- (g) Operational procedures
 - (1) application of Threat Error Management to operational performance;



- (2) altimeter setting procedures;
 - (3) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (4) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
 - (5) 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;
- (h) Principles of flight
- (1) principles of flight;
- (i) Radiotelephony
- (1) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

LIC.225 Skill test

- (a) Applicants for a BPL, SPL or PPL shall demonstrate through the completion of a skill test the ability to perform, as PIC on the appropriate aircraft category, the relevant procedures and manoeuvres with competency appropriate to the privileges granted.
- (b) An applicant for the skill test shall have received flight instruction on the same class or type of aircraft, or a group of balloons to be used for the skill test.
- (c) Pass marks
 - (1) The skill test shall be divided into different sections, representing all the different phases of flight appropriate to the category of aircraft flown.
 - (2) Failure in any item of a section will cause the applicant to fail the entire section. Failure in more than 1 section will cause the applicant to fail the entire test. If the applicant fails only 1 section, he/she shall repeat only that section.
 - (3) When the test needs to be repeated in accordance with (2), failure in any section, including those that have been passed on a previous attempt, will cause the applicant to fail the entire test.
 - (4) Failure to achieve a pass in all sections of the test in 2 attempts will require further training.
- (d) 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 described in this Chapter with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence, and to;
 - (1) recognise and manage threats and errors;



- (2) operate the aircraft within its limitations;
- (3) complete all manoeuvres with smoothness and accuracy;
- (4) exercise good judgement and airmanship;
- (5) apply aeronautical knowledge; and
- (6) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.



SECTION 2

Specific requirements for the PPL aeroplanes — PPL(A)

LIC.205.A PPL(A) — Privileges

- (a) The privileges of the holder of a PPL(A) are to act without remuneration as PIC or co-pilot on aeroplanes or TMGs engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(A) with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the PPL(A);
 - (2) the conduct of skill tests and proficiency checks for these licences; and
 - (3) the ratings and certificates attached to these licences.

LIC.210.A PPL(A) — Experience requirements and crediting

- (a) Applicants for a PPL(A) shall have completed at least 40 hours of flight instruction in aeroplanes, 5 of which may have been completed in an FSTD, including at least:
 - (1) 25 hours of dual flight instruction; and
 - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least one cross-country flight of at least 270 km (150 NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.
- (b) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours. The amount of credit given shall in any case not include the requirements in (a)(2).

LIC.220.A PPL(A) — Flight instruction

- (a) The applicant shall have received dual instruction in aeroplanes appropriate to the class rating sought, from an authorised flight instructor
- (b) The instructor shall ensure that the applicant for a PPL(A) has operational experience in at least the following areas to the level of performance required for the private pilot:
 - (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, aeroplane inspection, and servicing;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the aeroplane by external visual reference;



- (5) Flight at critically slow airspeeds; recognition of and recovery from incipient and full stalls;
 - (6) Flight at critically high airspeeds; recognition of and recovery from spiral dives;
 - (7) Normal and crosswind take-offs and landings;
 - (8) Maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (9) Flight by reference solely to instruments, including the completion of a level 180 degrees turn;
 - (10) Cross-country flying using visual reference, dead reckoning, and, where available, navigation systems;
 - (11) Emergency operations, including simulated aeroplane equipment malfunctions;
 - (12) Operations to, from, and transiting controlled aerodromes; compliance with Air Traffic Services procedures;
 - (13) communication procedures and phraseology; and
 - (14) As further specified by the Authority for PPL(A).
- (c) If the privileges of the PPL(A) are to be exercised at night, the applicant shall have received 4 hours of dual instruction in aeroplanes in night flying, including take-offs, landings, and 1 hour of navigation.



SECTION 3

Specific requirements for the PPL helicopters — PPL(H)

LIC.205.H PPL(H) — Privileges

- (a) The privileges of the holder of a PPL(H) are to act without remuneration as PIC or co-pilot of helicopters engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(H) with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the PPL(H);
 - (2) the conduct of skill tests and proficiency checks for these licences; and
 - (3) the ratings and certificates attached to these licences.

LIC.210.H PPL(H) — Experience requirements and crediting

- (a) Applicants for a PPL(H) shall have completed at least 40 hours of flight instruction on helicopters, 5 of which may have been completed in an FNPT or FFS, including at least:
 - (1) 20 hours of dual flight instruction; and
 - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least 1 cross-country flight of at least 185 km (100 NM), with full stop landings at 2 aerodromes different from the aerodrome of departure.
 - (3) 35 of the 40 hours of flight instruction have to be completed on the same type of helicopter as the one used for the skill test.
- (b) Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 6 hours. The amount of credit given shall in any case not include the requirements in (a)(2).

LIC.220.H PPL(H) —Flight instruction

- (a) The applicant shall have received dual instruction in helicopters appropriate to the class rating sought, from an authorised flight instructor
- (b) The instructor shall ensure that the applicant for a PPL(H) has operational experience in at least the following areas to the level of performance required for the private pilot:
 - (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, helicopter inspection, and servicing;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the helicopter by external visual reference;



- (5) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (6) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind, and sloping ground;
 - (7) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (8) Cross-country flying using visual reference, dead reckoning, and, where available, navigation systems, including a flight of at least 1 hour;
 - (9) Emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing;
 - (10) Flight by reference solely to instruments, including the completion of a level 180 degree turn;
 - (11) Operations to, from, and transiting controlled aerodromes; compliance with Air Traffic Services procedures;
 - (12) Communication procedures and phraseology; and
 - (13) As further specified by the Authority for PPL(H).
- (c) If the privileges of the PPL(H) are to be exercised at night, the applicant shall have received 4 hours of dual instruction in helicopters in night flying, including take-offs, landings, and 1 hour of navigation.



SECTION 4

Specific requirements for the PPL powered lift — PPL(PL)

LIC.205.PL PPL(PL) — Privileges

- (a) The privileges of the holder of a PPL(PL) are to act without remuneration as PIC or co-pilot on powered-lifts engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(PL) with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the PPL(PL);
 - (2) the conduct of skill tests and proficiency checks for this licence; and
 - (3) the ratings or certificates attached to this licence.

LIC.210.PL PPL(PL) — Experience requirements and crediting

- (a) Applicants for a PPL(PL) shall have completed at least 40 hours of flight instruction in powered-lifts, 5 of which may have been completed in an FSTD, including at least:
 - (1) 25 hours of dual flight instruction; and
 - (2) 10 hours of supervised solo flight time, including at least 5 hours of solo cross-country flight time with at least one cross-country flight of at least 270 km (150 NM), during which full stop landings at two aerodromes different from the aerodrome of departure shall be made.
- (b) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 10 hours.

LIC.220.PL PPL(PL) — Flight instruction

- (a) The applicant for a PPL(PL) shall have received dual instruction from an authorised instructor in at least the following areas:
 - (1) recognize and manage threats and errors;
 - (2) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
 - (3) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) control of the powered-lift by external visual reference;
 - (5) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground;
 - (6) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;



- (7) flight by reference solely to instruments, including the completion of a level 180° turn;
- (8) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (9) cross-country flying using visual reference, dead reckoning and, where available, navigation systems, including a flight of at least one hour;
- (10) emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;
- (11) operations to from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (12) communication procedures and phraseology.



SECTION 5

Specific requirements for the PPL airships — PPL(As)

LIC.205.As PPL(As) — Privileges

- (a) The privileges of the holder of a PPL(As) are to act without remuneration as PIC or co-pilot on airships engaged in non-commercial operations.
- (b) Notwithstanding the paragraph above, the holder of a PPL(As) with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the PPL(As);
 - (2) the conduct of skill tests and proficiency checks for this licence; and
 - (3) the ratings or certificates attached to this licence.

LIC.210.As PPL(As) — Experience requirements and crediting

- (a) Applicants for a PPL(As) shall have completed at least 35 hours of flight instruction in airships, 5 of which may have been completed in an FSTD, including at least:
 - (1) 25 hours of dual flight instruction, including:
 - (i) 3 hours of cross-country flight training, including 1 cross-country flight of at least 65 km (35 NM);
 - (ii) 3 hours of instrument instruction;
 - (2) 8 take-offs and landings at an aerodrome, including masting and unmasting procedures;
 - (3) 8 hours of supervised solo flight time.
- (b) Applicants holding a BPL and qualified to fly hot-air airships shall be credited with 10 % of their total flight time as PIC on such airships up to a maximum of 5 hours.

LIC.220.As PPL(As) — Flight instruction

- (a) The applicant for a PPL(As) shall have received dual instruction from an authorised instructor in at least the following areas:
 - (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, airships inspection and servicing;
 - (3) Ground reference manoeuvres;
 - (4) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (5) Techniques and procedures for the take-off, including appropriate limitations, emergency



- procedures, and signals used;
- (6) Control of the airship by external visual reference;
 - (7) Take-offs, landings, and go-arounds;
 - (8) Maximum performance (obstacle clearance) take-offs;
 - (9) Flight by reference solely to instruments, including the completion of a level 180 degree turn;
 - (10) Navigation, cross-country flying using visual reference, dead reckoning, and navigation systems;
 - (11) Emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and
 - (12) Communication procedures and phraseology.



SECTION 6

Specific requirements for the sailplane pilot licence (SPL)

LIC.205.S SPL — Privileges and conditions

- (a) The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in LIC.135.S.
- (b) Holders of an SPL shall, as pilot in command;
 - (1) carry passengers only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes;
 - (2) be restricted to act without remuneration in non-commercial operations until they have:
 - (i) attained the age of 18 years;
 - (ii) completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes;
 - (iii) passed a proficiency check with an examiner.
- (c) Notwithstanding (b)(2), the holder of an SPL with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the SPL;
 - (2) the conduct of skill tests and proficiency checks for these licences;
 - (3) the ratings and certificates attached to these licences.

LIC.210.S SPL — Experience requirements and crediting

- (a) Applicants for an SPL shall have completed at least 15 hours of flight instruction on sailplanes or powered sailplanes, including at least;
 - (1) 10 hours of dual flight instruction;
 - (2) 2 hours of supervised solo flight time;
 - (3) 45 launches and landings; and
 - (4) 1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM).
- (b) Of the 15 hours required in (a), a maximum of 7 hours may be completed in a TMG.
- (c) Crediting. Applicants holding a pilot licence for another category of aircraft, with the exception of balloons, shall be credited with 10 % of their total flight time as PIC on such aircraft up to a maximum of 7 hours. The amount of credit given shall in any case not include the requirements in



of LIC.210.S(a)(2) to (a)(4).

LIC.220.S SPL —Flight instruction

- (a) The applicant for a SPL shall have received dual instruction in gliders from an authorised instructor in at least the following areas:
- (1) Pre-flight operations, including glider assembly and inspection;
 - (2) Techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures, and signals used;
 - (3) Traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the glider by external visual reference;
 - (5) Flight throughout the flight envelope;
 - (6) Recognition of and recovery from incipient and full stalls and spiral dives;
 - (7) Normal and crosswind launches, approaches, and landings;
 - (8) Cross-country flying using visual reference and dead reckoning; and
 - (9) Emergency procedures.

LIC.225.S SPL — Launch methods

- (a) The privileges of the SPL shall be limited to the launch method included in the skill test. This limitation may be removed when the pilot has completed;
- (1) in the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
 - (2) in the case of aero tow or self-launch, a minimum of 5 launches in dual flight instruction, and 5 solo launches under supervision. In the case of self-launch, dual flight instruction may be done in a TMG;
 - (3) in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.
- (b) The completion of the additional training launches shall be entered in the logbook and signed by the instructor.
- (c) In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.
- (d) When the pilot does not comply with the requirement in (c), he/she shall perform the additional number of launches flying dual or solo under the supervision of an instructor in order to renew the privileges.

**LIC.230S SPL — Extension of privileges to TMG**

- (a) The privileges of a SPL shall be extended to a TMG when the pilot has completed in an ATO, at least:
- (1) 6 hours of flight instruction on a TMG, including:
 - (i) 4 hours of dual flight instruction;
 - (ii) 1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;
 - (2) a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge,
 - Navigation.

**SECTION 7****Specific requirements for the balloon pilot licence (BPL)****LIC.205.B BPL — Privileges and conditions**

- (a) The privileges of the holder of a BPL are to act as PIC on balloons and hot-air airships.
- (b) Holders of a BPL shall be restricted to act without remuneration in non-commercial operations until they have:
 - (1) attained the age of 18 years;
 - (2) completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons;
 - (3) passed a proficiency check with an examiner on a balloon in the specific class.
- (c) Notwithstanding paragraph (b), the holder of a BPL with instructor or examiner privileges may receive remuneration for:
 - (1) the provision of flight instruction for the BPL;
 - (2) the conduct of skill tests and proficiency checks for these licences;
 - (3) the ratings and certificates attached to these licences.

LIC.210.B BPL — Experience requirements and crediting

- (a) Applicants for a BPL shall have completed on balloons in the same class and group at least 16 hours of flight instruction, including at least:
 - (1) 12 hours of dual flight instruction;
 - (2) 10 inflations and 20 take-offs and landings; and
 - (3) 1 supervised solo flight with a minimum flight time of at least 30 minutes.

LIC.220.B PPL(B) — Flight instruction

- (a) The applicant for a PPL(B) shall have received dual instruction in free balloons from an authorised instructor in at least the following areas:
 - (1) Pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
 - (2) Aerodrome operations, transiting controlled aerodromes, compliance with Air Traffic Services procedures; communication procedures and phraseology;
 - (3) Techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures, and signals used;
 - (4) Collision avoidance precautions;



- (5) Control of the free balloon by external visual references;
- (6) Recognition of and recovery from rapid descents;
- (7) Cross-country flying using visual reference and dead reckoning;
- (8) Approaches and landings, including ground handling; and
- (9) Emergency procedures.

LIC.225.B BPL — Extension of privileges to tethered flights

The privileges of the BPL shall be limited to non-tethered flights. This limitation may be removed when the pilot complies with the requirements in LIC.130.B.

LIC.230.B BPL — Extension of privileges to another balloon class or group

The privileges of the BPL shall be limited to the class and group of balloons in which the skill test was taken. This limitation may be removed when the pilot has:

- (a) in the case of an extension to another class within the same group, complied with the requirements in LIC.135.B;
- (b) in the case of an extension to another group within the same class of balloons, completed at least:
 - (1) 2 instruction flights on a balloon of the relevant group; and
 - (2) the following hours of flight time as PIC on balloons:
 - (i) for balloons with an envelope capacity between 3 401 m³ and 6 000 m³, at least 100 hours;
 - (ii) for balloons with an envelope capacity between 6 001 m³ and 10 500 m³, at least 200 hours;
 - (iii) for balloons with an envelope capacity of more than 10 500 m³, at least 300 hours;
 - (iv) for gas balloons with an envelope capacity of more than 1 260 m³, at least 50 hours.



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CHAPTER 4

COMMERCIAL PILOT LICENCE — CPL

SECTION 1

Common requirements

LIC.300 CPL — Minimum age

An applicant for a CPL shall be at least 18 years of age.

LIC.305 CPL — Privileges and conditions

- (a) Privileges. The privileges of the holder of a CPL are, within the appropriate aircraft category, to:
- (1) exercise all the privileges of the holder of a PPL;
 - (2) act as PIC or co-pilot of an aircraft engaged in operations other than commercial air transport;
 - (3) act as PIC in commercial air transportation of an aircraft certified for single-pilot operation;
 - (4) act as co-pilot in commercial air transportation of an aircraft required to be operated with a co-pilot; and
 - (5) for the airship category, to pilot an airship under IFR.
- (b) Conditions. An applicant for the issue of a CPL shall have fulfilled the requirements for the class or type rating of the aircraft used in the skill test.
- (c) Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.
- (d) The applicant shall hold a current Class 1 Medical Assessment.

LIC.310 CPL — Theoretical knowledge examinations

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:

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 engines, systems and instruments;



- (c) operating limitations of the relevant category of aircraft and engines; 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 engines 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 VFR; 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 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:
 - (1) use, limitation and serviceability of avionics and instruments necessary for control and navigation;



- (2) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;
- (3) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;

Operational procedures

- (r) application of threat 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 VMC;

Principles of flight

- (y) principles of flight;

Radiotelephony

- (z) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

LIC.315 CPL — Training course

An applicant for a CPL shall have completed theoretical knowledge instruction and flight instruction at an ATO, in accordance with Appendix 3 to these regulations.

LIC.320 CPL — Skill test

An applicant for a CPL shall pass a skill test in accordance with Appendix 4 to these regulations to demonstrate the ability to perform, as PIC of the appropriate aircraft category, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.



SECTION 2

Specific requirements for the aeroplane category — CPL(A)**LIC.325.A CPL(A) — Specific conditions for MPL holders**

Before exercising the privileges of a CPL(A), the holder of an MPL shall have completed in aeroplanes:

- (a) 70 hours of flight time:
 - (1) as PIC; or
 - (2) made up of at least 10 hours as PIC and the additional flight time as PIC under supervision (PICUS).

Of these 70 hours, 20 shall be of VFR cross-country flight time as PIC, or cross-country flight time made up of at least 10 hours as PIC and 10 hours as PICUS. This shall include a VFR cross-country flight of at least 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be flown as PIC;

- (b) the elements of the CPL(A) modular course as specified in paragraphs 10(a) and 11 of Appendix 3, E to these regulations; and
- (c) the CPL(A) skill test, in accordance with LIC.320.



CHAPTER 5

MULTI-CREW PILOT LICENCE — MPL

LIC.400.A MPL — Minimum age

An applicant for an MPL shall be at least 18 years of age.

LIC.405.A MPL — Privileges and conditions

- (a) The privileges of the holder of an MPL are to act as co-pilot in an aeroplane required to be operated with a co-pilot.
- (b) The holder of an MPL may obtain the extra privileges of:
 - (1) the holder of a PPL(A), provided that the requirements for the PPL(A) specified in Chapter 3 are met;
 - (2) a CPL(A), provided that the requirements specified in LIC.325.A are met.
- (c) The holder of an MPL shall have the privileges of his/her IR(A) limited to aeroplanes required to be operated with a co-pilot. The privileges of the IR(A) may be extended to single-pilot operations in aeroplanes, provided that the licence holder has completed the training necessary to act as PIC in single-pilot operations exercised solely by reference to instruments and passed the skill test of the IR(A) as a single-pilot.
- (d) The applicant shall hold a current Class 1 Medical Assessment.

LIC.410.A MPL — Training course and theoretical knowledge examinations

- (a) Course. An applicant for an MPL shall have completed a training course of theoretical knowledge and flight instruction at an ATO in accordance with Appendix 5 to these regulations.
- (b) Examination. An applicant for an MPL shall have demonstrated a level of knowledge appropriate to the holder of an ATPL(A), in accordance with LIC.515, and of a multi-pilot type rating.
- (c) Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.

LIC.415.A MPL — Practical skill

- (a) An applicant for an MPL shall have demonstrated through continuous assessment the skills required for fulfilling all the competency units specified in Appendix 5 to these regulations, as pilot flying and pilot monitoring, in a multi-engine turbine-powered multi-pilot aeroplane, under VFR and IFR.
- (b) On completion of the training course, the applicant shall pass a skill test in accordance with Appendix 9 to these regulations, to demonstrate the ability to perform the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the type of aeroplane used on the advanced phase of the MPL integrated training course or in an FFS representing the same type.



- (c) During the skill test required under (b) above, the applicant shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots. The adapted competency model shall be approved by the Authority, using as a basis the ICAO aeroplane pilot competency framework contained in the *Procedures for Air Navigation Services—Training* (PANS-TRG, Doc 9868).



CHAPTER 6

AIRLINE TRANSPORT PILOT LICENCE — ATPL

SECTION 1

Common requirements

LIC.500 ATPL — Minimum age

Applicants for an ATPL shall be at least 21 years of age.

LIC.505 ATPL — Privileges and conditions

- (a) The privileges of the holder of an ATPL are, within the appropriate aircraft category, to:
- (1) exercise all the privileges of the holder of a PPL and a CPL;
 - (2) act as PIC of aircraft engaged in commercial air transport.
- (b) Applicants for the issue of an ATPL shall have fulfilled the requirements for the type rating of the aircraft used in the skill test.
- (c) The applicant shall hold a current Class 1 Medical Assessment.

LIC.515 ATPL — Training course and theoretical knowledge examinations

- (a) Course. Applicants for an ATPL shall have completed a training course at an ATO. The course shall be either an integrated training course or a modular course, in accordance with Appendix 3 to these regulations.
- (b) In addition to the subjects below, 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 at Chapter 7.
- (c) Examination. Applicants for an ATPL shall have demonstrated 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 at least the following subjects:

Air law

- (1) rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge for aeroplanes, helicopters and powered-lifts

- (2) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;
- (3) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;



- (4) 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;
- (5) use and serviceability checks of equipment and systems of appropriate aircraft;
- (6) 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;
- (7) maintenance procedures for airframes, systems and engines of appropriate aircraft;
- (8) for helicopters and powered-lifts, transmission (power trains) where applicable;

Flight performance, planning and loading

- (9) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (10) use and practical application of take-off, landing and other performance data, including procedures for cruise control;
- (11) 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;
- (12) in the case of helicopters and powered-lifts, effects of external loading on handling;

Human performance

- (13) human performance including principles of threat error management;

Meteorology

- (14) 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;
- (15) 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;
- (16) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (17) in the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;

Navigation

- (18) air navigation, including the use of aeronautical charts, radio navigation aids and area



- (19) navigation systems; specific navigation requirements for long-range flights; use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
- (20) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
- (21) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

Operational procedures

- (22) application of threat error management to operational performance;
- (23) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (24) precautionary and emergency procedures; safety practices;
- (25) operational procedures for carriage of freight and dangerous goods;
- (26) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- (27) 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

- (28) principles of flight;

Radiotelephony

- (29) communication procedures and phraseology; action to be taken in case of communication failure.



SECTION 2

Specific requirements for the aeroplane category — ATPL(A)**LIC.505.A ATPL(A) — Restriction of privileges for pilots previously holding an MPL**

When the holder of an ATPL(A) has previously held only an MPL, the privileges of the licence shall be restricted to multi-pilot operations, unless the holder has complied with LIC.405.A(b)(2) and (c) for single-pilot operations.

LIC.510.A ATPL(A) — Pre-requisites, experience and crediting

- (a) Pre-requisites. Applicants for an ATPL(A) shall hold:
- (1) an MPL; or
 - (2) a CPL(A) and a multi-engine IR for aeroplanes. In this case, the applicant shall also have received instruction in MCC.
- (b) Experience. Applicants for an ATPL(A) shall have completed a minimum of 1 500 hours of flight time in aeroplanes, including at least:
- (1) 500 hours in multi-pilot operations on aeroplanes;
 - (2)
 - (i) 500 hours as PIC under supervision; or
 - (ii) 250 hours as PIC; or
 - (iii) 250 hours, including at least 70 hours as PIC, and the remaining as PIC under supervision;
 - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
 - (4) 75 hours of instrument time of which not more than 30 hours may be instrument ground time; and
 - (5) 100 hours of night flight as PIC or co-pilot.

Of the 1 500 hours of flight time, up to 100 hours of flight time may have been completed in an FFS and FNPT. Of these 100 hours, only a maximum of 25 hours may be completed in an FNPT.

- (c) Crediting.
- (1) When 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 can be reduced accordingly.

Note: The extent to which flight time experience may be reduced by the Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the aeroplane category.



- (2) In accordance with (1) above, the Authority has determined that holders of a pilot licence for the following categories of aircraft shall be credited with flight time up to a maximum of:
- (i) for TMG or sailplanes, 30 hours flown as PIC;
 - (ii) for helicopters, 50 % of all the flight time requirements of paragraph (b).
- (3) Holders of a flight engineer licence shall be credited with 50 % of the flight engineer time up to a maximum credit of 250 hours. These 250 hours may be credited against the 1 500 hours requirement of paragraph (a), and the 500 hours requirement of paragraph (b)(1), provided that the total credit given against any of these paragraphs does not exceed 250 hours.
- (d) The experience required in (b) shall be completed before the skill test for the ATPL(A) is taken.

LIC.520.A ATPL(A) — Skill test

Applicants for an ATPL(A) shall pass a skill test in accordance with Appendix 9 to these regulations to demonstrate the ability to perform, as PIC of a multi-pilot aeroplane under IFR, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the aeroplane or an adequately qualified FFS representing the same type.



SECTION 3

Specific requirements for the helicopter category — ATPL(H)

LIC.510.H ATPL(H) — Pre-requisites, experience and crediting

Applicants for an ATPL(H) shall:

- (a) hold a CPL(H) and a multi-pilot helicopter type rating and have received instruction in MCC;
- (b) have completed as a pilot of helicopters a minimum of 1 000 hours of flight time including at least:
 - (1) 350 hours in multi-pilot helicopters;
 - (2) (i) 250 hours as PIC; or
 - (ii) 100 hours as PIC and 150 hours as PIC under supervision; or
 - (iii) 250 hours as PIC under supervision in multi-pilot helicopters. In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;
 - (3) 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision;
 - (4) 30 hours of instrument time of which not more than 10 hours may be instrument ground time; and
 - (5) 100 hours of night flight as PIC or as co-pilot.

Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT.

- (c) When 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 can be reduced accordingly.

Note: The extent to which flight time experience may be reduced by the Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the aeroplane category.

- (d) In accordance with (c) above, the Authority has determined that flight time in aeroplanes shall be credited up to 50 % against the flight time requirements of paragraph (b).
- (e) The experience required in (b) shall be completed before the skill test for the ATPL(H) is taken.

LIC.520.H ATPL(H) — Skill test

Applicants for an ATPL(H) shall pass a skill test in accordance with Appendix 9 to these regulations to demonstrate the ability to perform as PIC of a multi-pilot helicopter the relevant procedures and manoeuvres with the competency appropriate to the privileges granted. The skill test shall be taken in the helicopter or an adequately qualified FFS representing the same type.

**CHAPTER 7****INSTRUMENT RATING — IR****SECTION 1****Common requirements****LIC.600 IR — General**

Operations under IFR on an aeroplane, helicopter, airship or powered-lift aircraft shall only be conducted by holders of a PPL, CPL, MPL and ATPL with an IR appropriate to the category of aircraft or when undergoing skill testing or dual instruction.

LIC.605 IR — Privileges

- (a) The privileges of a holder of an IR are to fly aircraft under IFR with a minimum decision height of 200 feet (60 m).
- (b) In the case of a multi-engine IR, these privileges may be extended to decision heights lower than 200 feet (60 m) when the applicant has undergone specific training at an ATO and has passed section 6 of the skill test prescribed in Appendix 9 to these regulations in multi-pilot aircraft.
- (c) Holders of an IR shall exercise their privileges in accordance with the conditions established in Appendix 8 to these regulations.
- (d) Helicopters only. To exercise privileges as PIC under IFR in multi-pilot helicopters, the holder of an IR(H) shall have at least 70 hours of instrument time of which up to 30 hours may be instrument ground time.

LIC.610 IR — Pre-requisites and crediting

Applicants for an IR shall:

- (a) hold;
 - (1) at least a PPL in the appropriate aircraft category, and:
 - (i) the privileges to fly at night in accordance with LIC.810; or
 - (ii) an ATPL in another category of aircraft; or
 - (2) a CPL, in the appropriate aircraft category;
- (b) have completed at least 50 hours of cross-country flight time as PIC in aeroplanes, helicopters or airships of which at least 10 or, in the case of airships, 20 hours shall be in the relevant aircraft category.
- (c) Helicopters only. Applicants who have completed an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated training course shall be exempted from the requirement in (b).

**LIC.615 IR — Theoretical knowledge and flight instruction**

- (a) Course. Applicants for an IR shall have received a course of theoretical knowledge and flight instruction at an ATO. The course shall be:
- (1) an integrated training course which includes training for the IR, in accordance with Appendix 3 to these regulations; or
 - (2) a modular course in accordance with Appendix 6 to these regulations.
- (b) Examination. 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 subjects:

Air law

- (1) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;

Aircraft general knowledge for the aircraft category being sought

- (2) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of autopilot;
- (3) 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

- (4) pre-flight preparations and checks appropriate to flight under IFR;
- (5) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

Human performance for the aircraft category being sought

- (6) human performance relevant to instrument flight in aircraft including principles of TEM;

Meteorology for the aircraft category being sought

- (7) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (8) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (9) in the case of helicopters and powered-lifts, effects of rotor icing;

Navigation for the aircraft category being sought



- (10) practical air navigation using navigation systems;
- (11) 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

- (12) application of TEM to operational performance;
- (13) 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;
- (14) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

Radiotelephony

- (15) communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

LIC.620 IR — Skill test

- (a) Applicants for an IR shall pass a skill test in accordance with Appendix 7 to these regulations to demonstrate the ability to perform the relevant procedures and manoeuvres with a degree of competency appropriate to the privileges granted.
- (b) For a multi-engine IR, the skill test shall be taken in a multi-engine aircraft. For a single-engine IR, the test shall be taken in a single-engine aircraft. A multi-engine centreline thrust aeroplane shall be considered a single-engine aeroplane for the purposes of this paragraph.

LIC.625 IR — Validity, revalidation and renewal

- (a) Validity. An IR shall be valid for 1 year.
- (b) Revalidation.
 - (1) An IR shall be revalidated within the 3 months immediately preceding the expiry date of the rating.
 - (2) Applicants who fail to pass the relevant section of an IR proficiency check before the expiry date of the IR shall not exercise the IR privileges until they have passed the proficiency check.
- (c) Renewal. If an IR has expired, in order to renew their privileges applicants shall:
 - (1) go through refresher training at an ATO to reach the level of proficiency needed to pass the instrument element of the skill test in accordance with Appendix 9 to these regulations; and
 - (2) complete a proficiency check in accordance with Appendix 9 to these regulations, in the relevant aircraft category.



- (d) If the IR has not been revalidated or renewed within the preceding 7 years, the holder will be required to pass again the IR theoretical knowledge examination and skill test.

**SECTION 2****Specific requirements for the aeroplane category****LIC.625.A IR(A) — Revalidation**

- (a) Revalidation. Applicants for the revalidation of an IR(A):
- (1) when combined with the revalidation of a class or type rating, shall pass a proficiency check in accordance with Appendix 9 to these regulations;
 - (2) when not combined with the revalidation of a class or type rating, shall:
 - (i) for single-pilot aeroplanes, complete section 3b and those parts of Section 1 relevant to the intended flight, of the proficiency check prescribed in Appendix 9 to these regulations; and
 - (ii) for multi-engine aeroplanes, complete Section 6 of the proficiency check for single-pilot aeroplanes in accordance with Appendix 9 to these regulations by sole reference to instruments.
 - (3) An FNPT II or an FFS representing the relevant class or type of aeroplane may be used in the case of paragraph (2), but at least each alternate proficiency check for the revalidation of an IR(A) in these circumstances shall be performed in an aeroplane.
- (b) Cross-credit shall be given in accordance with Appendix 8 to these regulations.

**SECTION 3****Specific requirements for the helicopter category****LIC.625.H IR(H) — Revalidation**

- (a) Applicants for the revalidation of an IR(H):
- (1) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to these regulations, for the relevant type of helicopter;
 - (2) when not combined with the revalidation of a type rating, shall complete only Section 5 and the relevant parts of Section 1 of the proficiency check established in Appendix 9 to these regulations for the relevant type of helicopter. In this case, an FTD II/III or an FFS representing the relevant type of helicopter may be used, but at least each alternate proficiency check for the revalidation of an IR(H) in these circumstances shall be performed in a helicopter.
- (b) Cross-credit shall be given in accordance with Appendix 8 to these regulations.

LIC.630.H IR(H) — Extension of privileges from single-engine to multi-engine helicopters

Holders of an IR(H) valid for single-engine helicopters wishing to extend for the first time the IR(H) to multi-engine helicopters shall complete:

- (a) a training course at an ATO comprising at least 5 hours dual instrument instruction time, of which 3 hours may be in an FFS or FTD 2/3 or FNPT II/III; and
- (b) section 5 of the skill test in accordance with Appendix 9 to these regulations on multi-engine helicopters.



SECTION 4

Specific requirements for the airship category

LIC.625.As IR(As) — Revalidation

Applicants for the revalidation of an IR(As):

- (a) when combined with the revalidation of a type rating, shall complete a proficiency check in accordance with Appendix 9 to these regulations, for the relevant type of airship;
- (b) when not combined with the revalidation of a type rating, shall complete Section 5 and those parts of Section 1 relevant to the intended flight of the proficiency check for airships in accordance with Appendix 9 of these regulations. In this case, an FTD 2/3 or FFS representing the relevant type may be used, but at least each alternate proficiency check for the revalidation of an IR(As) in these circumstances shall be performed in an airship.

**CHAPTER 8****CLASS AND TYPE RATINGS****SECTION 1****Common requirements****LIC.700 Circumstances in which class or type ratings are required**

- (a) Except in the case of the SPL and BPL, holders of a pilot licence shall not act in any capacity as pilots of an aircraft, including a RPA or RPS, unless they have a valid and appropriate class or type rating, except when undergoing skill tests, or proficiency checks for renewal of class or type ratings, or receiving flight instruction.
- (b) Notwithstanding (a), in the case of flights related to the introduction or modification of aircraft types, pilots may hold a special certificate given by the Authority, authorising them to perform the flights. This authorisation shall have its validity limited to the specific flights.
- (c) Without prejudice to (a) and (b), in the case of flights related to the introduction or modification of aircraft types conducted by design or production organisations within the scope of their privileges, as well as instruction flights for the issue of a flight test rating, when the requirements of this Chapter may not be complied with, pilots may hold a flight test rating issued in accordance with LIC.820.
- (d) For the purpose of training, testing, or specific special purpose non-revenue flights, special authorisation may be provided in writing to the remote pilot licence holder by the Authority in place of issuing the class or type rating. This authorisation shall be limited in validity to the time needed to complete the specific flight.

LIC.705 Privileges of the holder of a class or type rating

The privileges of the holder of a class or type rating are to act as pilot on the class or type of aircraft specified in the rating.

LIC.710 Class and type ratings — variants

- (a) In order to extend his/her privileges to another variant of aircraft within one class or type rating, the pilot shall undertake differences or familiarisation training. In the case of variants within a type rating, the differences or familiarisation training shall include the relevant elements defined in the operational suitability data established.
- (b) If the variant has not been flown within a period of 2 years following the differences training, further differences training or a proficiency check in that variant shall be required to maintain the privileges, except for types or variants within the single-engine piston and TMG class ratings.
- (c) The differences training shall be entered in the pilot's logbook or equivalent record and signed by the instructor as appropriate.

LIC.725 Requirements for the issue of class and type ratings



- (a) Training course. An applicant for a class or type rating shall complete a training course either at an ATO or as approved by the Authority. The type rating training course shall include the mandatory training elements for the relevant type as defined in the operational suitability data established.
- (a) Theoretical knowledge examination. The applicant for a class or type rating shall pass a theoretical knowledge examination approved by the Authority to demonstrate the level of theoretical knowledge required for the safe operation of the applicable aircraft class or type.
 - (1) For multi-pilot aircraft, the theoretical knowledge examination shall be written and comprise at least 100 multiple-choice questions distributed appropriately across the main subjects of the syllabus.
 - (2) For single-pilot multi-engine aircraft and RPA or RPS, the theoretical knowledge examination shall be written and the number of multiple-choice questions shall depend on the complexity of the aircraft.
 - (3) For single-engine aircraft, the theoretical knowledge examination shall be conducted verbally by the examiner during the skill test to determine whether or not a satisfactory level of knowledge has been achieved.
 - (4) For single-pilot aeroplanes that are classified as high performance aeroplanes, the examination shall be written and comprise at least 60 multiple-choice questions distributed appropriately across the main subjects of the syllabus.
- (c) Skill test. Unless otherwise authorised by the Authority, an applicant for a class or type rating shall pass a skill test in accordance with Appendix 9 to these regulations to demonstrate the skill required for the safe operation of the applicable class or type of aircraft. The applicant shall pass the skill test within a period of 6 months after commencement of the class or type rating training course and within a period of 6 months preceding the application for the issue of the class or type rating.
- (d) An applicant who already holds a type rating for an aircraft type, with the privilege for either single-pilot or multi-pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same aircraft type.
- (e) Notwithstanding the paragraphs above, pilots holding a flight test rating issued in accordance with LIC.820 who were involved in development, certification or production flight tests for an aircraft type, and have completed either 50 hours of total flight time or 10 hours of flight time as PIC on test flights in that type, shall be entitled to apply for the issue of the relevant type rating, provided that they comply with the experience requirements and the pre-requisites for the issue of that type rating, as established in this Chapter for the relevant aircraft category.

LIC.740 Validity and renewal of class and type ratings

- (a) The period of validity of class and type ratings shall be 1 year, except for single-pilot single-engine class ratings and RPA or RPS, for which the period of validity shall be 2 years, unless otherwise determined by the operational suitability data.
- (b) Renewal. If a class or type rating has expired, the applicant shall:
 - (1) take approved refresher training, when necessary to reach the level of proficiency necessary



- to safely operate the relevant class or type of aircraft; and
- (2) pass a proficiency check in accordance with Appendix 9 to these regulations, unless for RPA licence, has been exempted by the Authority.



SECTION 2

Specific requirements for the aeroplane category**LIC.720.A Experience requirements and pre-requisites for the issue of class or type ratings — aeroplanes**

Unless otherwise determined in the operational suitability data established in accordance with CAR 21, an applicant for a class or type rating shall comply with the following experience requirements and pre-requisites for the issue of the relevant rating:

- (a) Single-pilot multi-engine aeroplanes. An applicant for a type rating on a single-pilot multi-engine aeroplane shall have completed at least 70 hours as PIC on aeroplanes.
- (b) Single-pilot high performance non-complex aeroplanes. Before starting flight training, an applicant for a first class or type rating for a single-pilot aeroplane classified as a high performance aeroplane shall:
 - (1) have at least 200 hours of total flying experience, of which 70 hours as PIC on aeroplanes; and
 - (2) (i) hold a certificate of satisfactory completion of a course for additional theoretical knowledge undertaken at an ATO; or
 - (ii) have passed the ATPL(A) theoretical knowledge examinations in accordance with these regulations; or
 - (iii) hold, in addition to a licence issued in accordance with these regulations, an ATPL(A) or CPL(A)/IR with theoretical knowledge credit for ATPL(A), issued in accordance with ICAO Annex 1;
 - (3) in addition, pilots seeking the privilege to operate the aeroplane in multi-pilot operations shall meet the requirements of (d)(4).
- (c) Single-pilot high performance complex aeroplanes. Applicants for the issue of a first type rating for a complex single-pilot aeroplane classified as a high performance aeroplane shall, in addition to meeting the requirements of (b), have fulfilled the requirements for a multi-engine IR(A), as established in Chapter 7.
- (d) Multi-pilot aeroplanes. An applicant for the first type rating course for a multi-pilot aeroplane shall be a student pilot currently undergoing training on an MPL training course or comply with the following requirements:
 - (1) have at least 70 hours of flight experience as PIC on aeroplanes;
 - (2) hold a multi-engine IR(A);
 - (3) have passed the ATPL(A) theoretical knowledge examinations in accordance with these regulations; and
 - (4) except when the type rating course is combined with an MCC course:
 - (i) hold a certificate of satisfactory completion of an MCC course in aeroplanes; or



- (ii) hold a certificate of satisfactory completion of MCC in helicopters and have more than 100 hours of flight experience as a pilot on multi-pilot helicopters; or
 - (iii) have at least 500 hours as a pilot on multi-pilot helicopters; or
 - (iv) have at least 500 hours as a pilot in multi-pilot operations on single-pilot multi-engine aeroplanes, in commercial air transport in accordance with the applicable air operations requirements.
- (e) Notwithstanding paragraph (d), the Authority may issue a type rating with restricted privileges for multi-pilot aeroplane that allows the holder of such rating to act as a cruise relief co-pilot above Flight Level 200, provided that two other members of the crew have a type rating in accordance with paragraph (d).
- (f) Additional multi-pilot and single-pilot high performance complex aeroplane type ratings. An applicant for the issue of additional multi-pilot type ratings and single-pilot high performance complex aeroplanes type ratings shall hold a multi-engine IR(A).
- (g) When so determined in the operational suitability data established in accordance with CAR 21, the exercise of the privileges of a type rating may be initially limited to flight under the supervision of an instructor. The flight hours under supervision shall be entered in the pilot's logbook or equivalent record and signed by the instructor. The limitation shall be removed when the pilot demonstrates that the hours of flight under supervision required by the operational suitability data have been completed.

LIC.725.A Theoretical knowledge and flight instruction for the issue of class and type ratings — aeroplanes

Unless otherwise determined in the operational suitability data established in accordance with CAR 21:

- (a) Single-pilot multi-engine aeroplanes.
 - (1) The theoretical knowledge course for a single-pilot multi-engine class rating shall include at least 7 hours of instruction in multi-engine aeroplane operations.
 - (2) The flight training course for a single-pilot multi-engine class or type rating shall include at least 2 hours and 30 minutes of dual flight instruction under normal conditions of multi-engine aeroplane operations, and not less than 3 hours 30 minutes of dual flight instruction in engine failure procedures and asymmetric flight techniques.
- (b) Single-pilot aeroplanes-sea. The training course for single-pilot aeroplane-sea ratings shall include theoretical knowledge and flight instruction. The flight training for a class or type rating-sea for single-pilot aeroplanes-sea shall include at least 8 hours of dual flight instruction if the applicant holds the land version of the relevant class or type rating, or 10 hours if the applicant does not hold such a rating.

LIC.730.A Specific requirements for pilots undertaking a zero flight time type rating (ZFTT) course — aeroplanes

- (a) A pilot undertaking instruction at a ZFTT course shall have completed, on a multi-pilot turbo-jet aeroplane certificated to the standards of FAR 25 or equivalent airworthiness code or on a multi-pilot turbo-prop aeroplane having a maximum certificated take-off mass of not less than 10 tonnes or a certificated passenger seating configuration of more than 19 passengers, at least:



- (1) if an FFS qualified to level CG, C or interim C is used during the course, 1 500 hours flight time or 250 route sectors;
 - (2) if an FFS qualified to level DG or D is used during the course, 500 hours flight time or 100 route sectors.
- (b) When a pilot is changing from a turbo-prop to a turbo-jet aeroplane or from a turbo-jet to a turbo-prop aeroplane, additional simulator training shall be required.

LIC.735.A Multi-crew cooperation training course — aeroplanes

- (a) The MCC training course shall comprise at least:
- (1) 25 hours of theoretical knowledge instruction and exercises; and
 - (2) 20 hours of practical MCC training, or 15 hours in the case of student pilots attending an ATP integrated course. An FNPT II MCC or an FFS shall be used. When the MCC training is combined with initial type rating training, the practical MCC training may be reduced to no less than 10 hours if the same FFS is used for both the MCC and type rating training.
- (b) The MCC training course shall be completed within 6 months at an ATO.
- (c) Unless the MCC course has been combined with a type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1).

LIC.740.A Revalidation of class and type ratings — aeroplanes

- (a) Revalidation of multi-engine class ratings and type ratings. For revalidation of multi-engine class ratings and type ratings, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to these regulations in the relevant class or type of aeroplane or an FSTD representing that class or type, within the 3 months immediately preceding the expiry date of the rating; and
 - (2) complete during the period of validity of the rating, at least:
 - (i) 10 route sectors as pilot of the relevant class or type of aeroplane; or
 - (ii) 1 route sector as pilot of the relevant class or type of aeroplane or FFS, flown with an examiner. This route sector may be flown during the proficiency check.
 - (3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the class or type rating shall be exempted from complying with the requirement in (2).
 - (4) The revalidation of an IR(A), if held, may be combined with a proficiency check for the revalidation of a class or type rating.
- (b) Revalidation of single-pilot single-engine class ratings.



- (1) Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:
 - (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to these regulations with an examiner; or
 - (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:
 - 6 hours as PIC,
 - 12 take-offs and 12 landings, and
 - a training flight of at least 1 hour with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this flight if they have passed a class or type rating proficiency check or skill test in any other class or type of aeroplane.
 - (2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class, and achieve revalidation of both ratings.
 - (3) When applicants hold both a single-engine piston aeroplane-land class rating and a single-engine piston aeroplane-sea class rating, they may complete the requirements of (b)(1)(ii) in either class or a combination thereof, and achieve the fulfilment of these requirements for both ratings. At least 1 hour of required PIC time and 6 of the required 12 take-offs and landings shall be completed in each class.
 - (4) Single-pilot single-engine turbo-prop aeroplanes. For revalidation of single-engine turbo-prop class ratings applicants shall pass a proficiency check on the relevant class in accordance with Appendix 9 to these regulations with an examiner, within the 3 months preceding the expiry date of the rating.
- (c) Applicants who fail to achieve a pass in all sections of a proficiency check before the expiry date of a class or type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.

LIC.750.A Type ratings for aeroplanes where two pilots are required

For aircraft certificated for operation with a minimum crew of at least two pilots the applicant shall have:

- (a) gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:
 - (1) normal flight procedures and manoeuvres during all phases of flight;
 - (2) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
 - (3) where applicable, instrument procedures, including instrument approach, missed approach



and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;

- (4) for the issue of an aeroplane category type rating, upset prevention and recovery training; and
 - (5) procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;
- (b) demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and
- (c) demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Authority on the basis of the requirements specified in Chapter 6.



SECTION 3

Specific requirements for the helicopter category**LIC.720.H Experience requirements and pre-requisites for the issue of type ratings — helicopters**

Unless otherwise determined in the operational suitability data established in accordance with CAR 21, an applicant for the issue of the first helicopter type rating shall comply with the following experience requirements and pre-requisites for the issue of the relevant rating:

- (a) Multi-pilot helicopters. An applicant for the first type rating course for a multi-pilot helicopter type shall:
- (1) have at least 70 hours as PIC on helicopters;
 - (2) except when the type rating course is combined with an MCC course:
 - (i) hold a certificate of satisfactory completion of an MCC course in helicopters; or
 - (ii) have at least 500 hours as a pilot on multi-pilot aeroplanes; or
 - (iii) have at least 500 hours as a pilot in multi-pilot operations on multi-engine helicopters; (3) have passed the ATPL(H) theoretical knowledge examinations.
- (b) An applicant for the first type rating course for a multi-pilot helicopter type who is a graduate from an ATP(H)/IR, ATP(H), CPL(H)/IR or CPL(H) integrated course and who does not comply with the requirement of (a)(1), shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has:
- (1) completed 70 hours as PIC or pilot-in-command under supervision of helicopters;
 - (2) passed the multi-pilot skill test on the applicable helicopter type as PIC.
- (c) Single-pilot multi-engine helicopters. An applicant for the issue of a first type rating for a single-pilot multi-engine helicopter shall:
- (1) before starting flight training:
 - (i) have passed the ATPL(H) theoretical knowledge examinations; or
 - (ii) hold a certificate of completion of a pre-entry course conducted by an ATO. The course shall cover the following subjects of the ATPL(H) theoretical knowledge course:
 - Aircraft General Knowledge: airframe/systems/power plant, and instrument/electronics,
 - Flight Performance and Planning: mass and balance, performance;
 - (2) in the case of applicants who have not completed an ATP(H)/IR, ATP(H), or CPL(H)/IR integrated training course, have completed at least 70 hours as PIC on helicopters.

LIC.735.H Multi-crew cooperation training course — helicopters



- (a) The MCC training course shall comprise at least:
- (1) for MCC/IR:
 - (i) 25 hours of theoretical knowledge instruction and exercises; and
 - (ii) 20 hours of practical MCC training or 15 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 10 hours if the same FSTD is used for both MCC and type rating;
 - (2) for MCC/VFR:
 - (i) 25 hours of theoretical knowledge instruction and exercises; and
 - (ii) 15 hours of practical MCC training or 10 hours, in the case of student pilots attending an ATP(H)/IR integrated course. When the MCC training is combined with the initial type rating training for a multi-pilot helicopter, the practical MCC training may be reduced to not less than 7 hours if the same FSTD is used for both MCC and type rating.
- (b) The MCC training course shall be completed within 6 months at an ATO. An FNPT II or III qualified for MCC, an FTD 2/3 or an FFS shall be used.
- (c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirement in (a)(1)(i) or (a)(2)(i), as applicable.
- (e) An applicant for MCC/IR training who has completed MCC/VFR training shall be exempted from the requirement in (a)(1)(i), and shall complete 5 hours of practical MCC/IR training.

LIC.740.H Revalidation of type ratings — helicopters

- (a) Revalidation. For revalidation of type ratings for helicopters, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to these regulations in the relevant type of helicopter or an FSTD representing that type within the 3 months immediately preceding the expiry date of the rating; and
 - (2) complete at least 2 hours as a pilot of the relevant helicopter type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
 - (3) When applicants hold more than 1 type rating for single-engine piston helicopters, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed at least 2 hours of flight time as PIC on the other types during the validity period. The proficiency check shall be performed each time on a different type.
 - (4) When applicants hold more than 1 type rating for single-engine turbine helicopters with a



maximum certificated take-off mass up to 3 175 kg, they may achieve revalidation of all the relevant type ratings by completing the proficiency check in only 1 of the relevant types held, provided that they have completed:

- (i) 300 hours as PIC on helicopters;
 - (ii) 15 hours on each of the types held; and
 - (iii) at least 2 hours of PIC flight time on each of the other types during the validity period. The proficiency check shall be performed each time on a different type.
- (5) A pilot who successfully completes a skill test for the issue of an additional type rating shall achieve revalidation for the relevant type ratings in the common groups, in accordance with (3) and (4).
- (6) The revalidation of an IR(H), if held, may be combined with a proficiency check for a type rating.
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved. In the case of (a)(3) and (4), the applicant shall not exercise his/her privileges in any of the types.



SECTION 4

Specific requirements for the powered-lift aircraft category**LIC.720.PL Experience requirements and pre-requisites for the issue of type ratings — powered-lift aircraft**

Unless otherwise determined in the operational suitability data established in accordance with CAR 21, an applicant for the first issue of a powered-lift type rating shall comply with the following experience requirements and pre-requisites:

- (a) for pilots of aeroplanes:
 - (1) hold a CPL/IR(A) with ATPL theoretical knowledge or an ATPL(A);
 - (2) hold a certificate of completion of an MCC course;
 - (3) have completed more than 100 hours as pilot on multi-pilot aeroplanes;
 - (4) have completed 40 hours of flight instruction in helicopters;
- (b) for pilots of helicopters:
 - (1) hold a CPL/IR(H) with ATPL theoretical knowledge or an ATPL/IR(H);
 - (2) hold a certificate of completion of an MCC course;
 - (3) have completed more than 100 hours as a pilot on multi-pilot helicopters;
 - (4) have completed 40 hours of flight instruction in aeroplanes;
- (c) for pilots qualified to fly both aeroplanes and helicopters:
 - (1) hold at least a CPL(H);
 - (2) hold an IR and ATPL theoretical knowledge or an ATPL in either aeroplanes or helicopters;
 - (3) hold a certificate of completion of an MCC course in either helicopters or aeroplanes;
 - (4) have completed at least 100 hours as a pilot on multi-pilot helicopters or aeroplanes;
 - (5) have completed 40 hours of flight instruction in aeroplanes or helicopters, as applicable, if the pilot has no experience as ATPL or on multi-pilot aircraft.

LIC.725.PL Flight instruction for the issue of type ratings — powered-lift aircraft

- (a) The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.
- (b) The flight instruction part of the training course for a powered-lift type rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.



The flight instruction part of the training course for a powered-lift type rating shall be completed in both the aircraft and an FSTD representing the aircraft and adequately qualified for this purpose.

LIC.740.PL Revalidation of type ratings — powered-lift aircraft

- (a) Revalidation. For revalidation of powered-lift type ratings, the applicant shall:
- (1) pass a proficiency check in accordance with Appendix 9 to these regulations in the relevant type of powered-lift within the 3 months immediately preceding the expiry date of the rating;
 - (2) complete during the period of validity of the rating, at least:
 - (i) 10 route sectors as pilot of the relevant type of powered-lift aircraft; or
 - (ii) 1 route sector as pilot of the relevant type of powered-lift aircraft or FFS, flown with an examiner. This route sector may be flown during the proficiency check.
 - (3) A pilot working for a commercial air transport operator approved in accordance with the applicable air operations requirements who has passed the operators proficiency check combined with the proficiency check for the revalidation of the type rating shall be exempted from complying with the requirement in (2).
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of a type rating shall not exercise the privileges of that rating until the a pass in the proficiency check has been achieved.



SECTION 5

Specific requirements for the airship category**LIC.720.As Pre-requisites for the issue of type ratings — airships**

Unless otherwise determined in the operational suitability data established in accordance with CAR 21, an applicant for the first issue of an airship type rating shall comply with the following experience requirements and pre-requisites:

- (a) for multi-pilot airships:
 - (1) have completed 70 hours of flight time as PIC on airships;
 - (2) hold a certificate of satisfactory completion of MCC on airships.
 - (3) An applicant who does not comply with the requirement in (2) shall have the type rating issued with the privileges limited to exercising functions as co-pilot only. The limitation shall be removed once the pilot has completed 100 hours of flight time as PIC or pilot-in-command under supervision of airships.

LIC.735.As Multi-crew cooperation training course — airships

- (a) The MCC training course shall comprise at least:
 - (1) 12 hours of theoretical knowledge instruction and exercises; and
 - (2) 5 hours of practical MCC training;
 - (3) An FNPT II, or III qualified for MCC, an FTD 2/3 or an FFS shall be used. (b) The MCC training course shall be completed within 6 months at an ATO.
- (c) Unless the MCC course has been combined with a multi-pilot type rating course, on completion of the MCC training course the applicant shall be given a certificate of completion.
- (d) An applicant having completed MCC training for any other category of aircraft shall be exempted from the requirements in (a).

LIC.740.As Revalidation of type ratings — airships

- (a) Revalidation. For revalidation of type ratings for airships, the applicant shall:
 - (1) pass a proficiency check in accordance with Appendix 9 to these regulations in the relevant type of airship within the 3 months immediately preceding the expiry date of the rating; and
 - (2) complete at least 2 hours as a pilot of the relevant airship type within the validity period of the rating. The duration of the proficiency check may be counted towards the 2 hours.
 - (3) The revalidation of an IR(As), if held, may be combined with a proficiency check for the revalidation of a class or type rating.
- (b) An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date



of a type rating shall not exercise the privileges of that rating until a pass in the proficiency check has been achieved.



SECTION 6

Specific requirements for the Remotely Piloted Aircraft Category**LIC.720.RPA Pre-requisites for the issue of type ratings — RPA**

Note: Refer to Chapter 16 for pre-requisites for all categories.

LIC.725.RPA Flight instruction for the issue of type ratings — RPA

Note: Refer to Chapter 16 for flight instruction requirements.

LIC.740.RPA Revalidation of type ratings — RPA

Note: Refer to Chapter 16 for revalidation requirements.

LIC.750.RPA Type ratings — RPA

The following type ratings have been established for RPA and RPS with MTOM of more than 25 kg;

- (a) Aircraft type with the following restrictions (where appropriate) as part of the rating;
 - (1) VLOS only;
 - (2) External pilot only;
 - (3) Co-pilot only;
 - (4) Cruise phase only.

**CHAPTER 9****ADDITIONAL PILOT RATINGS****LIC.800 Aerobatic rating**

- (a) Holders of a pilot licence for aeroplanes, TMG or sailplanes shall only undertake aerobatic flights when they hold the appropriate rating.
- (b) Applicants for an aerobatic rating shall have completed:
 - (1) at least 40 hours of flight time or, in the case of sailplanes, 120 launches as PIC in the appropriate aircraft category, completed after the issue of the licence;
 - (2) a training course at an ATO, including:
 - (i) theoretical knowledge instruction appropriate for the rating;
 - (ii) at least 5 hours or 20 flights of aerobatic instruction in the appropriate aircraft category.
- (c) The privileges of the aerobatic rating shall be limited to the aircraft category in which the flight instruction was completed. The privileges will be extended to another category of aircraft if the pilot holds a licence for that aircraft category and has successfully completed at least 3 dual training flights covering the full aerobatic training syllabus in that category of aircraft.

LIC.805 Sailplane towing and banner towing ratings

- (a) Holders of a pilot licence with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.
- (b) Applicants for a sailplane towing rating shall have completed:
 - (1) at least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the licence;
 - (2) a training course at an ATO including:
 - (i) theoretical knowledge instruction on towing operations and procedures;
 - (ii) at least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights; and
 - (iii) except for holders of a SPL, 5 familiarisation flights in a sailplane which is launched by an aircraft.
- (c) Applicants for a banner towing rating shall have completed:
 - (1) at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMG, after the issue of the licence. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in



- TMGs;
- (2) a training course at an ATO including:
 - (i) theoretical knowledge instruction on towing operations and procedures;
 - (ii) at least 10 instruction flights towing a banner, including at least 5 dual flights.
- (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMG, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a licence for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.
- (e) In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months.
- (f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of an instructor.

LIC.810 Night rating

- (a) Aeroplanes, TMGs, airships.
 - (1) If the privileges of a PPL for aeroplanes, TMGs, or airships are to be exercised in VFR conditions at night, applicants shall have completed a training course at an ATO. The course shall comprise:
 - (i) theoretical knowledge instruction;
 - (ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation with at least one dual cross-country flight of at least 50 km and 5 solo take-offs and 5 solo full-stop landings.
 - (2) When applicants hold both a single-engine piston aeroplane (land) and a TMG class rating, they may complete the requirements in (1) above in either class or both classes.
- (b) Helicopters. If the privileges of a PPL for helicopters are to be exercised in VFR conditions at night, the applicant shall have:
 - (1) completed at least 100 hours of flight time as pilot in helicopters after the issue of the licence, including at least 60 hours as PIC on helicopters and 20 hours of cross-country flight;
 - (2) completed a training course at an ATO. The course shall be completed within a period of 6 months and comprise:
 - (i) 5 hours of theoretical knowledge instruction;
 - (ii) 10 hours of helicopter dual instrument instruction time; and
 - (iii) 5 hours of flight time at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.



- (3) An applicant who holds or has held an IR in an aeroplane or TMG, shall be credited with 5 hours towards the requirement in (2)(ii) above.
- (c) Balloons. If the privileges of a BPL are to be exercised in VFR conditions at night, applicants shall complete at least 2 instruction flights at night of at least 1 hour each.
- (d) Remotely Piloted Aircraft or Remote Pilot Station.
 - (1) If the privileges of RPA or RPS are to be exercised in VFR conditions at night, applicants shall have completed an approved training course. The course shall comprise:
 - (i) theoretical knowledge instruction;
 - (ii) at least 5 hours of flight time in the appropriate aircraft category at night, including at least 3 hours of dual instruction, including at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full-stop landings.

LIC.815 Mountain rating

- (a) Privileges. The privileges of the holder of a mountain rating are to conduct flights with aeroplanes or TMG to and from surfaces designated as requiring such a rating by the appropriate authorities designated by the Authority. The initial mountain rating may be obtained either on:
 - (1) wheels, to grant the privilege to fly to and from such surfaces when they are not covered by snow; or
 - (2) skis, to grant the privilege to fly to and from such surfaces when they are covered by snow.
 - (3) The privileges of the initial rating may be extended to either wheel or ski privileges when the pilot has undertaken an appropriate additional familiarisation course, including theoretical knowledge instruction and flight training, with a mountain flight instructor.
- (b) Training course. Applicants for a mountain rating shall have completed, within a period of 24 months, a course of theoretical knowledge instruction and flight training at an ATO. The content of the course shall be appropriate to the privileges sought.
- (c) Skill test. After the completion of the training, the applicant shall pass a skill test with an FE qualified for this purpose. The skill test shall contain:
 - (1) a verbal examination of theoretical knowledge;
 - (2) 6 landings on at least 2 different surfaces designated as requiring a mountain rating other than the surface of departure.
- (d) Validity. A mountain rating shall be valid for a period of 24 months.
- (e) Revalidation. For revalidation of a mountain rating, the applicant shall:
 - (1) have completed at least 6 mountain landings in the past 24 months; or
 - (2) pass a proficiency check. The proficiency check shall comply with the requirements in (c).



(f) Renewal. If the rating has lapsed, the applicant shall comply with the requirement in (e)(2).

LIC.820 Flight test rating

- (a) Holders of a pilot licence for aeroplanes or helicopters shall only act as PIC in category 1 or 2 flight tests, as defined in CAR DEF, when they hold a flight test rating.
- (b) The obligation to hold a flight test rating established in (a) shall only apply to flight tests conducted on:
- (1) helicopters certificated or to be certificated in accordance with the standards of FAR 19-27 or equivalent airworthiness codes; or
 - (2) aeroplanes certificated or to be certificated in accordance with:
 - (i) the standards of FAR 25 or equivalent airworthiness codes; or
 - (ii) the standards of FAR 23 or equivalent airworthiness codes, except for aeroplanes with a maximum take-off mass of less than 2 000 kg.
- (c) The privileges of the holder of a flight test rating are to, within the relevant aircraft category:
- (1) in the case of a category 1 flight test rating, conduct all categories of flight tests, either as PIC or co-pilot;
 - (2) in the case of a category 2 flight test rating:
 - (i) conduct category 1 flight tests,
 - as a co-pilot, or
 - as PIC, in the case of aeroplanes referred to in (b)(2)(ii), except for those within the commuter category or having a design diving speed above 0.6 mach or a maximum ceiling above 25 000 feet;
 - (ii) conduct all other categories of flight tests, either as PIC or co-pilot;
 - (3) in addition, for both category 1 or 2 flight test ratings, to conduct flights specifically related to the activity of design and production organisations, within the scope of their privileges, when the requirements of Chapter 8 may not be complied with.
- (d) Applicants for the first issue of a flight test rating shall:
- (1) hold at least a CPL and an IR in the appropriate aircraft category;
 - (2) have completed at least 1 000 hours of flight time in the appropriate aircraft category, of which at least 400 hours as PIC;
 - (3) have completed a training course at an ATO appropriate to the intended aircraft and category of flights. The training shall cover at least the following subjects:
 - Performance,



- Stability and control/Handling qualities,
 - Systems,
 - Test management,
 - Risk/Safety management.
- (e) The privileges of holders of a flight test rating may be extended to another category of flight test and another category of aircraft when they have completed an additional course of training at an ATO.

LIC.825 High Altitude endorsement to existing RPA rating

No person shall act as remote pilot in command of a RPA capable of operating at high altitudes (a RPA that has a service ceiling or maximum operating altitude, whichever is lower, above 29,000 MSL) unless the person has:

- (a) received and logged ground training from a RPAS instructor and received an endorsement in the logbook from the RPAS instructor certifying the person has satisfactorily accomplished ground training in at least the in the following subjects:
- (1) High-altitude aerodynamics and meteorology;
 - (2) Airspace flight rules related to high altitude operations.
- (b) received and logged RPA flight training from a RPAS instructor and received an endorsement in the logbook from the RPAS instructor certifying the person has satisfactorily accomplished flight training on a RPAS or in an FSTD that is representative of a high altitude RPA, in at least the in the following subjects:
- (1) normal cruise flight operations while operating above 29,000 feet MSL;
 - (2) emergency descent procedures;
 - (3) loss of communication/data link;
 - (4) airframe ice accumulation;
 - (5) lighting strike and electrical disruption; and
 - (6) clear air turbulence.



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**CHAPTER 10****INSTRUCTORS****SECTION 1****Common requirements****LIC.900 Instructor certificates**

Note: The term “instructor certificate” has the same meaning as “instructor rating” as described in ICAO Annex 1 and is associated with a licence and forming part thereof.

- (a) General. A person shall only carry out;
- (1) flight instruction in aircraft when he/she holds;
 - (i) a pilot licence issued or accepted in accordance with this regulation;
 - (ii) an instructor certificate appropriate to the instruction given, issued in accordance with this Chapter;
 - (2) synthetic flight instruction or MCC instruction when he/she holds an instructor certificate appropriate to the instruction given, issued in accordance with this Chapter.
- (b) Special conditions:
- (1) In the case of introduction of new aircraft in The Bahamas or in an operator’s fleet, when compliance with the requirements established in this Chapter is not possible, the Authority may issue a specific certificate giving privileges for flight instruction. Such a certificate shall be limited to the instruction flights necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
 - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for the issue of an instructor certificate shall comply with the pre-requisites and revalidation requirements established for that category of instructor. Notwithstanding LIC.905.TRI(b), a TRI certificate issued in accordance with this (sub)paragraph will include the privilege to instruct for the issue of a TRI or SFI certificate for the relevant type.
- (c) Instruction outside the territory of The Bahamas:
- (1) Notwithstanding paragraph (a), in the case of flight instruction provided in an ATO located outside the territory of The Bahamas, the Authority may issue an instructor certificate to an applicant holding a pilot licence issued by another country in accordance with ICAO Annex 1, provided that the applicant:
 - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to instruct and in any case at least a CPL;
 - (ii) complies with the requirements established in this Chapter for the issue of the relevant instructor certificate;



- (iii) demonstrates to the Authority an adequate level of knowledge of aviation safety rules to be able to exercise instructional privileges in accordance with these regulations.
- (2) The certificate shall be limited to providing flight instruction:
 - (i) in ATOs located outside the territory of The Bahamas;
 - (ii) to student pilots who have sufficient knowledge of the language in which flight instruction is given.

LIC.915 General pre-requisites and requirements for instructors

- (a) General. An applicant for an instructor certificate shall be at least 18 years of age.
- (b) Additional requirements for instructors providing flight instruction in aircraft. An applicant for or the holder of an instructor certificate with privileges to conduct flight instruction in an aircraft shall:
 - (1) hold at least the licence and, where relevant, the rating for which flight instruction is to be given;
 - (2) except in the case of the flight test instructor, have:
 - (i) completed at least 15 hours of flight as a pilot on the class or type of aircraft on which flight instruction is to be given, of which a maximum of 7 hours may be in an FSTD representing the class or type of aircraft, if applicable; or
 - (ii) passed an assessment of competence for the relevant category of instructor on that class or type of aircraft;
 - (3) be entitled to act as PIC on the aircraft during such flight instruction.
- (c) Credit towards further ratings and for the purpose of revalidation:
 - (1) Applicants for further instructor certificates may be credited with the teaching and learning skills already demonstrated for the instructor certificate held.
 - (2) Hours flown as an examiner during skill tests or proficiency checks shall be credited in full towards revalidation requirements for all instructor certificates held.

LIC.920 Instructor competencies and assessment

- (a) The applicant shall have met the competency requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence.
- (b) In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:
 - (1) techniques of applied instruction;
 - (2) assessment of student performance in those subjects in which ground instruction is given;
 - (3) the learning process;



- (4) elements of effective teaching;
 - (5) competency-based training principles, including student assessments;
 - (6) evaluation of the training programme effectiveness;
 - (7) lesson planning;
 - (8) classroom instructional techniques;
 - (9) use of training aids, including flight simulation training devices as appropriate;
 - (10) analysis and correction of student errors;
 - (11) human performance relevant to flight instruction, including principles of threat and error management; and
 - (12) hazards involved in simulating system failures and malfunctions in the aircraft.
- (c) All instructors shall be trained to achieve the following competences:
- Prepare resources,
 - Create a climate conducive to learning,
 - Present knowledge,
 - Integrate Threat and Error Management (TEM) and crew resource management,
 - Manage time to achieve training objectives,
 - Facilitate learning,
 - Assess trainee performance,
 - Monitor and review progress,
 - Evaluate training sessions,
 - Report outcome.

LIC.925 Additional requirements for instructors for the MPL

- (a) Instructors conducting training for the MPL shall:
- (1) have successfully completed an MPL instructor training course at an ATO; and
 - (2) additionally, for the basic, intermediate and advanced phases of the MPL integrated training course:
 - (i) be experienced in multi-pilot operations; and
 - (ii) have completed initial crew resource management training with a commercial air transport operator approved in accordance with the applicable air operations

requirements.

- (b) MPL instructors training course
 - (1) The MPL instructor training course shall comprise at least 14 hours of training. Upon completion of the training course, the applicant shall undertake an assessment of instructor competencies and of knowledge of the competency-based approach to training.
 - (2) The assessment shall consist of a practical demonstration of flight instruction in the appropriate phase of the MPL training course. This assessment shall be conducted by an examiner qualified in accordance with Chapter 11.
 - (3) Upon successful completion of the MPL training course, the ATO shall issue an MPL instructor qualification certificate to the applicant.
- (c) In order to maintain the privileges, the instructor shall have, within the preceding 12 months, conducted within an MPL training course:
 - (1) 1 simulator session of at least 3 hours; or
 - (2) 1 air exercise of at least 1 hour comprising at least 2 take-offs and landings.
- (d) If the instructor has not fulfilled the requirements of (c), before exercising the privileges to conduct flight instruction for the MPL he/she shall:
 - (1) receive refresher training at an ATO to reach the level of competence necessary to pass the assessment of instructor competencies; and
 - (2) pass the assessment of instructor competencies as set out in (b)(2).

LIC.930 Training course

Applicants for an instructor certificate shall have completed a course of theoretical knowledge and flight instruction at an ATO. In addition to the specific elements prescribed in these regulations for each category of instructor, the course shall contain the elements required in LIC.920.

LIC.935 Assessment of competence

- (a) Except for the multi-crew cooperation instructor (MCCI), the synthetic training instructor (STI), the mountain rating instructor (MI) and the flight test instructor (FTI), an applicant for an instructor certificate shall pass an assessment of competence in the appropriate aircraft category to demonstrate to an examiner qualified in accordance with Chapter 11 the ability to instruct a student pilot to the level required for the issue of the relevant licence, rating or certificate.
- (b) This assessment shall include:
 - (1) the demonstration of the competencies described in LIC.920, during pre-flight, post-flight and theoretical knowledge instruction;
 - (2) oral theoretical examinations on the ground, pre-flight and post-flight briefings and in-flight demonstrations in the appropriate aircraft class, type or FSTD;
 - (3) exercises adequate to evaluate the instructor's competencies.



- (c) The assessment shall be performed on the same class or type of aircraft or FSTD used for the flight instruction.
- (d) When an assessment of competence is required for revalidation of an instructor certificate, an applicant who fails to achieve a pass in the assessment before the expiry date of an instructor certificate shall not exercise the privileges of that certificate until the assessment has successfully been completed.

LIC.940 Validity of instructor certificates

With the exception of the MI, and without prejudice to LIC.900(b)(1), instructor certificates shall be valid for a period of 3 years.



SECTION 2

Specific requirements for the flight instructor — FI (non-RPA)

Note: Refer to Section 12 for specific requirements for the Remotely Piloted Aircraft Flight Instructor.

LIC.905.FI FI — Privileges and conditions

The privileges of an FI are to supervise solo flights by student pilots and to conduct flight instruction for the issue, revalidation or renewal of:

- (a) a PPL, SPL or BPL licence in the appropriate aircraft category;
- (b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes; class and group extensions for balloons and class extensions for sailplanes;
- (c) type ratings for single or multi-pilot airship;
- (d) a CPL in the appropriate aircraft category, provided that the FI has completed at least 500 hours of flight time as a pilot on that aircraft category, including at least 200 hours of flight instruction;
- (e) the night rating, provided that the FI:
 - (1) is qualified to fly at night in the appropriate aircraft category;
 - (2) has demonstrated the ability to instruct at night to an FI qualified in accordance with (i) below; and
 - (3) complies with the night experience requirement of LIC.060(b)(2);
- (f) a towing or aerobatic rating, provided that such privileges are held and the FI has demonstrated the ability to instruct for that rating to an FI qualified in accordance with (i) below;
- (g) an IR in the appropriate aircraft category, provided that the FI has:
 - (1) at least 200 hours of flight time under IFR, of which up to 50 hours may be instrument ground time in an FFS, an FTD 2/3 or FNPT II;
 - (2) completed as a student pilot the IRI training course and has passed an assessment of competence for the IRI certificate; and
 - (3) in addition:
 - (i) for multi-engine aeroplanes, met the requirements for the issue of a CRI certificate;
 - (ii) for multi-engine helicopters, met the requirements for the issue of a TRI certificate;
- (h) single-pilot multi-engine class or type ratings, except for single-pilot high performance complex aeroplanes, provided that the FI meets:
 - (1) in the case of aeroplanes, the pre-requisites for the CRI training course established in LIC.915.CRI(a) and the requirements of LIC.930.CRI and LIC.935;



- (2) in the case of helicopters, the requirements established in LIC.910.TRI(c)(1) and the prerequisites for the TRI(H) training course established in LIC.915.TRI(b)(2);
- (i) an FI, IRI, CRI, STI or MI certificate provided that the FI has:
 - (1) completed at least:
 - (i) in the case of a FI(S), at least 50 hours or 150 launches of flight instruction on sailplanes;
 - (ii) in the case of a FI(B), at least 50 hours or 50 take-offs of flight instruction on balloons;
 - (iii) in all other cases, 500 hours of flight instruction in the appropriate aircraft category or as established by the Authority;
 - (2) passed an assessment of competence in accordance with LIC.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate;
- (j) an MPL, provided that the FI:
 - (1) for the core flying phase of the training, has completed at least 500 hours of flight time as a pilot on aeroplanes, including at least 200 hours of flight instruction;
 - (2) for the basic phase of the training:
 - (i) holds a multi-engine aeroplane IR and the privilege to instruct for an IR; and
 - (ii) has at least 1 500 hours of flight time in multi-crew operations;
 - (3) in the case of an FI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (2)(ii) may be replaced by the completion of a structured course of training consisting of:
 - (i) MCC qualification;
 - (ii) observing 5 sessions of flight instruction in Phase 3 of an MPL course;
 - (iii) observing 5 sessions of flight instruction in Phase 4 of an MPL course;
 - (iv) observing 5 operator recurrent line oriented flight training sessions;
 - (v) the content of the MCCI instructor course.

In this case, the FI shall conduct its first 5 instructor sessions under the supervision of a TRI(A), MCCI(A) or SFI(A) qualified for MPL flight instruction.

LIC.910.FI FI — Restricted privileges

- (a) An FI shall have his/her privileges limited to conducting flight instruction under the supervision of an FI for the same category of aircraft nominated by the ATO for this purpose, in the following cases:



- (1) for the issue of the PPL, SPL or BPL licence;
 - (2) in all integrated courses at PPL level, in case of aeroplanes and helicopters;
 - (3) for class and type ratings for single-pilot, single-engine aircraft, class and group extensions in the case of balloons and class extensions in the case of sailplanes;
 - (4) for the night, towing or aerobatic ratings.
- (b) While conducting training under supervision, in accordance with (a), the FI shall not have the privilege to authorise student pilots to conduct first solo flights and first solo cross-country flights.
- (c) The limitations in (a) and (b) shall be removed from the FI certificate when the FI has completed at least:
- (1) for the FI(A), 100 hours of flight instruction in aeroplanes or TMGs and, in addition has supervised at least 25 student solo flights;
 - (2) for the FI(H) 100 hours of flight instruction in helicopters and, in addition has supervised at least 25 student solo flight air exercises;
 - (3) for the FI(As), FI(S) and FI(B), 15 hours or 50 take-offs of flight instruction covering the full training syllabus for the issue of a PPL(As), SPL or BPL in the appropriate aircraft category.
 - (4) for the FI(RPA), as established by the Authority.

LIC.915.FI FI — Pre-requisites

An applicant for an FI certificate shall:

- (a) in the case of the FI(A) and FI(H):
 - (1) have received at least 10 hours of instrument flight instruction on the appropriate aircraft category, of which not more than 5 hours may be instrument ground time in an FSTD;
 - (2) have completed 20 hours of VFR cross-country flight on the appropriate aircraft category as PIC; and
- (b) additionally, for the FI(A):
 - (1) hold at least a CPL(A); or
 - (2) hold at least a PPL(A) and have:
 - (i) met the requirements for CPL theoretical knowledge; and
 - (ii) completed at least 200 hours of flight time on aeroplanes or TMGs, of which 150 hours as PIC;
 - (3) have completed at least 30 hours on single-engine piston powered aeroplanes of which at least 5 hours shall have been completed during the 6 months preceding the pre-entry flight test set out in LIC.930.FI(a);



- (4) have completed a VFR cross-country flight as PIC, including a flight of at least 540 km (300 NM) in the course of which full stop landings at 2 different aerodromes shall be made;
- (c) additionally, for the FI(H), have completed 250 hours total flight time as pilot on helicopters of which:
 - (1) at least 100 hours shall be as PIC, if the applicant holds at least a CPL(H); or
 - (2) at least 200 hours as PIC, if the applicant holds at least a PPL(H) and has met the requirements for CPL theoretical knowledge;
- (d) for a FI(As), have completed 500 hours of flight time on airships as PIC, of which 400 hours shall be as PIC holding a CPL(As);
- (e) for a FI(S), have completed 100 hours of flight time and 200 launches as PIC on sailplanes. Additionally, where the applicant wishes to give flight instruction on TMGs, he/she shall have completed 30 hours of flight time as PIC on TMGs and an additional assessment of competence on a TMG in accordance with LIC.935 with an FI qualified in accordance with LIC.905.FI(j);
- (f) for a FI(B), have completed 75 hours of balloon flight time as PIC, of which at least 15 hours have to be in the class for which flight instruction will be given.

LIC.930.FI FI — Training course

- (a) Applicants for the FI certificate shall have passed a specific pre-entry flight test with an FI qualified in accordance with LIC.905.FI(i) within the 6 months preceding the start of the course, to assess their ability to undertake the course. This pre-entry flight test shall be based on the proficiency check for class and type ratings as set out in Appendix 9 to these regulations.
- (b) The FI training course shall include:
 - (1) 25 hours of teaching and learning;
 - (2)
 - (i) in the case of a FI(A), (H) and (As), at least 100 hours of theoretical knowledge instruction, including progress tests;
 - (ii) in the case of a FI(B) or FI(S), at least 30 hours of theoretical knowledge instruction, including progress tests;
 - (3)
 - (i) in the case of a FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;
 - (ii) in the case of a FI(As), at least 20 hours of flight instruction, of which 15 hours shall be dual flight instruction;
 - (iii) in the case of a FI(S), at least 6 hours or 20 take-offs of flight instruction;
 - (iv) in the case of a FI(S) providing training on TMGs, at least 6 hours of dual flight instruction on TMGs;
 - (v) in the case of a FI(B), at least 3 hours including 3 take-offs of flight instruction.
- (c) When applying for an FI certificate in another category of aircraft, pilots holding or having held:



- (1) a FI(A), (H) or (As) shall be credited with 55 hours towards the requirement in (b)(2)(i) or with 18 hours towards the requirements in (b)(2)(ii).

LIC.940.FI FI — Revalidation and renewal

- (a) For revalidation of an FI certificate, the holder shall fulfil 2 of the following 3 requirements:
 - (1) complete:
 - (i) in the case of a FI(A) and (H), at least 50 hours of flight instruction in the appropriate aircraft category during the period of validity of the certificate as, FI, TRI, CRI, IRI, MI or examiner. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;
 - (ii) in the case of a FI(As), at least 20 hours of flight instruction in airships as FI, IRI or as examiner during the period of validity of the certificate. If the privileges to instruct for the IR are to be revalidated, 10 of these hours shall be flight instruction for an IR and shall have been completed within the last 12 months preceding the expiry date of the FI certificate;
 - (iii) in the case of a FI(S), at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the period of validity of the certificate;
 - (iv) in the case of a FI(B), at least 6 hours of flight instruction in balloons as, FI or as examiner during the period of validity of the certificate;
 - (2) attend an instructor refresher course within the validity period of the FI certificate;
 - (3) pass an assessment of competence in accordance with LIC.935, within the 12 months preceding the expiry date of the FI certificate.
- (b) For the at least each alternate subsequent revalidation in the case of FI(A) or FI(H), or each third revalidation, in the case of FI(As), (S) and (B), the holder shall have to pass an assessment of competence in accordance with LIC.935.
- (c) Renewal. If the FI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
 - (1) attend an instructor refresher course;
 - (2) pass an assessment of competence in accordance with LIC.935.



SECTION 3

Specific requirements for the type rating instructor — TRI

LIC.905.TRI TRI — Privileges and conditions

The privileges of a TRI are to instruct for:

- (a) the revalidation and renewal of IRs, provided the TRI holds a valid IR;
- (b) the issue of a TRI or SFI certificate, provided that the holder has 3 years of experience as a TRI; and
- (c) in the case of the TRI for single-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in single-pilot operations. The privileges of the TRI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that the TRI:
 - (i) holds an MCCI certificate; or
 - (ii) holds or has held a TRI certificate for multi-pilot aeroplanes;
 - (2) the MPL course on the basic phase, provided that he/she has the privileges extended to multi-pilot operations and holds or has held a FI(A) or an IRI(A) certificate;
- (d) in the case of the TRI for multi-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for:
 - (i) multi-pilot aeroplanes;
 - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (2) MCC training;
 - (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, they hold or have held a FI(A) or IRI(A) certificate;
- (e) in the case of the TRI for helicopters:
 - (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) MCC training, provided he/she holds a multi-pilot helicopter type rating;
 - (3) the extension of the single-engine IR(H) to multi-engine IR(H);
- (f) in the case of the TRI for powered-lift aircraft:
 - (1) the issue, revalidation and renewal of powered-lift type ratings;

- (2) MCC training.

LIC.910.TRI TRI — Restricted privileges

- (a) General. If the TRI training is carried out in an FFS only, the privileges of the TRI shall be restricted to training in the FFS. In this case, the TRI may conduct line flying under supervision, provided that the TRI training course has included additional training for this purpose.
- (b) TRI for aeroplanes and for powered-lift aircraft — TRI(A) and TRI(PL). The privileges of a TRI are restricted to the type of aeroplane or powered-lift aircraft in which the training and the assessment of competence was taken. The privileges of the TRI shall be extended to further types when the TRI has:
 - (1) completed within the 12 months preceding the application, at least 15 route sectors, including take-offs and landings on the applicable aircraft type, of which 7 sectors may be completed in an FFS;
 - (2) completed the technical training and flight instruction parts of the relevant TRI course;
 - (3) passed the relevant sections of the assessment of competence in accordance with LIC.935 in order to demonstrate to an FIE or a TRE qualified in accordance with Chapter 11 his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
- (c) TRI for helicopters — TRI(H).
 - (1) The privileges of a TRI(H) are restricted to the type of helicopter in which the skill test for the issue of the TRI certificate was taken. The privileges of the TRI shall be extended to further types when the TRI has:
 - (i) completed the appropriate type technical part of the TRI course on the applicable type of helicopter or an FSTD representing that type;
 - (ii) conducted at least 2 hours of flight instruction on the applicable type, under the supervision of an adequately qualified TRI(H); and
 - (iii) passed the relevant sections of the assessment of competence in accordance with LIC.935 in order to demonstrate to an FIE or TRE qualified in accordance with Chapter 11 his/her ability to instruct a pilot to the level required for the issue of a type rating, including pre-flight, post-flight and theoretical knowledge instruction.
 - (2) Before the privileges of a TRI(H) are extended from single-pilot to multi-pilot privileges on the same type of helicopters, the holder shall have at least 100 hours in multi-pilot operations on this type.
- (d) Notwithstanding the paragraphs above, holders of a TRI certificate who have been issued with a type rating in accordance with LIC.725(e) shall be entitled to have their TRI privileges extended to that new type of aircraft.

LIC.915.TRI TRI — Pre-requisites

An applicant for a TRI certificate shall:



- (a) hold a CPL, MPL or ATPL pilot licence on the applicable aircraft category;
- (b) for a TRI(MPA) certificate:
 - (1) have completed 1 500 hours flight time as a pilot on multi-pilot aeroplanes; and
 - (2) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type;
- (c) for a TRI(SPA) certificate:
 - (1) have completed, within the 12 months preceding the date of application, 30 route sectors, including take-offs and landings, as PIC on the applicable aeroplane type, of which 15 sectors may be completed in an FFS representing that type; and
 - (2)
 - (i) have competed at least 500 hours flight time as pilot on aeroplanes, including 30 hours as PIC on the applicable type of aeroplane; or
 - (ii) hold or have held an FI certificate for multi-engine aeroplanes with IR(A) privileges;
- (d) for TRI(H):
 - (1) for a TRI(H) certificate for single-pilot single-engine helicopters, have completed 250 hours as a pilot on helicopters;
 - (2) for a TRI(H) certificate for single-pilot multi-engine helicopters, have completed 500 hours as pilot of helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;
 - (3) for a TRI(H) certificate for multi-pilot helicopters, have completed 1 000 hours of flight time as a pilot on helicopters, including:
 - (i) 350 hours as a pilot on multi-pilot helicopters; or
 - (ii) for applicants already holding a TRI(H) certificate for single-pilot multi-engine helicopters, 100 hours as pilot of that type in multi-pilot operations.
 - (4) Holders of a FI(H) certificate shall be fully credited towards the requirements of (1) and (2) in the relevant single- pilot helicopter;
- (e) for TRI(PL):
 - (1) have completed 1 500 hours flight time as a pilot on multi-pilot aeroplanes, powered-lift, or multi-pilot helicopters; and
 - (2) have completed, within the 12 months preceding the application, 30 route sectors, including take-offs and landings, as PIC or co-pilot on the applicable powered-lift type, of which 15 sectors may be completed in an FFS representing that type.



- (a) The TRI training course shall include, at least:
 - (1) 25 hours of teaching and learning;
 - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
 - (3) 5 hours of flight instruction on the appropriate aircraft or a simulator representing that aircraft for single-pilot aircraft and 10 hours for multi-pilot aircraft or a simulator representing that aircraft.
- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
- (c) An applicant for a TRI certificate who holds an SFI certificate for the relevant type shall be fully credited towards the requirements of this paragraph for the issue of a TRI certificate restricted to flight instruction in simulators.

LIC.935.TRI TRI — Assessment of competence

If the TRI assessment of competence is conducted in an FFS, the TRI certificate shall be restricted to flight instruction in FFSs. The restriction shall be lifted when the TRI has passed the assessment of competence on an aircraft.

LIC.940.TRI TRI — Revalidation and renewal

- (a) Revalidation
 - (1) Aeroplanes. For revalidation of a TRI(A) certificate, the applicant shall, within the last 12 months preceding the expiry date of the certificate, fulfil one of the following 3 requirements:
 - (i) conduct one of the following parts of a complete type rating training course: simulator session of at least 3 hours or one air exercise of at least 1 hour comprising a minimum of 2 take-offs and landings;
 - (ii) receive instructor refresher training as a TRI at an ATO;
 - (iii) pass the assessment of competence in accordance with LIC.935.
 - (2) Helicopters and powered lift. For revalidation of a TRI (H) or TRI(PL) certificate, the applicant shall, within the validity period of the TRI certificate, fulfil 2 of the following 3 requirements:
 - (i) complete 50 hours of flight instruction on each of the types of aircraft for which instructional privileges are held or in an FSTD representing those types, of which at least 15 hours shall be within the 12 months preceding the expiry date of the TRI certificate. In the case of TRI(PL), these hours of flight instruction shall be flown as a TRI or type rating examiner (TRE), or SFI or synthetic flight examiner (SFE). In the case of TRI(H), time flown as FI, instrument rating instructor (IRI), synthetic training instructor (STI) or as any kind of examiner shall also be relevant for this purpose;
 - (ii) receive instructor refresher training as a TRI at an ATO;



- (iii) pass the assessment of competence in accordance with LIC.935.
 - (3) For at least each alternate revalidation of a TRI certificate, the holder shall have to pass the assessment of competence in accordance with LIC.935.
 - (4) If a person holds a TRI certificate on more than one type of aircraft within the same category, the assessment of competence taken on one of those types shall revalidate the TRI certificate for the other types held within the same category of aircraft.
 - (5) Specific requirements for revalidation of a TRI(H). A TRI(H) holding a FI(H) certificate on the relevant type shall have full credit towards the requirements in (a) above. In this case, the TRI(H) certificate will be valid until the expiry date of the FI(H) certificate.
- (b) Renewal
- (1) Aeroplanes. If the TRI (A) certificate has lapsed the applicant shall have:
 - (i) completed within the last 12 months preceding the application at least 30 route sectors, to include take-offs and landings on the applicable aeroplane type, of which not more than 15 sectors may be completed in a flight simulator;
 - (ii) completed the relevant parts of a TRI course at an approved ATO;
 - (iii) conducted on a complete type rating course at least 3 hours of flight instruction on the applicable type of aeroplane under the supervision of a TRI(A).
 - (2) Helicopters and powered lift. If the TRI (H) or TRI(PL) certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
 - (i) receive instructor refresher training as a TRI at an ATO, which should cover the relevant elements of the TRI training course; and
 - (ii) pass the assessment of competence in accordance with LIC.935 in each of the types of aircraft in which renewal of the instructional privileges is sought.

**SECTION 4****Specific requirements for the class rating instructor — CRI****LIC.905.CRI CRI — Privileges and conditions**

- (a) The privileges of a CRI are to instruct for:
- (1) the issue, revalidation or renewal of a class or type rating for non-complex non-high performance single-pilot aeroplanes, when the privileges sought by the applicant are to fly in single-pilot operations;
 - (2) a towing or aerobatic rating for the aeroplane category, provided the CRI holds the relevant rating and has demonstrated the ability to instruct for that rating to an FI qualified in accordance with LIC.905.FI(i).
- (b) The privileges of a CRI are restricted to the class or type of aeroplane in which the instructor assessment of competence was taken. The privileges of the CRI shall be extended to further classes or types when the CRI has completed, within the last 12 months:
- (1) 15 hours flight time as PIC on aeroplanes of the applicable class or type of aeroplane;
 - (2) one training flight from the right hand seat under the supervision of another CRI or FI qualified for that class or type occupying the other pilot's seat.

LIC.915.CRI CRI — Pre-requisites

An applicant for a CRI certificate shall have completed at least:

- (a) for multi-engine aeroplanes:
- (1) 500 hours flight time as a pilot on aeroplanes;
 - (2) 30 hours as PIC on the applicable class or type of aeroplane;
- (b) for single-engine aeroplanes:
- (1) 300 hours flight time as a pilot on aeroplanes;
 - (2) 30 hours as PIC on the applicable class or type of aeroplane.

LIC.930.CRI CRI — Training course

- (a) The training course for the CRI shall include, at least:
- (1) 25 hours of teaching and learning instruction;
 - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
 - (3) 5 hours of flight instruction on multi-engine aeroplanes, or 3 hours of flight instruction on single-engine aeroplanes, given by a FI(A) qualified in accordance with LIC.905.FI(i).



- (b) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).

LIC.940.CRI CRI — Revalidation and renewal

- (a) For revalidation of a CRI certificate the applicant shall, within the 12 months preceding the expiry date of the CRI certificate:
- (1) conduct at least 10 hours of flight instruction in the role of a CRI. If the applicant has CRI privileges on both single-engine and multi-engine aeroplanes, the 10 hours of flight instruction shall be equally divided between single-engine and multi-engine aeroplanes; or
 - (2) receive refresher training as a CRI at an ATO; or
 - (3) pass the assessment of competence in accordance with LIC.935 for multi-engine or single-engine aeroplanes, as relevant.
- (b) For at least each alternate revalidation of a CRI certificate, the holder shall have to comply with the requirement of (a)(3).
- (c) Renewal. If the CRI certificate has lapsed, the applicant shall, within a period of 12 months before renewal:
- (1) receive refresher training as a CRI at an ATO;
 - (2) pass the assessment of competence established in LIC.935.



SECTION 5

Specific requirements for the instrument rating instructor — IRI**LIC.905.IRI IRI — Privileges and conditions**

- (a) The privileges of an IRI are to instruct for the issue, revalidation and renewal of an IR on the appropriate aircraft category.
- (b) Specific requirements for the MPL course. To instruct for the basic phase of training on an MPL course, the IRI(A) shall:
 - (1) hold an IR for multi-engine aeroplanes; and
 - (2) have completed at least 1 500 hours of flight time in multi-crew operations.
 - (3) In the case of IRI already qualified to instruct on ATP(A) or CPL(A)/IR integrated courses, the requirement of (b)(2) may be replaced by the completion of the course provided for in paragraph LIC.905.FI(j)(3).

LIC.915.IRI IRI — Pre-requisites

An applicant for an IRI certificate shall:

- (a) for an IRI(A):
 - (1) have completed at least 800 hours of flight time under IFR, of which at least 400 hours shall be in aeroplanes; and
 - (2) in the case of applicants of an IRI(A) for multi-engine aeroplanes, meet the requirements of paragraph LIC.915.CRI(a);
- (b) for an IRI(H):
 - (1) have completed at least 500 hours of flight time under IFR, of which at least 250 hours shall be instrument flight time in helicopters; and
 - (2) in the case of applicants for an IR(H) for multi-pilot helicopters, meet the requirements of LIC.905.FI(g)(3)(ii);
- (c) for an IRI(As), have completed at least 300 hours of flight time under IFR, of which at least 100 hours shall be instrument flight time in airships.

LIC.930.IRI IRI — Training course

- (a) The training course for the IRI shall include, at least:
 - (1) 25 hours of teaching and learning instruction;
 - (2) 10 hours of technical training, including revision of instrument theoretical knowledge, the preparation of lesson plans and the development of classroom instructional skills;



- (3)
 - (i) for the IRI(A), at least 10 hours of flight instruction on an aeroplane, FFS, FTD 2/3 or FPNT II. In the case of applicants holding a FI(A) certificate, these hours are reduced to 5;
 - (ii) for the IRI(H), at least 10 hours of flight instruction on a helicopter, FFS, FTD 2/3 or FNPT II/III;
 - (iii) for the IRI(As), at least 10 hours of flight instruction on an airship, FFS, FTD 2/3 or FNPT II.
- (b) Flight instruction shall be given by an FI qualified in accordance with LIC.905.FI(i).
- (c) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).

LIC.940.IRI IRI — Revalidation and renewal

For revalidation and renewal of an IRI certificate, the holder shall meet the requirements for revalidation and renewal of an FI certificate, in accordance with LIC.940.FI.



SECTION 6

Specific requirements for the synthetic flight instructor — SFI

LIC.905.SFI SFI — Privileges and conditions

The privileges of an SFI are to carry out synthetic flight instruction, within the relevant aircraft category, for:

- (a) the issue, revalidation and renewal of an IR, provided that he/she holds or has held an IR in the relevant aircraft category and has completed an IRI training course; and
- (b) in the case of SFI for single-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for single-pilot high performance complex aeroplanes, when the applicant seeks privileges to operate in single-pilot operations. The privileges of the SFI(SPA) may be extended to flight instruction for single-pilot high performance complex aeroplanes type ratings in multi-pilot operations, provided that he/she:
 - (i) holds an MCCI certificate; or
 - (ii) holds or has held a TRI certificate for multi-pilot aeroplanes; and
 - (2) provided that the privileges of the SFI(SPA) have been extended to multi-pilot operations in accordance with (1):
 - (i) MCC;
 - (ii) the MPL course on the basic phase;
- (c) in the case of SFI for multi-pilot aeroplanes:
 - (1) the issue, revalidation and renewal of type ratings for:
 - (i) multi-pilot aeroplanes;
 - (ii) single-pilot high performance complex aeroplanes when the applicant seeks privileges to operate in multi-pilot operations;
 - (2) MCC;
 - (3) the MPL course on the basic, intermediate and advanced phases, provided that, for the basic phase, he/she holds or has held a FI(A) or an IRI(A) certificate;
- (d) in the case of SFI for helicopters:
 - (1) the issue, revalidation and renewal of helicopter type ratings;
 - (2) MCC training, when the TRI has privileges to instruct for multi-pilot helicopters.

LIC.910.SFI SFI — Restricted privileges



The privileges of the SFI shall be restricted to the FTD 2/3 or FFS of the aircraft type in which the SFI training course was taken. The privileges may be extended to other FSTDs representing further types of the same category of aircraft when the holder has:

- (a) satisfactorily completed the simulator content of the relevant type rating course; and
- (b) conducted on a complete type rating course at least 3 hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE qualified for this purpose.

LIC.915.SFI SFI — Pre-requisites

An applicant for an SFI certificate shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) have completed the proficiency check for the issue of the specific aircraft type rating in an FFS representing the applicable type, within the 12 months preceding the application; and
- (c) additionally, for an SFI(A) for multi-pilot aeroplanes or SFI(PL), have:
 - (1) at least 1 500 hours flight time as a pilot on multi-pilot aeroplanes or powered-lift, as applicable;
 - (2) completed, as a pilot or as an observer, within the 12 months preceding the application, at least:
 - (i) 3 route sectors on the flight deck of the applicable aircraft type; or
 - (ii) 2 line-orientated flight training-based simulator sessions conducted by qualified flight crew on the flight deck of the applicable type. These simulator sessions shall include 2 flights of at least 2 hours each between 2 different aerodromes, and the associated pre-flight planning and de-briefing;
- (d) additionally, for an SFI(A) for single-pilot high performance complex aeroplanes:
 - (1) have completed at least 500 hours of flight time as PIC on single-pilot aeroplanes;
 - (2) hold or have held a multi-engine IR(A) rating; and
 - (3) have met the requirements in (c)(2);
- (e) additionally, for an SFI(H), have:
 - (1) completed, as a pilot or as an observer, at least 1 hour of flight time on the flight deck of the applicable type, within the 12 months preceding the application; and
 - (2) in the case of multi-pilot helicopters, at least 1 000 hours of flying experience as a pilot on helicopters, including at least 350 hours as a pilot on multi-pilot helicopters;
 - (3) in the case of single-pilot multi-engine helicopters, completed 500 hours as pilot of



helicopters, including 100 hours as PIC on single-pilot multi-engine helicopters;

- (4) in the case of single-pilot single-engine helicopters, completed 250 hours as a pilot on helicopters.

LIC.930.SFI SFI — Training course

- (a) The training course for the SFI shall include:
 - (1) the FSTD content of the applicable type rating course;
 - (2) the content of the TRI training course.
- (b) An applicant for an SFI certificate who holds a TRI certificate for the relevant type shall be fully credited towards the requirements of this paragraph.

LIC.940.SFI SFI — Revalidation and renewal

- (a) Revalidation. For revalidation of an SFI certificate the applicant shall, within the validity period of the SFI certificate, fulfil 2 of the following 3 requirements:
 - (1) complete 50 hours as an instructor or an examiner in FSTDs, of which at least 15 hours shall be within the 12 months preceding the expiry date of the SFI certificate;
 - (2) receive instructor refresher training as an SFI at an ATO;
 - (3) pass the relevant sections of the assessment of competence in accordance with LIC.935.
- (b) Additionally, the applicant shall have completed, on an FFS, the proficiency checks for the issue of the specific aircraft type ratings representing the types for which privileges are held.
- (c) For at least each alternate revalidation of an SFI certificate, the holder shall have to comply with the requirement of (a)(3).
- (d) Renewal. If the SFI certificate has lapsed, the applicant shall, within the 12 months preceding the application:
 - (1) complete the simulator content of the SFI training course;
 - (2) fulfil the requirements specified in (a)(2) and (3).

**SECTION 7****Specific requirements for the multi-crew cooperation instructor — MCCI****LIC.905.MCCI MCCI — Privileges and conditions**

- (a) The privileges of an MCCI are to carry out flight instruction during:
- (1) the practical part of MCC courses when not combined with type rating training; and
 - (2) in the case of MCCI(A), the basic phase of the MPL integrated training course, provided he/she holds or has held a FI(A) or an IRI(A) certificate.

LIC.910.MCCI MCCI — Restricted privileges

The privileges of the holder of an MCCI certificate shall be restricted to the FNPT II/III MCC, FTD 2/3 or FFS in which the MCCI training course was taken. The privileges may be extended to other FSTDs representing further types of aircraft when the holder has completed the practical training of the MCCI course on that type of FNPT II/III MCC, FTD 2/3 or FFS.

LIC.915.MCCI MCCI — Pre-requisites

An applicant for an MCCI certificate shall:

- (a) hold or have held a CPL, MPL or ATPL in the appropriate aircraft category;
- (b) have at least:
- (1) in the case of aeroplanes, airships and powered-lift aircraft, 1 500 hours of flying experience as a pilot on multi-pilot operations;
 - (2) in the case of helicopters, 1 000 hours of flying experience as a pilot in multi-crew operations, of which at least 350 hours in multi-pilot helicopters.

LIC.930.MCCI MCCI — Training course

- (a) The training course for the MCCI shall include, at least:
- (1) 25 hours of teaching and learning instruction;
 - (2) technical training related to the type of FSTD where the applicant wishes to instruct;
 - (3) 3 hours of practical instruction, which may be flight instruction or MCC instruction on the relevant FNPT II/III MCC, FTD 2/3 or FFS, under the supervision of a TRI, SFI or MCCI nominated by the ATO for that purpose. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in LIC.920.
- (b) Applicants holding or having held an FI, TRI, CRI, IRI or SFI certificate shall be fully credited towards the requirement of (a)(1).

LIC.940.MCCI MCCI — Revalidation and renewal



- (a) For revalidation of an MCCI certificate the applicant shall have completed the requirements of LIC.930.MCCI(a)(3) on the relevant type of FNPT II/III, FTD 2/3 or FFS, within the last 12 months of the validity period of the MCCI certificate.
- (b) Renewal. If the MCCI certificate has lapsed, the applicant shall complete the requirements of LIC.930.MCCI(a)(2) and (3) on the relevant type of FNPT II/III MCC, FTD 2/3 or FFS.



SECTION 8

Specific requirements for the synthetic training instructor — STI**LIC.905.STI STI — Privileges and conditions**

- (a) The privileges of an STI are to carry out synthetic flight instruction in the appropriate aircraft category for:
 - (1) the issue of a licence;
 - (2) the issue, revalidation or renewal of an IR and a class or type rating for single-pilot aircraft, except for single-pilot high performance complex aeroplanes.
- (b) Additional privileges for the STI(A). The privileges of an STI(A) shall include synthetic flight instruction during the core flying skills training of the MPL integrated training course.

LIC.910.STI STI — Restricted privileges

The privileges of an STI shall be restricted to the FNPT II/III, FTD 2/3 or FFS in which the STI training course was taken. The privileges may be extended to other FSTDs representing further types of aircraft when the holder has:

- (a) completed the FFS content of the TRI course on the applicable type;
- (b) passed the proficiency check for the specific aircraft type rating on an FFS of the applicable type, within the 12 months preceding the application;
- (c) conducted, on a type rating course, at least one FSTD session related to the duties of an STI with a minimum duration of 3 hours on the applicable type of aircraft, under the supervision of a flight instructor examiner (FIE).

LIC.915.STI STI — Pre-requisites

An applicant for an STI certificate shall:

- (a) hold, or have held within the 3 years prior to the application, a pilot licence and instructional privileges appropriate to the courses on which instruction is intended;
- (b) have completed in an FNPT the relevant proficiency check for the class or type rating, within a period of 12 months preceding the application. An applicant for an STI(A) wishing to instruct on BITDs only, shall complete only the exercises appropriate for a skill test for the issue of a PPL(A);
- (c) additionally, for an STI(H), have completed at least 1 hour of flight time as an observer on the flight deck of the applicable type of helicopter, within the 12 months preceding the application.

LIC.930.STI STI — Training course

- (a) The training course for the STI shall comprise at least 3 hours of flight instruction related to the duties of an STI in an FFS, FTD 2/3 or FNPT II/III, under the supervision of an FIE. These hours of flight instruction under supervision shall include the assessment of the applicant's competence as described in LIC.920.
- (b) Applicants for an STI(A) wishing to instruct on a BITD only, shall complete the flight instruction



on a BITD.

- (a) For applicants for an STI(H), the course shall also include the FFS content of the applicable TRI course.

LIC.940.STI Revalidation and renewal of the STI certificate

- (a) Revalidation. For revalidation of an STI certificate the applicant shall have, within the last 12 months of the validity period of the STI certificate:
 - (1) conducted at least 3 hours of flight instruction in an FFS or FNPT II/III or BITD, as part of a complete CPL, IR, PPL or class or type rating course; and
 - (2) passed in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to these regulations for the appropriate class or type of aircraft. For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A).
- (b) Renewal. If the STI certificate has lapsed, the applicant shall:
 - (1) receive refresher training as an STI at an ATO;
 - (2) pass in the FFS, FTD 2/3 or FNPT II/III on which flight instruction is routinely conducted, the applicable sections of the proficiency check in accordance with Appendix 9 to these regulations for the appropriate class or type of aircraft. For an STI(A) instructing on BITDs only, the proficiency check shall include only the exercises appropriate for a skill test for the issue of a PPL(A);
 - (3) conduct on a complete CPL, IR, PPL or class or type rating course, at least 3 hours of flight instruction under the supervision of an FI, CRI(A), IRI or TRI(H) nominated by the ATO for this purpose. At least 1 hour of flight instruction shall be supervised by an FIE(A).

**SECTION 9****Specific requirements for the mountain rating instructor — MI****LIC.905.MI MI — Privileges and conditions**

The privileges of an MI are to carry out flight instruction for the issue of a mountain rating.

LIC.915.MI MI — Pre-requisites

An applicant for an MI certificate shall:

- (a) hold a, FI, CRI, or TRI certificate, with privileges for single-pilot aeroplanes;
- (b) hold a mountain rating.

LIC.930.MI MI — Training course

- (a) The training course for the MI shall include the assessment of the applicant's competence as described in LIC.920.
- (b) Before attending the course, applicants shall have passed a pre-entry flight test with an MI holding an FI certificate to assess their experience and ability to undertake the training course.

LIC.940.MI Validity of the MI certificate

The MI certificate is valid as long as the, FI, TRI or CRI certificate is valid.

**SECTION 10****Specific requirements for the flight test instructor — FTI****LIC.905.FTI FTI — Privileges and conditions**

- (a) The privileges of a flight test instructor (FTI) are to instruct, within the appropriate aircraft category, for:
 - (1) the issue of category 1 or 2 flight test ratings, provided he/she holds the relevant category of flight test rating;
 - (2) the issue of an FTI certificate, within the relevant category of flight test rating, provided that the instructor has at least 2 years of experience instructing for the issue of flight test ratings.
- (b) The privileges of an FTI holding a category 1 flight test rating include the provision of flight instruction also in relation to category 2 flight test ratings.

LIC.915.FTI FTI — Pre-requisites

An applicant for an FTI certificate shall:

- (a) hold a flight test rating issued in accordance with LIC.820;
- (b) have completed at least 200 hours of category 1 or 2 flight tests.

LIC.930.FTI FTI — Training course

- (a) The training course for the FTI shall include, at least:
 - (1) 25 hours of teaching and learning;
 - (2) 10 hours of technical training, including revision of technical knowledge, the preparation of lesson plans and the development of classroom/simulator instructional skills;
 - (3) 5 hours of practical flight instruction under the supervision of an FTI qualified in accordance with LIC.905.FTI(b). These hours of flight instruction shall include the assessment of the applicant's competence as described in LIC.920.
- (b) Crediting:
 - (1) Applicants holding or having held an instructor certificate shall be fully credited towards the requirement of (a)(1).
 - (2) In addition, applicants holding or having held an FI or TRI certificate in the relevant aircraft category shall be fully credited towards the requirements of (a)(2).

LIC.940.FTI FTI — Revalidation and renewal

- (a) Revalidation. For revalidation of an FTI certificate, the applicant shall, within the validity period of the FTI certificate, fulfil one of the following requirements:
 - (1) complete at least:



- (i) 50 hours of flight tests, of which at least 15 hours shall be within the 12 months preceding the expiry date of the FTI certificate; and
 - (ii) 5 hours of flight test flight instruction within the 12 months preceding the expiry date of the FTI certificate; or
- (2) receive refresher training as an FTI at an ATO. The refresher training shall be based on the practical flight instruction element of the FTI training course, in accordance with LIC.930.FTI(a)(3), and include at least 1 instruction flight under the supervision of an FTI qualified in accordance with LIC.905.FTI(b).
- (b) **Renewal.** If the FTI certificate has lapsed, the applicant shall receive refresher training as an FTI at an ATO. The refresher training shall comply at least with the requirements of LIC.930.FTI(a)(3).



SECTION 11

Specific requirements for the flight instructor (Remotely Piloted Aircraft) — FI(RPA)

LIC.905.FI(RPA) — Privileges and conditions

The privileges of the holder of an RPAS instructor rating shall be:

- (a) to supervise solo flights by student remote pilots; and
- (b) to carry out remote pilot licence training for the issue of a remote pilot licence and an RPAS instructor rating provided that the RPAS instructor:
 - (1) holds at least the remote pilot licence and rating for which instruction is being given, in the appropriate RPA category and associated RPS;
 - (2) holds the remote pilot licence and rating necessary to act as the remote pilot-in-command of the RPA category and associated RPS on which the instruction is given;
 - (3) has the RPAS instructor privileges granted endorsed on the remote pilot licence and.
 - (4) in order to carry out remote pilot licence training in a multi-crew operational environment, shall have also met all the instructor qualification requirements.

LIC.915.FI(RPA) — Pre-requisites

An applicant for an FI (RPA) certificate shall:

- (a) The applicant shall have met the requirements for the issue of a remote pilot licence, shall maintain competencies and meet the recent experience requirements for the licence.
- (b) The applicant shall have sufficient training and experience to attain the required level of proficiency in all of the required tasks, manoeuvres, operations and principles, and relevant methods of instruction.

LIC.930.FI(RPA) — Training course

The applicant shall, under the supervision of an RPAS instructor authorised by the Licencing Authority for that purpose:

- (a) have received training in RPAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
- (b) have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide remote pilot licence training.
- (c) demonstrated the ability to effectively assess trainees against the adapted competency model used in the approved training programme.
- (d) successfully completed the training and meet the qualifications of an approved training organisation appropriate to the delivery of competency-based training programmes.



- (e) The RPAS instructor training programme shall focus on the development of competence in the following specific areas:
- (1) the adapted competency model of the remote pilot training programme according to the defined grading system used by the RPAS operator or approved training organisation;
 - (2) in accordance with the assessment and grading system of the RPAS operator or approved training organisation, making assessments by observing behaviours; gathering objective evidence regarding the observable behaviours of the adapted competency model used;
 - (3) recognising and highlighting performance that meets competency standards;
 - (4) determining root causes for deviations below the expected standards of performance; and
 - (5) identifying situations that could result in unacceptable reductions in safety margins.
- (f) The applicant shall have met the competency requirements for the issue of a remote pilot licence as appropriate to the category of RPA and associated RPS.
- (g) In addition, the applicant shall have demonstrated a level of competency appropriate to the privileges granted to the holder of a RPAS instructor rating, in at least the following areas:
- (13) techniques of applied instruction;
 - (14) assessment of student performance in those subjects in which ground instruction is given;
 - (15) the learning process;
 - (16) elements of effective teaching;
 - (17) competency-based training principles, including student assessments;
 - (18) evaluation of the training programme effectiveness;
 - (19) lesson planning;
 - (20) classroom instructional techniques;
 - (21) use of training aids, including flight simulation training devices as appropriate;
 - (22) analysis and correction of student errors;
 - (23) human performance relevant to RPAS, instrument flight and remote pilot licence training, including principles of threat and error management; and
 - (24) hazards involved in simulating system failures and malfunctions in the aircraft.

LIC.935.FI(RPA) — Assessment of competence

- (a) The applicant shall have successfully performed a formal competency assessment, prior to conducting instruction and assessment within a competency-based training programme.



- (b) The competency assessment shall be conducted during a practical training session in the category of RPA and associated RPS for which RPAS instructor privileges are sought, including pre-flight, post-flight and ground instruction as appropriate.
- (c) The competency assessment shall be conducted by a person authorised by the Authority.

LIC.940.FI(RPA) — Revalidation and renewal

- (a) Revalidation. For revalidation of a FI(RPA) certificate, the applicant shall, within the validity period of the FI(RPA) certificate, fulfil one of the following requirements:
 - (1) complete at least 5 hours of flight test flight instruction within the 12 months preceding the expiry date of the FI(RPA) certificate; or
 - (2) receive refresher training as an FI(RPA) at an ATO. The refresher training shall be based on the practical flight instruction element of the FI(RPA) training course, in accordance with LIC.930.FI(RPA)(a)(3), and include at least 1 instruction flight under the supervision of an FI(RPA) qualified in accordance with LIC.905.FI(RPA)(b).
- (b) Renewal. If the FI(RPA) certificate has lapsed, the applicant shall receive refresher training as an FI(RPA) at an ATO. The refresher training shall comply at least with the requirements of subparagraph (a)(2) above.

**CHAPTER 11****EXAMINERS****SECTION 1****Common requirements****LIC.1000 Examiner certificates**

- (a) General. Holders of an examiner certificate shall:
- (1) hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them;
 - (2) be qualified to act as PIC on the aircraft during a skill test, proficiency check or assessment of competence when conducted on the aircraft.
- (b) Special conditions:
- (1) In the case of introduction of new aircraft in The Bahamas or in an operator's fleet, when compliance with the requirements in this Chapter is not possible, the Authority may issue a specific certificate giving privileges for the conduct of skill tests and proficiency checks. Such a certificate shall be limited to the skill tests and proficiency checks necessary for the introduction of the new type of aircraft and its validity shall not, in any case, exceed 1 year.
 - (2) Holders of a certificate issued in accordance with (b)(1) who wish to apply for an examiner certificate shall comply with the pre-requisites and revalidation requirements for that category of examiner.
- (c) Examination outside the territory of The Bahamas:
- (1) Notwithstanding paragraph (a), in the case of skill tests and proficiency checks provided in an ATO located outside The Bahamas, the Authority may issue an examiner certificate to an applicant holding a pilot licence issued by another country in accordance with ICAO Annex 1, provided that the applicant:
 - (i) holds at least an equivalent licence, rating, or certificate to the one for which they are authorised to conduct skill tests, proficiency checks or assessments of competence, and except for a RPA examiner, at least a CPL;
 - (ii) complies with the requirements established in this Chapter for the issue of the relevant examiner certificate; and
 - (iii) demonstrates to the Authority an adequate level of knowledge of aviation safety rules to be able to exercise examiner privileges in accordance with these regulations.
 - (2) The certificate referred to in paragraph (1) shall be limited to providing skill tests and proficiency tests/checks:
 - (i) outside the territory of The Bahamas; and



- (ii) to pilots who have sufficient knowledge of the language in which the test/check is given.

LIC.1005 Limitation of privileges in case of vested interests

Examiners shall not conduct:

- (a) skill tests or assessments of competence of applicants for the issue of a licence, rating or certificate:
 - (1) to whom they have provided flight instruction for the licence, rating or certificate for which the skill test or assessment of competence is being taken; or
 - (2) when they have been responsible for the recommendation for the skill test, in accordance with LIC.030(b);
- (b) skill tests, proficiency checks or assessments of competence whenever they feel that their objectivity may be affected.

LIC.1010 Pre-requisites for examiners

Applicants for an examiner certificate shall demonstrate:

- (a) relevant knowledge, background and appropriate experience related to the privileges of an examiner;
- (b) that they have not been subject to any sanctions, including the suspension, limitation or revocation of any of their licences, ratings or certificates issued in accordance with these regulations, or for non-compliance with the regulations of the State that issued the licence during the last 3 years.

LIC.1015 Examiner standardisation

- (a) Applicants for an examiner certificate shall undertake a standardisation course provided by the Authority or by an ATO and approved by the Authority.
- (b) The standardisation course shall consist of theoretical and practical instruction and shall include, at least:
 - (1) the conduct of 2 skill tests, proficiency checks or assessments of competences for the licences, ratings or certificates for which the applicant seeks the privilege to conduct tests and checks;
 - (2) instruction on the applicable requirements in these regulations and the applicable air operations requirements, the conduct of skill tests, proficiency checks and assessments of competence, and their documentation and reporting;
 - (3) a briefing on the national administrative procedures, requirements for protection of personal data, liability, accident insurance and fees.
- (c) Holders of an examiner certificate shall not conduct skill tests, proficiency checks or assessments of competence of an applicant for which the Authority is not the same that issued the examiner's certificate, unless:

- (1) they have informed the Authority of the applicant of their intention to conduct the skill test, proficiency check or assessment of competence and of the scope of their privileges as examiners;
- (2) they have received a briefing from the Authority of the applicant on the elements mentioned in (b)(3).

LIC.1020 Examiners assessment of competence

Applicants for an examiner certificate shall demonstrate their competence to an inspector from the Authority or a senior examiner specifically authorised to do so by the Authority responsible for the examiner's certificate through the conduct of a skill test, proficiency check or assessment of competence in the examiner role for which privileges are sought, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.

LIC.1025 Validity, revalidation and renewal of examiner certificates

- (a) Validity. An examiner certificate shall be valid for 3 years.
- (b) Revalidation. An examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:
 - (1) conducted at least 2 skill tests, proficiency checks or assessments of competence every year;
 - (2) attended an examiner refresher course provided by the Authority or by an ATO and approved by the Authority, during the last year of the validity period.
 - (3) One of the skill tests or proficiency checks completed during the last year of the validity period in accordance with (1) shall have been assessed by an inspector from the Authority or by a senior examiner specifically authorised to do so by the Authority responsible for the examiner's certificate.
 - (4) When the applicant for the revalidation holds privileges for more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with the requirements in (b)(1) and (2) and LIC.1020 for one of the categories of examiner certificate held, in agreement with the Authority.
- (c) Renewal. If the certificate has expired, applicants shall comply with the requirements of (b)(2) and LIC.1020 before they can resume the exercise of the privileges.
- (d) An examiner certificate shall only be revalidated or renewed if the applicant demonstrates continued compliance with the requirements in LIC.1010 and LIC.1030.

LIC.1030 Conduct of skill tests, proficiency checks and assessments of competence

- (a) When conducting skill tests, proficiency checks and assessments of competence, examiners shall:
 - (1) ensure that communication with the applicant can be established without language barriers;
 - (2) verify that the applicant complies with all the qualification, training and experience requirements in these regulations for the issue, revalidation or renewal of the licence, rating

or certificate for which the skill test, proficiency check or assessment of competence is taken;

- (3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to their training and flight experience.
- (b) After completion of the skill test or proficiency check, the examiner shall:
- (1) inform the applicant of the result of the test. In the event of a partial pass or fail, the examiner shall inform the applicant that he/she may not exercise the privileges of the rating until a full pass has been obtained. The examiner shall detail any further training requirement and explain the applicant's right of appeal;
 - (2) in the event of a pass in a proficiency check or assessment of competence for revalidation or renewal, endorse the applicant's licence or certificate with the new expiry date of the rating or certificate, if specifically authorised for that purpose by the Authority responsible for the applicant's licence;
 - (3) provide the applicant with a signed report of the skill test or proficiency check and submit without delay copies of the report to the Authority responsible for the applicant's licence, and to the Authority that issued the examiner certificate. The report shall include:
 - (i) a declaration that the examiner has received information from the applicant regarding his/her experience and instruction, and found that experience and instruction complying with the applicable requirements in these regulations;
 - (ii) confirmation that all the required manoeuvres and exercises have been completed, as well as information on the verbal theoretical knowledge examination, when applicable. If an item has been failed, the examiner shall record the reasons for this assessment;
 - (iii) the result of the test, check or assessment of competence.
- (c) Examiners shall maintain records for 5 years with details of all skill tests, proficiency checks and assessments of competence performed and their results.
- (d) Upon request by the Authority responsible for the examiner certificate, or the Authority responsible for the applicant's licence, examiners shall submit all records and reports, and any other information, as required for oversight activities.



SECTION 2

Specific requirements for flight examiners — FE

LIC.1005.FE FE — Privileges and conditions

- (a) FE(A). The privileges of an FE for aeroplanes are to conduct:
- (1) skill tests for the issue of the PPL(A) and skill tests and proficiency checks for associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 1 000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
 - (2) skill tests for the issue of the CPL(A) and skill tests and proficiency checks for the associated single-pilot class and type ratings, except for single-pilot high performance complex aeroplanes, provided that the examiner has completed at least 2 000 hours of flight time as a pilot on aeroplanes or TMGs, including at least 250 hours of flight instruction;
 - (3) skill tests for the issue of a mountain rating, provided that the examiner has completed at least 500 hours of flight time as a pilot on aeroplanes or TMGs, including at least 500 take-offs and landings of flight instruction for the mountain rating.
- (b) FE(H). The privileges of an FE for helicopters are to conduct:
- (1) skill tests for the issue of the PPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a PPL(H), provided that the examiner has completed 1 000 hours of flight time as a pilot on helicopters, including at least 250 hours of flight instruction;
 - (2) skill tests for the issue of the CPL(H) and skill tests and proficiency checks for single-pilot single-engine helicopter type ratings entered in a CPL(H), provided the examiner has completed 2 000 hours of flight time as pilot on helicopters, including at least 250 hours of flight instruction;
 - (3) skill tests and proficiency checks for single-pilot multi-engine helicopter type ratings entered in a PPL(H) or a CPL(H), provided the examiner has completed the requirements in (1) or (2), as applicable, and holds a CPL(H) or ATPL(H) and, when applicable, an IR(H);
- (c) FE(As). The privileges of an FE for airships are to conduct skill tests for the issue of the PPL(As) and CPL(As) and skill tests and proficiency checks for the associated airship type ratings, provided that the examiner has completed 500 hours of flight time as a pilot on airships, including 100 hours of flight instruction.
- (d) FE(S). The privileges of an FE for sailplanes are to conduct:
- (1) skill tests and proficiency checks for the SPL, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 150 hours or 300 launches of flight instruction;
 - (2) proficiency checks for the extension of the SPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 90 hours of flight instruction;



- (3) skill tests for the extension of the SPL privileges to TMG, provided that the examiner has completed 300 hours of flight time as a pilot on sailplanes or powered sailplanes, including 50 hours of flight instruction on TMG.
- (e) FE(B). The privileges of an FE for balloons are to conduct:
 - (1) skill tests for the issue of the BPL and skill tests and proficiency checks for the extension of the privileges to another balloon class or group, provided that the examiner has completed 250 hours of flight time as a pilot on balloons, including 50 hours of flight instruction;
 - (2) proficiency checks for the extension of the BPL privileges to commercial operations, provided that the examiner has completed 300 hours of flight time as a pilot on balloons, of which 50 hours in the same group of balloons for which the extension is sought. The 300 hours of flight time shall include 50 hours of flight instruction.

LIC.1010.FE FE — Pre-requisites

An applicant for an FE certificate shall hold an FI certificate in the appropriate aircraft category.

**SECTION 3****Specific requirements for type rating examiners — TRE****LIC.1005.TRE TRE — Privileges and conditions**

- (a) TRE(A) and TRE(PL). The privileges of a TRE for aeroplanes or powered-lift aircraft are to conduct:
- (1) skill tests for the initial issue of type ratings for aeroplanes or powered-lift aircraft, as applicable;
 - (2) proficiency checks for revalidation or renewal of type and IRs;
 - (3) skill tests for ATPL(A) issue;
 - (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in LIC.925;
 - (5) assessments of competence for the issue, revalidation or renewal of a TRI or SFI certificate in the applicable aircraft category, provided that the examiner has completed at least 3 years as a TRE.
- (b) TRE(H). The privileges of a TRE(H) are to conduct:
- (1) skill tests and proficiency checks for the issue, revalidation or renewal of helicopter type ratings;
 - (2) proficiency checks for the revalidation or renewal of IRs, or for the extension of the IR(H) from single-engine helicopters to multi-engine helicopters, provided the TRE(H) holds a valid IR(H);
 - (3) skill tests for ATPL(H) issue;
 - (4) assessments of competence for the issue, revalidation or renewal of a TRI(H) or SFI(H) certificate, provided that the examiner has completed at least 3 years as a TRE.

LIC.1010.TRE TRE — Pre-requisites

- (a) TRE(A) and TRE(PL). Applicants for a TRE certificate for aeroplanes and powered-lift aircraft shall:
- (1) in the case of multi-pilot aeroplanes or powered-lift aircraft, have completed 1 500 hours of flight time as a pilot of multi-pilot aeroplanes or powered-lift aircraft, as applicable, of which at least 500 hours shall be as PIC;
 - (2) in the case of single-pilot high performance complex aeroplanes, have completed 500 hours of flight time as a pilot of single-pilot aeroplanes, of which at least 200 hours shall be as PIC;
 - (3) hold a CPL or ATPL and a TRI certificate for the applicable type;



- (4) for the initial issue of an TRE certificate, have completed at least 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type.
- (b) TRE(H). Applicants for a TRE (H) certificate for helicopters shall:
- (1) hold a TRI(H) certificate or, in the case of single-pilot single-engine helicopters, a valid FI(H) certificate, for the applicable type;
 - (2) for the initial issue of a TRE certificate, have completed 50 hours of flight instruction as a TRI, FI or SFI in the applicable type or an FSTD representing that type;
 - (3) in the case of multi-pilot helicopters, hold a CPL(H) or ATPL(H) and have completed 1 500 hours of flight as a pilot on multi-pilot helicopters, of which at least 500 hours shall be as PIC;
 - (4) in the case of single-pilot multi-engine helicopters:
 - (i) have completed 1 000 hours of flight as pilot on helicopters, of which at least 500 hours shall be as PIC;
 - (ii) hold a CPL(H) or ATPL(H) and, when applicable, a valid IR(H);
 - (5) in the case of single-pilot single-engine helicopters:
 - (i) have completed 750 hours of flight as a pilot on helicopters, of which at least 500 hours shall be as PIC;
 - (ii) hold a professional helicopter pilot licence.
 - (6) Before the privileges of a TRE(H) are extended from single-pilot multi-engine to multi-pilot multi-engine privileges on the same type of helicopter, the holder shall have at least 100 hours in multi-pilot operations on this type.
 - (7) In the case of applicants for the first multi-pilot multi-engine TRE certificate, the 1 500 hours of flight experience on multi-pilot helicopters required in (b)(3) may be considered to have been met if they have completed the 500 hours of flight time as PIC on a multi-pilot helicopter of the same type.

**SECTION 4****Specific requirements for Class Rating Examiner — CRE****LIC.1005.CRE CRE — Privileges**

The privileges of a CRE are to conduct, for single-pilot aeroplanes, except for single-pilot high performance complex aeroplanes:

- (a) skill tests for the issue of class and type ratings;
- (b) proficiency checks for:
 - (1) revalidation or renewal of class and type ratings;
 - (2) revalidation and renewal of IRs, provided that the CRE complies with the requirements in LIC.1010.IRE(a).

LIC.1010.CRE CRE — Pre-requisites

Applicants for a CRE certificate shall:

- (a) hold a CPL(A), MPL(A) or ATPL(A) with single-pilot privileges or have held it and hold a PPL(A);
- (b) hold a CRI certificate for the applicable class or type;
- (c) have completed 500 hours of flight time as a pilot on aeroplanes.

**SECTION 5****Specific requirements for Instrument Rating Examiner — IRE****LIC.1005.IRE IRE — Privileges**

The privileges of the holder of an IRE certificate are to conduct skill tests for the issue, and proficiency checks for the revalidation or renewal of IRs.

LIC.1010.IRE IRE — Pre-requisites

- (a) IRE(A). Applicants for an IRE certificate for aeroplanes shall hold an IRI(A) and have completed:
 - (1) 2 000 hours of flight time as a pilot of aeroplanes; and
 - (2) 450 hours of flight time under IFR, of which 250 hours shall be as an instructor.
- (b) IRE(H). Applicants for an IRE certificate for helicopters shall hold an IRI(H) and have completed:
 - (1) 2 000 hours of flight time as a pilot on helicopters; and
 - (2) 300 hours of instrument flight time on helicopters, of which 200 hours shall be as an instructor.
- (c) IRE(As). Applicants for an IRE certificate for airships shall hold an IRI(As) and have completed:
 - (1) 500 hours of flight time as a pilot on airships; and
 - (2) 100 hours of instrument flight time on airships, of which 50 hours shall be as an instructor.

**SECTION 6****Specific requirements for Synthetic Flight Examiner — SFE****LIC.1005.SFE SFE — Privileges and conditions**

- (a) SFE(A) and SFE(PL). The privileges of an SFE on aeroplanes or powered-lift aircraft are to conduct in an FFS:
- (1) skill tests and proficiency checks for the issue, revalidation or renewal of type ratings for multi-pilot aeroplanes or powered-lift aircraft, as applicable;
 - (2) proficiency checks for revalidation or renewal of IRs, provided that the SFE complies with the requirements in LIC.1010.IRE for the applicable aircraft category;
 - (3) skill tests for ATPL(A) issue;
 - (4) skill tests for MPL issue, provided that the examiner has complied with the requirements in LIC.925;
 - (5) assessments of competence for the issue, revalidation or renewal of an SFI certificate in the relevant aircraft category, provided that the examiner has completed at least 3 years as an SFE.
- (b) SFE(H). The privileges of an SFE for helicopters are to conduct in an FFS:
- (1) skill tests and proficiency checks for the issue, revalidation and renewal of type ratings; and
 - (2) proficiency checks for the revalidation and renewal of IRs, provided that the SFE complies with the requirements in LIC.1010.IRE(b);
 - (3) skill tests for ATPL(H) issue;
 - (4) skill tests and proficiency checks for the issue, revalidation or renewal of an SFI(H) certificate, provided that the examiner has completed at least 3 years as an SFE.

LIC.1010.SFE SFE — Pre-requisites

- (a) SFE(A). Applicants for an SFE certificate for aeroplanes shall:
- (1) hold or have held an ATPL(A), a class or type rating and an SFI(A) certificate for the applicable type of aeroplane;
 - (2) have at least 1 500 hours of flight time as a pilot on multi-pilot aeroplanes;
 - (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable type.
- (b) SFE(H). Applicants for an SFE certificate for helicopters shall:
- (1) hold or have held an ATPL(H), a type rating and an SFI(H) certificate for the applicable type of helicopter;
 - (2) have at least 1 000 hours of flight time as a pilot on multi-pilot helicopters;



- (3) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(H) on the applicable type.



SECTION 7

Specific requirements for the flight instructor examiner — FIE**LIC.1005.FIE FIE — Privileges and conditions**

- (a) FIE(A). The privileges of an FIE on aeroplanes are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(A), CRI(A), IRI(A) and TRI(A) on single-pilot aeroplanes, provided that the relevant instructor certificate is held.
- (b) FIE(H). The privileges of an FIE on helicopters are to conduct assessments of competence for the issue, revalidation or renewal of certificates for FI(H), IRI(H) and TRI(H) on single-pilot helicopters, provided that the relevant instructor certificate is held.
- (c) FIE(As), (S), (B). The privileges of an FIE on sailplanes, powered sailplanes, balloons and airships are to conduct assessments of competence for the issue, revalidation or renewal of instructor certificates on the applicable aircraft category, provided that the relevant instructor certificate is held.

LIC.1010.FIE FIE — Pre-requisites

- (a) FIE(A). Applicants for an FIE certificate for aeroplanes shall in case of applicants wishing to conduct assessments of competence:
 - (1) hold the relevant instructor certificate, as applicable;
 - (2) have completed 2 000 hours of flight time as a pilot on aeroplanes or TMGs; and
 - (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.
- (b) FIE(H). Applicants for an FIE certificate for helicopters shall:
 - (1) hold the relevant instructor certificate, as applicable;
 - (2) have completed 2 000 hours of flight time as pilot on helicopters;
 - (3) have at least 100 hours of flight time instructing applicants for an instructor certificate.
- (c) FIE(As). Applicants for an FIE certificate for airships shall:
 - (1) have completed 500 hours of flight time as a pilot on airships;
 - (2) have at least 20 hours of flight time instructing applicants for a FI(AS) certificate; (3) hold the relevant instructor certificate.
- (d) FIE(S). Applicants for an FIE certificate for sailplanes shall:
 - (1) hold the relevant instructor certificate;
 - (2) have completed 500 hours of flight time as a pilot on sailplanes or powered sailplanes;
 - (3) have completed:



- (i) for applicants wishing to conduct assessments of competence on TMGs, 10 hours or 30 take-offs instructing applicants for an instructor certificate in TMGs;
 - (ii) in all other cases, 10 hours or 30 launches instructing applicants for an instructor certificate.
- (e) FIE(B). Applicants for an FIE certificate for balloons shall:
 - (1) hold the relevant instructor certificate;
 - (2) have completed 350 hours of flight time as a pilot on balloons;
 - (3) have completed 10 hours instructing applicants for an instructor certificate.



CHAPTER 12

FLIGHT ENGINEER LICENCE

LIC.1050 Requirements for the issue of the licence

- (a) An applicant shall, before being issued with a flight engineer licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for the licence.
- (b) An applicant for a flight engineer licence shall demonstrate such requirements for knowledge and skill as are specified for the licence, in a manner determined by the Authority.

LIC.1060 General licence requirements

Requirements for the issue of the licence

(a) Age

The applicant shall be not less than 18 years of age.

(b) Knowledge

The applicant 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 subjects:

(1) Air law

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;

(2) Aircraft general knowledge

- (i) basic principles of engines, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
- (ii) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;
- (iii) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
- (iv) ice and rain protection systems;
- (v) pressurization and air-conditioning systems, oxygen systems;
- (vi) hydraulic and pneumatic systems;
- (vii) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
- (viii) principles of operation of instruments, compasses, autopilots, radio communication

- equipment, radio and radar navigation aids, flight management systems, displays and avionics;
- (ix) limitations of appropriate aircraft;
 - (x) fire protection, detection, suppression and extinguishing systems;
 - (xi) use and serviceability checks of equipment and systems of appropriate aircraft;
- (3) Flight performance, planning and loading
- (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
 - (ii) use and practical application of performance data including procedures for cruise control;
- (4) Human performance
- (i) human performance relevant to the flight engineer including principles of threat and error management;
- (5) Operational procedures
- (i) 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;
 - (ii) normal, abnormal and emergency procedures;
 - (iii) operational procedures for carriage of freight and dangerous goods;
- (6) Principles of flight
- (i) fundamentals of aerodynamics;
- (7) Radiotelephony
- (i) communication procedures and phraseology.

LIC.1070 Experience

- (a) The applicant shall have completed, under the supervision of a person accepted by the Authority for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer. The Authority shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours. Credit for such experience shall be limited to a maximum of 50 hours.
- (b) When the applicant has flight time as a pilot, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of sub-paragraph (a) above can be reduced accordingly.
- (c) The applicant shall have operational experience in the performance of the duties of a flight engineer,



under the supervision of a flight engineer accepted by the Authority for that purpose, in at least the following areas:

- (1) Normal procedures
 - pre-flight inspections
 - fuelling procedures, fuel management
 - inspection of maintenance documents
 - normal flight deck procedures during all phases of flight
 - crew coordination and procedures in case of crew incapacitation
 - defect reporting
- (2) Abnormal and alternate (standby) procedures
 - recognition of abnormal functioning of aircraft systems
 - use of abnormal and alternate (standby) procedures
- (3) Emergency procedures
 - recognition of emergency conditions
 - use of appropriate emergency procedures.

LIC.1080 Skill

- (a) The applicant shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures described in LIC.1070(c) with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence, and to:
 - (1) recognise and manage threats and errors;
 - (2) use aircraft systems within the aircraft's capabilities and limitations;
 - (3) exercise good judgement and airmanship;
 - (4) apply aeronautical knowledge;
 - (5) perform all the duties as part of an integrated crew with the successful outcome assured; and
 - (6) communicate effectively with the other flight crew members.
- (b) The use of a flight simulation training device for performing any of the procedures required during the demonstration of skill described in sub-paragraph (a) above shall be approved by the Authority, which shall ensure that the flight simulation training device is appropriate to the task.

LIC.1090 Medical fitness



The applicant shall hold a current Class 2 Medical Assessment issued in accordance with the provisions of CAR MED.

LIC.1095 Privileges and conditions to be observed in exercising such privileges

- (a) The privileges of the holder of a flight engineer licence shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the Authority on the basis of those requirements specified in LIC.1060(b) and LIC.1080 which are applicable to the safe operation of that type of aircraft.
- (b) The types of aircraft on which the holder of a flight engineer licence is authorised to exercise the privileges of that licence, shall be either entered on the licence or recorded elsewhere in a manner acceptable to the Authority.

LIC.1097 Recent experience

No person holding a flight engineer licence and class rating shall exercise the privileges of the licence unless he or she has completed, within the past 6 calendar months:

- (a) at least 50 hours of flight time as a flight engineer; or
- (b) a proficiency check.



CHAPTER 13

AIRCRAFT AND RPA MAINTENANCE TECHNICIAN LICENCE [& AMT INSPECTION AUTHORISATIONS]

LIC.1100 Requirements for the Issue of the Licence [or Authorisation]

- (a) An applicant for an Aircraft Maintenance Technician licence or a Remotely Piloted Aircraft (RPA) Maintenance Technician licence shall, before being issued with any licence, meet such requirements in respect of age, knowledge, experience and skill, as are specified for the licence.
- (b) An applicant for an Aircraft Maintenance Technician licence or a RPA Maintenance Technician licence shall demonstrate, in a manner determined by the Authority, such requirements in respect of knowledge and skill as are specified for that licence or rating.
- (c) [An applicant for an Aircraft Maintenance Technician Inspection Authorisation shall comply with the conditions within this chapter as are specified for the authorisation.]

LIC.1105 Minimum age

The applicant for an Aircraft Maintenance Technician licence shall be not less than 18 years of age.

LIC.1110 Theoretical knowledge

An applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of a licence holder, in at least the following subjects:

Air law and airworthiness requirements

- (a) rules and regulations relevant to a licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organisation and procedures;

Natural science and aircraft general knowledge

- (b) basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;

Aircraft engineering

- (c) characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; powerplants and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;

Aircraft maintenance

- (d) tasks required to ensure the continuing airworthiness of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable airworthiness regulations; and



Human performance

- (e) human performance relevant to aircraft maintenance.

LIC.1115 Experience

The applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:

- (a) for the issue of a licence with privileges for the aircraft in its entirety, at least:
- (1) four years; or
 - (2) two years if the applicant has satisfactorily completed an approved training course; and
- (b) for the issue of a licence with privileges restricted in accordance with LIC.1130(b)(2)(ii) and (iii), a period of time that will enable a level of competency equivalent to that required in (a) above to be attained, provided that this is not less than:
- (1) two years; or
 - (2) such a period as the Authority considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.

LIC.1120 Training

- (a) The applicant should have completed a course of training appropriate to the privileges to be granted.
- (b) Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organisation.

LIC.1125 Skill

The applicant shall have demonstrated the ability to perform those functions applicable to the privileges to be granted.

LIC.1130 Privileges and conditions

- (a) Subject to compliance with the requirements specified in (b) and (c) below, the privileges of the holder of an aircraft maintenance technician licence, or a RPA maintenance technician licence, shall be to certify the aircraft or parts of the aircraft as airworthy after an authorised repair, modification or installation of a powerplant, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations and/or routine servicing.
- (b) The privileges of the holder of an aircraft maintenance technician licence or a RPA maintenance technician licence specified in (a) shall be exercised only:
- (1) in respect of such:
 - (i) aircraft as are entered on the licence in their entirety either specifically or under broad categories; or
 - (ii) airframes and powerplants and aircraft systems or components as are entered on the

- licence either specifically or under broad categories; and/or
- (iii) aircraft avionic systems or components as are entered on the licence either specifically or under broad categories;
- (2) provided that the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, powerplant, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; and
- (3) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Authority.
- (4) in respect of RPAS;
- (j) such RPA or RPS as are entered on the licence either specifically or under broad categories, or
- (i) RPAS and associated C2 Link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the RPAS and associated C2 Link system.
- (c) The Authority shall prescribe, in a letter of authorisation, the scope of the privileges of the aircraft maintenance technician licence holder in terms of the complexity of the tasks to which the certification relates. For a RPA maintenance technician licence holder, the scope of privileges shall be contained in the maintenance control manual, as accepted by the Authority.
- (d) When the Authority authorises an approved maintenance organisation to appoint non-licensed personnel to exercise the privileges of this regulation, the person appointed shall meet the requirements specified in this Chapter.

[LIC.1135 Licence renewal]

To be eligible for the renewal of an aircraft maintenance technician or a RPA maintenance technician licence issued under this Chapter, the licence holder shall within the preceding 24 months, either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months.

[LIC.1140 AMT inspection authorisation eligibility requirements: General]

- (a) An applicant for an AMT Inspection authorisation shall comply with all eligibility requirements.
- (b) To be eligible for an Inspection authorisation, an applicant shall—
- (1) Hold a currently effective and valid AMT licence with both an airframe rating and a powerplant rating, each of which is currently effective and has been in effect for a total of at least 3 years;
- (2) Have been actively engaged, for at least the 2-year period before the date of application, in the maintenance of certificated aircraft and maintained in accordance with these Schedules;



- (3) Be employed by an AMO or have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week but which need not be the place where the applicant will exercise inspection authority;
 - (4) Have available or immediate access to the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance;
 - (5) Pass a knowledge test that demonstrates the applicant's ability to inspect according to safety standards for approving aircraft for return to service after major and minor repairs, major and minor modifications, annual inspections, and progressive inspections; and
- (c) An applicant who fails the knowledge test prescribed in paragraph (a)(5) of this section may not apply for retesting until at least 90 days after the date he/she failed the test.

LIC.1141 Duration of Inspection Authorisation

- (a) Each inspection authorisation expires each 12 calendar months.
- (b) The holder may exercise the privileges of that authorisation only while he/she holds a currently effective AMT licence with both a currently effective airframe rating and a currently effective powerplant rating.
- (c) An inspection authorisation ceases to be effective whenever any of the following occurs—
 - (1) The authorisation is surrendered, suspended, or revoked;
 - (2) The holder no longer has a fixed base of operation;
 - (3) The holder no longer has the equipment, facilities, and prescribed inspection data for issuance of his/ her authorisation.
- (d) The holder of an inspection authorisation that is suspended or revoked shall, upon the Authority's request, return it to the Authority.

LIC.1142 Renewal of Inspection Authorisation

- (a) To be eligible for renewal of an Inspection authorisation for a 1-year period, an applicant shall, within 90 days prior to the expiration of the authorisation, present evidence to an office designated by the Authority that the applicant still meets the requirements and show that, during the current period of authorisation, the applicant has—
 - (1) Performed at least one annual inspection during each 3-month period the applicant held the authorisation;
 - (2) Performed inspections of at least two major repairs or major modifications for each 3-month period the applicant held the authorisation;
 - (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Authority for each 12-month period the applicant held the authorisation;



- (4) Performed any combination of paragraphs (a)(1) through (a)(3);
 - (5) Successfully completed an Inspection authorisation refresher course or series of courses acceptable to the Authority, of not less than 16 hours of instruction during the 12-month period preceding the application for renewal; or
 - (6) Passed a knowledge test administered by the Authority to determine that the applicant's knowledge of applicable Schedules and standards is current.
- (b) The holder of an inspection authorisation that has been in effect for less than 3 months before the expiration date need not comply with paragraph (a)(1) through (5) of this section.

LIC.1143 Inspection Authorisation Privileges & Limitations

- (a) Except as specified in paragraphs (b) and (c) of this Section, the holder of an Inspection Authorisation (IA) may—
- (1) Inspect and execute a maintenance release for any aircraft, airframe, aircraft engine, propeller appliance, component, or part thereof after completion of a major repair or major modification performed in accordance with this Schedule and done in accordance with technical data approved by the Authority; and
 - (2) Perform an annual inspection, or perform or supervise a progressive inspection, according to this Schedule on any aircraft, except those aircraft on a continuous maintenance program, and approve the aircraft for return to service.
- (b) The holder of an IA, with a current and valid AMT licence, may not inspect and execute a maintenance release for any aircraft over 5,700 kg maximum take-off weight or any airframe, aircraft engine, propeller, appliance, component, or part thereof which is subject to a maintenance program.
- (c) The holder of an IA, with a current and valid AMT licence, may not inspect and execute a maintenance release for any aircraft maintained in accordance with an approved continuous maintenance program.
- (d) When exercising the privileges of an IA, the holder shall keep the IA available for inspection by the aircraft owner and the AMT submitting the aircraft, repair, or modification for approval (if any), and shall present the IA at the request of the Authority or an authorised representative of the Director General, or at the request of any law enforcement officer.
- (e) If the holder of an IA changes his or her fixed base of operation, the holder may not exercise the privileges of the authorisation until he or she has notified the Authority in writing of the change.
- (f) No person may exercise any privilege of an IA whenever that person no longer—
- (1) Has a fixed base of operation;
 - (2) Has the equipment, facilities, or inspection data required by Schedule 6; or
 - (3) Holds a current and valid AMT licence.]



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**CHAPTER 14****APPROVED TRAINING AND APPROVED TRAINING ORGANISATION****LIC.1200 Issue of approval**

- (a) The issuance of an approval for a training organisation and the continued validity of the approval shall depend upon the training organisation being in compliance with the requirements of this Chapter.
- (b) The approval document shall contain at least the following:
 - (1) organisation's name and location;
 - (2) date of issue and period of validity (where appropriate);
 - (3) terms of approval.

LIC.1210 Training and procedures manual

- (a) The training organisation shall provide a training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and shall contain at least the following information:
 - (1) a general description of the scope of training authorised under the organisation's terms of approval;
 - (2) the content of the training programmes offered including the courseware and equipment to be used;
 - (3) a description of the organisation's quality assurance system;
 - (4) a description of the organisation's facilities;
 - (5) the name, duties and qualification of the person designated as responsible for compliance with the requirements of the approval;
 - (6) a description of the duties and qualification of the personnel designated as responsible for planning, performing and supervising the training;
 - (7) a description of the procedures used to establish and maintain the competence of instructional personnel;
 - (8) a description of the method used for the completion and retention of the training records;
 - (9) a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and
 - (10) when the Authority has authorised an approved training organisation to conduct the testing required for the issuance of a licence or rating, a description of the selection, role and duties of the authorised personnel, as well as the applicable requirements established by the Authority.



- (b) The training organisation shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.
- (c) Copies of all amendments to the training and procedures manual shall be furnished promptly to all organisations or persons to whom the manual has been issued.

LIC.1220 Training programmes

- (a) The Authority may approve a training programme for a private pilot licence, commercial pilot licence, remotely piloted aircraft licence, an instrument rating or an aircraft maintenance (technician/engineer/mechanic) licence that allows an alternative means of compliance with the experience requirements provided that the approved training organisation demonstrates to the satisfaction of the Authority that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

Note: Procedures supporting the development of competency-based training and assessment for aeroplane pilots and aircraft maintenance personnel, including ICAO competency frameworks, are contained in the Procedures for Air Navigation Services —Training (Doc 9868, PANS-TRG).

- (b) When the Authority approves a training programme for a multi-crew pilot licence, the approved training organisation shall demonstrate to the satisfaction of the Authority that the training provides a level of competency in multi-crew operations at least equal to that met by holders of a commercial pilot licence, instrument rating and type rating for an aeroplane certificated for operation with a minimum crew of at least two pilots.

LIC.1230 Quality assurance system

The training organisation shall establish a quality assurance system, acceptable to the Authority granting the approval, which ensures that training and instructional practices comply with all relevant requirements.

LIC.1240 Facilities

- (a) The facilities and working environment shall be appropriate for the task to be performed and be acceptable to the Authority.
- (b) The training organisation shall have, or have access to, the necessary information, equipment, training devices and material to conduct the courses for which it is approved.
- (c) Synthetic training devices shall be qualified according to requirements established by the State and their use shall be approved by the Authority to ensure that they are appropriate to the task.

LIC.1250 Personnel

- (a) The training organisation shall nominate a person responsible for ensuring that it is in compliance with the requirements for an approved organisation.
- (b) The organisation shall employ the necessary personnel to plan, perform and supervise the training to be conducted.
- (c) The competence of instructional personnel shall be in accordance with procedures and to a level



acceptable to the Authority.

- (d) The training organisation shall ensure that all instructional personnel receive initial and continuation training appropriate to their assigned tasks and responsibilities. The training programme established by the training organisation shall include training in knowledge and skills related to human performance.

LIC.1260 Records

- (a) The training organisation shall retain detailed student records to show that all requirements of the training course have been met as agreed by the Authority.
- (b) The training organisation shall maintain a system for recording the qualifications and training of instructional and examining staff, where appropriate.
- (c) The records shall be kept for a minimum period of two years after completion of the training. The records shall be retained for a minimum period of two years after the instructor or examiner ceases to perform a function for the training organisation.

LIC.1270 Oversight

The Authority shall maintain an effective oversight programme of the approved training organisation to ensure continuing compliance with the approval requirements.

LIC.1280 Evaluation and checking

When an approved training organisation is authorised to conduct the testing required for the issuance of a licence or rating, the testing shall be conducted by personnel authorised by the Authority or designated by the training organisation in accordance with criteria approved by the Authority.

LIC.1290 Safety Management System

(See CAR SMS)

- (a) If exposed to safety risks related to aircraft operations during the provision of its services an approved training organisation shall establish a safety management system in accordance with the framework elements contained in CAR SMS.
- (b) The SMS shall be made acceptable to the Authority.



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**CHAPTER 15****CABIN CREW LICENCE/ATTESTATION****LIC.1300 Scope**

This Chapter establishes the requirements for the issue of cabin crew licences/attestations for commercial air transport operations and the conditions for their validity and use by their holders.

LIC.1305 Application for a cabin crew licence/attestation

The application for a cabin crew licence/attestation shall be made in a form and manner established by the Authority.

LIC.1310 Minimum age and medical

- (a) The applicant for a cabin crew licence or attestation shall be at least 18 years of age.
- (b) The applicant for a cabin crew licence shall hold a current Class 2 medical certificate.
- (c) A cabin crew member holding an attestation from an ICAO Contracting State shall hold a medical certificate or report to a standard acceptable to the Authority.

LIC.1315 Privileges and conditions

- (a) The privileges of holders of a cabin crew licence or attestation are to act as cabin crew members in commercial air transport operation of aircraft.
- (b) Cabin crew members may exercise the privileges specified in (a) only if they:
 - (1) hold a valid cabin crew licence or attestation; and
 - (2) comply with the applicable requirements of CAR OPS 1 and CAR MED, Chapter 3.

LIC.1320 Documents and record-keeping

To show compliance with the applicable requirements as specified in LIC.1315(b), each holder shall keep, and provide upon request, the cabin crew licence/attestation, the list and the training and checking records of his/her aircraft type or variant qualification(s), unless the operator employing his/her services keeps such records and can make them readily available upon request by a competent authority or by the holder.

LIC.1325 Issue of the cabin crew licence/attestation

- (a) Cabin crew licences/attestations shall only be issued to applicants who have passed the examination following completion of the initial training course in accordance with this Chapter.
- (b) Cabin crew licences shall be issued by the Authority.
- (c) Cabin crew attestations shall be issued by an organisation acceptable to the Authority.

LIC.1330 Validity of the cabin crew licence/attestation

[The cabin crew licence/attestation shall remain valid for a period of two (2) years unless:



- (a) it is suspended or revoked by the Authority; or
- (b) its holder has not exercised the associated privileges during the preceding 24 months on at least one aircraft type.]

LIC.1335 Suspension and revocation of the cabin crew attestation

- (a) If holders do not comply with this Chapter, their cabin crew licence/attestation may be suspended or revoked by the Authority.
- (b) In case of suspension or revocation of their cabin crew licence/attestation by the Authority, holders shall:
 - (1) be informed in writing of this decision, and of their right of appeal in accordance with national law;
 - (2) not exercise the privileges granted by their cabin crew licence/attestation;
 - (3) inform, without undue delay, the operator(s) employing their services; and
 - (4) return their licence/attestation in accordance with the applicable procedure established by the Authority.

LIC.1340 Provision of training

Training required in this Chapter for a licence/attestation shall be:

- (a) provided by training organisations or commercial air transport operators approved to do so either by the Authority, or acceptable to the Authority for foreign organisations;
- (b) performed by personnel suitably experienced and qualified for the training elements to be covered; and
- (c) conducted according to a training programme and syllabus documented in the organisation's approval.

Note: Training for an attestation provided by an ICAO Contracting State may be acceptable to the Authority provided that training organisation is approved by the Contracting State.

LIC.1345 Initial training course and examination

- (a) Applicants for a cabin crew licence/attestation shall complete an initial training course to familiarise themselves with the aviation environment and to acquire sufficient general knowledge and basic proficiency required to perform the duties and discharge the responsibilities related to the safety of passengers and flight during normal, abnormal and emergency operations.
- (b) The programme of the initial training course shall cover at least the elements specified in Appendix 1 to CAR OPS 1.1005. It shall include theoretical and practical training.
- (c) Applicants for a cabin crew licence/attestation shall undergo an examination covering all elements of the training programme specified in (b), except CRM training, to demonstrate that they have attained the level of knowledge and proficiency required in (a).

**LIC.1350 Aircraft type or variant qualification(s)**

- (a) Holders of a valid cabin crew licence/attestation shall only operate on an aircraft if they are qualified in accordance with CAR OPS 1, Chapter 15.
- (b) To be qualified for an aircraft type or a variant, the holder;
 - (1) shall comply with the applicable training, checking and validity requirements, covering as relevant to the aircraft to be operated:
 - (i) aircraft-type specific training, operator conversion training and familiarisation;
 - (ii) differences training;
 - (iii) recurrent training; and
 - (2) shall have operated within the preceding 6 months on the aircraft type, or shall have completed the relevant refresher training and checking before operating again on that aircraft type.

LIC.1355 Acceptance of other State's attestation/licence

A cabin crew attestation or cabin crew licence issued by an ICAO Contracting State shall be accepted by the Authority for operations under CAR OPS 1 provided the applicable regulations of CAR OPS 1, Chapter 15 and CAR MED, Chapter 2 are complied with.

LIC.1360 Instructors

- (a) The holder of a cabin crew licence shall not carry out instruction unless such holder has received an endorsement from the Authority
- (b) The privileges of the holder of an instructor endorsement are to conduct training and supervision for the issue, and revalidation or renewal of cabin crew licences.
- (c) Applicants for an instructor endorsement shall demonstrate relevant knowledge, background and appropriate experience related to the privileges of an instructor, in at least the following areas:
 - (1) techniques of applied instruction;
 - (2) assessment of student performance in those subjects in which ground instruction is given;
 - (3) the learning process;
 - (4) elements of effective teaching;
 - (5) competency-based training principles, including student assessments;
 - (6) evaluation of the training programme effectiveness;
 - (7) lesson planning;
 - (8) classroom instructional techniques;



- (9) use of training aids, including cabin simulation training devices as appropriate;
 - (10) analysis and correction of student errors;
 - (11) human performance relevant to instruction, including principles of threat and error management; and
 - (12) hazards involved in simulating system failures and malfunctions in the aircraft.
- (d) All instructors shall be trained to achieve the following competences:
- Prepare resources,
 - Create a climate conducive to learning,
 - Present knowledge,
 - Integrate Threat and Error Management (TEM) and crew resource management,
 - Manage time to achieve training objectives,
 - Facilitate learning,
 - Assess trainee performance,
 - Monitor and review progress,
 - Evaluate training sessions,
 - Report outcome.
- (e) An instructor endorsement shall be valid for 3 years provided cabin crew instructors maintain their knowledge, skills and qualifications.

LIC.1365 Examiners

- (a) The holder of a cabin crew licence shall not carry out any examiner privileges unless such holder has received an endorsement from the Authority.
- (b) Applicants for, and holders of an examiner endorsement shall hold an equivalent licence, rating or certificate to the ones for which they are authorised to conduct skill tests, proficiency checks or assessments of competence and the privilege to instruct for them.
- (c) The privileges of the holder of an examiner endorsement are to conduct skill tests or assessments of competence of applicants for the issue, and revalidation or renewal of cabin crew licences/attestations.
- (d) With the exception of CAR LIC. 1000, an examiner shall meet the requirements of CAR LIC, Chapter 11, Section 1 – Common Requirements.



CHAPTER 16

**REMOTE PILOT LICENCES
(RPA with MTOM greater than 25 kg)**

SECTION 1

Common requirements

LIC.1400 Minimum age and medical fitness

- (a) The applicant for a RPL shall be at least 18 years of age.
- (b) The applicant for a RPL shall hold a current;
 - (1) Class 2 medical certificate; or a
 - (2) Class 1 medical certificate when the Authority determines that it may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.

LIC.1405 Privileges and conditions

- (a) Privileges.

The privileges of the holder of a RPL are;

- (1) to act as remote pilot in command of a RPA, and associated RPS, certificated for single-pilot or multi-pilot operation.
 - (2) to act as remote co-pilot of a RPA, and associated RPS, required to be operated with a remote co-pilot.
 - (3) to act as a remote pilot-in-command of an RPA and the associated RPS, required to be operated with a remote co-pilot; and
 - (4) to act either as remote pilot-in-command or as remote co-pilot of an RPAS under IFR.
- (b) Before exercising the privileges at night, the remote pilot licence holder shall have received dual instruction in an RPA and associated RPS in night flying, including take-off, landing and navigation. (See LIC.810(d))

LIC.1410 Theoretical knowledge

An applicant for a RPL shall receive and log ground training from a RPAS instructor, and shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a remote pilot licence and appropriate to the category of RPA and associated RPS intended to be included in the remote pilot licence, in at least the following subjects:

Air law

- (a) rules and regulations relevant to the holder of a remote pilot licence; rules of the air; appropriate air traffic services practices and procedures;



- (b) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;

General RPAS knowledge

- (c) principles of operation and the functioning of engines, systems and instruments;
- (d) operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;
- (e) use and serviceability checks of equipment and systems of appropriate RPA;
- (f) maintenance procedures for airframes, systems and engines of appropriate RPA;
- (g) for rotorcraft and powered-lifts, transmission (power trains) where applicable;
- (h) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of an RPA under IFR and in instrument meteorological conditions;
- (i) flight instruments; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
- (j) for airships, physical properties and practical application of gases;
- (k) RPS general knowledge:
 - (1) principles of operation and function of systems and instruments;
 - (2) use and serviceability checks of equipment and systems of appropriate RPS;
 - (3) procedures in the event of malfunctions;
- (l) C2 Link general knowledge:
 - (1) different types of C2 Links and their operating characteristics and limitations;
 - (2) use and serviceability checks of C2 Link systems;
 - (3) procedures in the event of C2 Link malfunction;
- (m) detect and avoid capabilities for RPAS;

Flight performance, planning and loading

- (n) effects of loading and mass distribution on RPA handling, flight characteristics and performance; mass and balance calculations;
- (o) use and practical application of take-off, landing and other performance data;
- (p) pre-flight and en-route flight planning appropriate to RPAS operations under IFR; preparation and submission of air traffic services flight plans under IFR; appropriate air traffic services procedures; altimeter setting procedures;



- (q) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;

Human performance

- (r) human performance relevant to RPAS and instrument flight, including principles of threat and error management;
- (s) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (t) aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect on 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;
- (u) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (v) in the case of rotorcraft and powered-lifts, effects of rotor icing;
- (w) in the case of high altitude operations, practical high altitude meteorology, including interpretation and use of weathers reports, charts and forecasts; jetstreams;

Navigation

- (x) 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 RPAS equipment;
- (y) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
- (z) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of navigation sources;
- (aa) principles and characteristics of self-contained and external-referenced navigation systems; operation of RPAS equipment;

Operational procedures

- (bb) application of threat and error management to operational performance;
- (cc) 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;
- (dd) altimeter setting procedures;
- (ee) appropriate precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;
- (ff) operational procedures for carriage of freight; potential hazards associated with dangerous goods and their management;
- (gg) requirements and practices for safety briefings to remote flight crew members



- (hh) in the case of rotorcraft, 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 (VMC);
- (ii) operational procedures for handovers and coordination;
- (jj) operational procedures for normal and abnormal C2 Link operations;

Principles of flight

- (kk) principles of flight; and

Radiotelephony

- (ll) communication procedures and phraseology; action to be taken in case of communication failure.

LIC.1415 Experience and RPAS flight instruction

An applicant for a RPL shall have completed the experience and RPAS instruction provisions appropriate to the RPA category.

- (a) gained, under appropriate supervision, experience in the applicable type of RPA and associated RPS and/or flight simulation training device (FSTD) in the following:
 - (1) normal flight procedures and manoeuvres during all phases of flight;
 - (2) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, C2 Link, systems and airframe;
 - (3) instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure; and
 - (4) for the issue of an aeroplane category type rating, upset prevention and recovery training.
- (b) demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPS and demonstrated C2 Link management skills, relevant to the duties of a remote pilot-in-command or a remote co-pilot as applicable.
- (c) In order to meet the requirements of the remote pilot licence, the applicant shall have completed an approved training course. The training shall be competency-based and, if applicable, conducted in a multi-crew operational environment.
- (d) During the training, the applicant shall have acquired the competencies and underpinning skills required for performing as a remote pilot of an RPA certificated for operation under IFR.
- (e) The applicant shall have received dual remote pilot licence training in an RPA and associated RPS, sought from an authorised RPAS instructor in accordance with Chapter 10, Section 12 of these regulations. The RPAS instructor shall ensure that the applicant has operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, as well as IFR operations.



- (f) If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have received dual instrument remote pilot licence training in a multi-engined RPA within the appropriate category from an authorised RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative.

LIC.1420 Skill test

An applicant for a RPL shall demonstrate by passing a skill test in accordance with the ability to perform as RPIC of a RPA, with a degree of competency appropriate to the privileges granted to the holder of a RPL;

- (a) operate the RPA within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge; and
- (e) maintain control of the RPA at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (f) If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have demonstrated the ability to operate under IFR with degraded propulsion capabilities.



SECTION 2

Specific provisions for the RPA category aeroplanes - RPL(A)

LIC.1425A RPL(A) Experience

- (a) The applicant for a RPL(A) shall have completed not less than 40 hours of RPAS flight time, as a remote pilot of RPA(A), of which 25 hours may have been completed in an FSTD.
- (b) The applicant shall have completed in RPA(A) not less than:
 - (1) 15 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 20 take-offs and landings;
 - (4) at least 20 hours of IFR flight time of which 15 hours may have been completed in an FSTD.
- (c) The applicant for a RPL(A) shall receive and log not less than 25 hours of dual RPAS instruction in a RPA(A) from a RPAS instructor. These 25 hours may include 5 hours completed in an FSTD.
- (d) Crediting. An applicant holding a RPL for another category of RPA, shall be credited with 10% of their total flight time as RPIC on such RPA up to a maximum of 4 hours.
- (e) The applicant for a RPL(A) for "External Pilot Only" limitation shall have completed RPAS flight time, acceptable to the Authority, as an external remote pilot of RPA(A).

LIC.1430.A RPL(A) RPAS instruction

The RPAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including RPA(A) and RPAS inspection and servicing, communication checks and control function verification, setup of RPS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of RPA observers and communication services if required;
- (d) Control of the RPA(A) by visual reference unless the RPAS does not provide for manoeuvres by visual reference;
- (e) Recovery from flight at critically slow airspeeds; high sink rates and, in case of a RPA(A), spin avoidance;
- (f) Flight with asymmetrical power for multi-engine class or type ratings;
- (g) Recovery from unusual attitudes using flight instrumentation or by use of payload;



- (h) Normal and cross-wind take-offs and landings;
- (i) Maximum performance (short field and obstacle clearance take-offs, short-field landings;
- (j) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (k) Hazardous weather identification and avoidance procedures;
- (l) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (m) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;
- (n) Communication procedures and phraseology; and
- (o) IFR procedures appropriate to RPAS operations

**SECTION 3****Specific provisions for the RPA category rotorcraft - RPL(R)****LIC.1425.R RPL(R) Experience**

- (a) The applicant for a RPL(R) shall have completed not less than 16 hours of RPAS flight time, as a remote pilot of RPA(R), of which 5 hours may have been completed in an FSTD.
- (b) The applicant shall have completed in RPA(R) not less than:
 - (1) 5 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 20 take-offs and landings;
 - (4) For IFR operations, at least 10 hours of IFR flight time of which 5 hours may have been completed in an FSTD.
- (c) The applicant for a RPL(R) shall receive and log not less than 10 hours of dual RPAS instruction in a RPA(R) from a RPAS instructor. These 10 hours may include 5 hours completed in an FSTD.
- (d) Crediting. Applicant holding a RPL for another category of RPA, shall be credited with 10% of their total flight time as RPIC on such RPA up to a maximum of 4 hours.

LIC.1430.R RPL(R) RPAS instruction

The RPAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including RPA(R) and RPAS inspection and servicing, communication checks and control function verification, setup of RPS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of RPA observers and communication services if required;
- (d) Control of the RPA(R) by external visual reference unless the RPAS does not provide for manoeuvres by 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) Recovery from unusual attitudes using flight instrumentation or by use of payload;



- (h) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (i) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (j) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (k) Hazardous weather identification and avoidance procedures;
- (l) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (m) Communication procedures and phraseology;
- (n) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (o) IFR procedures appropriate to RPAS operations.

**SECTION 4****Specific provisions for the RPA category Airship - RPL(As)****LIC.1425.As RPL(As) Experience**

- (a) The applicant for a RPL(As) shall have completed not less than 35 hours of RPAS flight time, as a remote pilot of RPA(As), of which 5 hours shall have been completed in an FSTD.
- (b) The applicant shall have completed in RPA(As) not less than:
 - (1) 5 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 8 take-offs and landings;
- (c) The applicant for a RPL(As) shall receive and log not less than 25 hours of dual RPAS instruction in a RPA(As) from a RPAS instructor
- (d) Crediting. Applicant holding a RPL for another category of RPA, shall be credited with 10% of their total flight time as RPIC on such RPA up to a maximum of 4 hours.

LIC.1430.As RPL(As) RPAS instruction

The RPAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including RPA(As) and RPAS inspection and servicing, communication checks and control function verification, setup of RPS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of RPA observers and communication services if required;
- (d) Control of the RPA(As) by external visual reference unless the RPAS does not provide for manoeuvres by visual reference;
- (e) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (f) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (g) Hazardous weather identification and avoidance procedures;
- (h) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and



electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;

- (i) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (j) Communication procedures and phraseology.

**SECTION 5****Specific provisions for the RPA category Balloon - RPL(B)****LIC.1425.B RPL(B) Experience**

- (a) The applicant for a RPL(B) shall have completed not less than 16 hours of RPAS flight time, as a remote pilot of RPA(B), of which 2 hours shall have been completed in an FSTD.
- (b) The applicant shall have completed in RPA(B) not less than:
 - (1) 5 hours as RPIC;
 - (2) 5 hours of cross-country flight time as RPIC;
 - (3) 20 take-offs and landings;
- (c) The applicant for a RPL(B) shall receive and log not less than 12 hours of dual RPAS instruction in a RPA(B) from an authorised RPAS instructor.
- (d) Crediting. Applicant holding a RPL for another category of RPA, shall be credited with 10% of their total flight time as RPIC on such RPA up to a maximum of 2 hours.

LIC.1430.B RPL(B) RPAS instruction

The RPAS instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the remote pilot:

- (a) Recognise and manage threats and errors;
- (b) Pre-flight operations, including RPA(B) and RPAS inspection and servicing, communication checks and control function verification, setup of RPS, loading and validation of flight planning information, and obtaining ATC clearances where appropriate;
- (c) Aerodrome and traffic pattern operations where applicable, ground and airborne collision avoidance precautions and procedures including use of RPA observers and communication services if required;
- (d) Control of the RPA(B) by external visual reference unless the RPAS does not provide for manoeuvres by visual reference;
- (e) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground; steep approaches;
- (f) Navigation procedures using all available means including change of destination or in flight lost link procedures and flight plan programming;
- (g) Hazardous weather identification and avoidance procedures;



- (h) Abnormal and emergency procedures and manoeuvres including simulated aircraft power plant and electrical system failures, software failures, loss of control link, failures and malfunctions limited to the RPS, communication failure;
- (i) Operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (j) Communication procedures and phraseology.



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CHAPTER 17

FLIGHT DISPATCHER LICENCE

LIC.1500 Minimum age

The applicant for a flight dispatcher licence shall be not less than 21 years of age.

LIC.1505 Privileges and conditions

Subject to compliance with the requirements specified in LIC.065, the privileges of the holder of a flight dispatcher licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in CAR OPS 1/3 or CAR OPS 2A/2H, as applicable.

LIC.1510 Theoretical knowledge

An applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight dispatcher licence, in at least the following subjects:

Air law

- (a) rules and regulations relevant for operational control and to the holder of a flight dispatcher;

Aircraft general knowledge

- (b) principles of operation of aeroplane engines, systems and instruments;
- (c) operating limitations of aeroplanes and engines;
- (d) minimum equipment list and configuration deviation list;

Flight performance calculation, planning procedures and loading

- (e) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
- (f) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
- (g) take off performance including field length, climb and obstacle criteria and limitation;
- (h) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
- (i) landing performance including approach climb and field length criteria and limitations;
- (j) preparation and filing of air traffic services flight plans;
- (k) basic principles of computer-assisted planning systems;

*Human performance*

- (l) human performance relevant to operational control duties, including principles of threat and error management;

Meteorology

- (m) 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;
- (n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;

Navigation

- (o) principles of air navigation with particular reference to instrument flight;

Operational procedures

- (p) use of aeronautical documentation;
- (q) operational procedures for the carriage of freight and dangerous goods;
- (r) procedures relating to aircraft accidents and incidents; emergency flight procedures;
- (s) procedures relating to unlawful interference and sabotage of aircraft;

Principles of flight

- (t) principles of flight relating to the appropriate category of aircraft; and

Radio communication

- (u) procedures for communicating with aircraft and relevant ground stations.

LIC.1515 Experience

An applicant shall have gained the following experience;

- (a) a total of two years of service in any one or in any combination of the capacities specified in (1) to (3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
 - (1) a flight crew member in air transportation;
 - (2) a meteorologist in an organisation providing operational control to aircraft in air transportation;
 - (3) an air traffic controller; or a technical supervisor of flight dispatchers or air transportation flight operations systems; or
- (b) at least one year as an assistant in the dispatching of air transport; or

- (c) have satisfactorily completed a course of approved training.
- (d) The applicant shall have served under the supervision of a flight dispatcher for at least 90 working days within the six months immediately preceding the application.

LIC.1520 Skill test

The applicant shall have demonstrated the ability to;

- (a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- (b) identify and evaluate the risk factors and the possible consequences for flight operations;
- (c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
- (d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
- (e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
- (f) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;
- (h) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans;
- (i) 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 dispatcher licence; and
- (j) recognise and manage threats and errors.

LIC.1525 Licence renewal

To be eligible for the renewal of flight dispatcher licence issued under this Chapter, the licence holder shall have exercised the privileges granted by the licence within the previous six months.

[LIC.1530 Dispatcher provisions
(see CAR LIC .1515(d))

Applicant may begin company indoctrination, under the supervision of a CAA-B licence dispatcher, using Licence/Certification. Once company indoctrination has successfully been completed, the organisation can request the competency check with the authority.

Upon completion of the competency check and indoctrination, The applicant must submit a



completed application and supporting documentation for the conversion of their foreign licence, inclusive of training records to the Authority, along with a foreign licence/certificate. The applicant will be issued a licence with limitation which will allow them to work under the supervision of a CAA-B licenced dispatcher for a period of 90 days. Once evidence is provided demonstrating the 90-day supervised line training is satisfactorily completed, the limitation will be removed from the licence.]



CHAPTER 18

PARACHUTE RIGGER LICENCE

LIC.1600 Eligibility

The applicant for a parachute rigger licence shall;

- (a) be not less than 18 years of age;
- (b) be able to read, speak, write, and understand the English language; and
- (c) comply with the sections of this Chapter that apply to the licence and type rating held.

LIC.1605 Conditions

- (a) No person may pack, maintain, or modify any personnel-carrying parachute intended for emergency use in connection with civil aircraft of The Bahamas unless he or she holds an appropriate current licence and type rating issued under this Chapter and complies with this Chapter.
- (b) Except as allowed by paragraph (c), no person may pack, maintain, or modify any main parachute of a dual parachute pack to be used for intentional jumping from a civil aircraft of The Bahamas unless he or she has an appropriate valid licence issued under this Chapter.
- (c) A person who does not hold a licence may pack the main parachute of a dual parachute pack that is to be used by that person for intentional jumping.
- (d) In addition to the requirements of LIC.050(a), each person who holds a parachute rigger licence shall present it for inspection upon the request of the Authority or an authorised representative of the Authority or local law enforcement officer.

LIC.1610 Type ratings

- (a) The following type ratings are issued under this Chapter:
 - (1) Seat
 - (2) Back
 - (3) Chest
 - (4) Lap
- (b) An applicant for a parachute rigger licence shall;
 - (1) Present evidence satisfactory to the Authority of having packed at least 20 parachutes of the type rating sought, in accordance with the manufacturer's instructions and under the supervision of a licenced parachute rigger holding a rating for that type or a person holding an appropriate military rating; and
 - (2) Pass a skill test, to the satisfaction of the Authority, showing the ability to pack and maintain the type of parachute for which the applicant seeks a rating.



- (c) A licenced parachute rigger shall not exercise the privileges of his licence unless he or she has at least the following facilities and equipment available:
- (1) A smooth top table at least 1 m wide by 10 m long;
 - (2) Suitable housing that is adequately heated, lighted, and ventilated for drying and airing parachutes;
 - (3) Enough packing tools and other equipment to pack and maintain the types of parachutes serviced; and
 - (4) Adequate housing facilities to perform applicable duties and to protect tools and equipment.

LIC.1615 Performance Standards and Recency Requirements

A licenced parachute rigger shall not:

- (a) Pack, maintain, or modify any parachute unless he or she is rated for that type;
- (b) Pack a parachute that is not safe for emergency use;
- (c) Pack a parachute that has not been thoroughly dried and aired;
- (d) Modify a parachute in a manner that is not specifically authorised by the Authority or the manufacturer;
- (e) Pack, maintain, or modify a parachute in any manner that deviates from procedures approved by the Authority or the manufacturer of the parachute; or
- (f) Exercise the privileges of the licence and type rating unless he or she understands the current manufacturer's instructions for the operation involved and has:
 - (1) Performed duties under the licence for at least 90 days within the preceding 12 months; or
 - (2) Shown to the Authority the ability to perform those duties.

LIC.1620 Records

- (a) Each licenced parachute rigger shall keep a record of the packing, maintenance, and modification of parachutes or the supervision of those activities.
- (b) Each licenced parachute rigger who packs a parachute shall enter, on the parachute packing record attached to the parachute, the date and place of the packing and a notation of any defects found during any inspection, and shall sign that record with his or her name and licence number.
- (c) The record required by paragraph (a) shall contain, with respect to each parachute worked on, a statement of the:
 - (1) Type and make;
 - (2) Serial number;
 - (3) Name and address of its owner or user;



- (4) Kind and extent of the work performed;
 - (5) Date when and the place where the work was performed; and
 - (6) Results of any drop tests made with it.
- (d) Each person who makes a record under paragraph (a) shall keep it for at least 2 years after the date it is made.

LIC.1625 Seal

- (a) Each licenced parachute rigger shall have a seal with an identifying mark prescribed by the Authority, and a seal press.
- (b) After packing a parachute, the parachute rigger shall seal the pack with his or her seal in accordance with the manufacturer's recommendation for that type of parachute.

LIC.1630 Validity of Parachute Rigger Licence

- (a) The validity period of the licence is 5 years.
- (b) A licence shall become invalid when a parachute rigger has ceased to exercise the privileges of the licence for a period of 6 months.
- (c) A licence shall remain invalid until the parachute rigger's ability to exercise the privileges of the licence has been re-established.

LIC.1635 Renewal or reissue

- (a) A parachute rigger licence that has not expired may be renewed for an additional 5 years if the holder presents to the Authority evidence that he or she has, within the past 6 months preceding the expiry date:
 - (1) Been actively engaged in the duties of a parachute rigger; or
 - (2) Received refresher training acceptable to the Authority.
- (b) If the parachute rigger licence has expired, the applicant shall have received refresher training acceptable to the Authority and shall pass a skill test on the areas of operation for a parachute rigger, as applicable to the licence and ratings to be renewed.



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CHAPTER 19

AIR TRAFFIC CONTROLLER LICENCE

LIC.1700 Student air traffic controller

- (a) The Authority shall take the appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.
- (b) The Authority shall not permit a student air traffic controller to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.

LIC.1705 Air traffic controller licence

Before issuing an air traffic controller licence, the Authority shall require the applicant to meet the following requirements and the requirements of at least one of the ratings set out in LIC.1725. Unlicensed State employees may operate as air traffic controllers on condition that they meet the same requirements.

LIC.1710 Age and medical requirement

- (a) The applicant shall be not less than 21 years of age.
- (b) The applicant shall hold a current Class 3 Medical Assessment.

LIC 1715 Theoretical knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects:

Air law

- (a) rules and regulations relevant to the air traffic controller;

Air traffic control equipment

- (b) principles, use and limitations of equipment used in air traffic control;

General knowledge

- (c) until 2 November 2022, principles of flight; principles of operation and functioning of aircraft, engines and systems; aircraft performance relevant to air traffic control operations;
- (d) as of 3 November 2022, principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performance relevant to air traffic control operations;

Human performance

- (e) human performance including principles of Threat and error management;

Meteorology



- (f) aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;

Navigation

- (g) principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and

Operational procedures

- (h) air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

LIC.1720 Experience

- (a) The applicant shall have completed an approved training course and demonstrated the required competence, having accomplished not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an air traffic control on-the-job instructor (OJTI). The experience requirements specified for air traffic controller ratings under LIC.1725 may be credited as part of the experience specified in this paragraph.
- (b) An air traffic controller acting as an air traffic control on-the-job training instructor shall hold an appropriate rating and be qualified as an air traffic control on-the-job training instructor.

LIC.1725 Air traffic controller ratings

- (a) Categories of air traffic controller ratings

Air traffic controller ratings shall comprise the following categories:

- (1) aerodrome control rating;
- (2) approach control procedural rating;
- (3) approach control surveillance rating;

- (b) Knowledge requirements for air traffic controller ratings

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility:

- (1) 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;



- (vi) terrain and prominent landmarks;
 - (vii) characteristics of air traffic;
 - (viii) weather phenomena; and
 - (ix) emergency and search and rescue plans;
- (2) approach control procedural ratings:
- (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
- (3) approach control surveillance,

The applicant shall meet the requirements specified in (2) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:

- (i) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
 - (ii) procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.
- (c) Experience
- (1) The applicant shall have;
- (i) satisfactorily completed an approved training course;
 - (ii) demonstrated the required competency while providing, under the supervision of an air traffic control on-the-job training instructor (OJTI), one or more of the following:
 - (A) *aerodrome control rating*: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;
 - (B) *approach control procedural, approach control surveillance*: the control service for which the rating is sought, for a period of not less than 180 hours



or three months, whichever is greater, at the unit for which the rating is sought; and

(C) if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 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 air traffic control (ATC) on-the-job training instructor (OJTI).

(2) The application for a rating shall be made within six months from the completion of the experience specified in (ii) above.

(3) When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirements can be reduced, and if so, to what extent.

(d) Skill

The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.

(e) Concurrent issuance of two air traffic controller ratings

When two air traffic controller ratings are sought concurrently, the Authority shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.

LIC.1730 Privileges of the holder of the air traffic controller rating(s)

(a) The privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be;

(1) *aerodrome control rating*: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;

(2) *approach control procedural rating*: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;

(3) *approach control surveillance rating*: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;

(i) subject to compliance with the provisions of LIC.1730(c)(3), the privileges shall include the provision of surveillance radar approaches;

(b) Before exercising the privileges indicated in (a), the licence holder shall be familiar with all pertinent and current information.



- (c) A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period of 180 days. The period shall commence on the date he last exercised those privileges and become invalid at midnight 180 days thereafter.

LIC.1735 Validity of ratings

- (a) A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period of six months.
- (b) A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

LIC.1740 Unit licence endorsement

- (a) Prior to exercising the privileges of a rating, the licence holder shall have received training and achieved competency to be issued with a unit licence endorsement for the applicable air traffic service unit.
- (b) The period of validity of a unit licence endorsement shall be 12 calendar months, in addition to the remainder of the month of issue. If issued within the final 60 days of validity the period of validity shall extend from the date of issue until 12 calendar months from the expiry date of that previous unit licence endorsement.

LIC.1745 Instructors

- (a) The holder of an air traffic controller licence shall not carry out instruction in an operational environment unless such holder has received an endorsement from the Authority
- (b) The privileges of the holder of an instructor endorsement are to conduct training and supervision for the issue, and revalidation or renewal of unit licence endorsements.
- (c) Applicants for an instructor endorsement shall demonstrate relevant knowledge, background and appropriate experience related to the privileges of an instructor, in at least the following areas:
- (1) techniques of applied instruction;
 - (2) assessment of student performance in those subjects in which ground instruction is given;
 - (3) the learning process;
 - (4) elements of effective teaching;
 - (5) competency-based training principles, including student assessments;
 - (6) evaluation of the training programme effectiveness;
 - (7) lesson planning;
 - (8) classroom instructional techniques;
 - (9) use of training aids, including cabin simulation training devices as appropriate;
 - (10) analysis and correction of student errors;
 - (11) human performance relevant to instruction, including principles of threat and error management; and
 - (12) hazards involved in simulating system failures and malfunctions in the aircraft.
- (d) All instructors shall be trained to achieve the following competences:



- Prepare resources,
 - Create a climate conducive to learning,
 - Present knowledge,
 - Integrate Threat and Error Management (TEM) and crew resource management,
 - Manage time to achieve training objectives,
 - Facilitate learning,
 - Assess trainee performance,
 - Monitor and review progress,
 - Evaluate training sessions,
 - Report outcome.
- (d) An instructor endorsement shall be valid for 3 years provided instructors maintain their knowledge, skills and qualifications.

LIC.1750 Examiners

- (a) The holder of an air traffic controller licence shall not carry out any examiner privileges unless such holder has received an endorsement from the Authority
- (b) The privileges of the holder of an examiner endorsement are to conduct skill tests for the issue, and revalidation or renewal of an air traffic controller licence or rating.
- (c) Applicants for an examiner endorsement shall demonstrate relevant knowledge, background and appropriate experience related to the privileges of an examiner.
- (d) With the exception of CAR LIC. 1000, an examiner shall meet the requirements of CAR LIC, Chapter 11, Section 1 – Common Requirements.
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APPENDIX 1

CREDITING OF THEORETICAL KNOWLEDGE

A. CREDITING OF THEORETICAL KNOWLEDGE FOR THE ISSUE OF A PILOT LICENCE IN ANOTHER CATEGORY OF AIRCRAFT — BRIDGE INSTRUCTION AND EXAMINATION REQUIREMENTS

1. PPL, BPL and SPL

1.1. Without prejudice to the paragraph above, for the issue of a PPL, BPL or SPL, the holder of a licence in another category of aircraft shall receive theoretical knowledge instruction and pass theoretical knowledge examinations to the appropriate level in the following subjects:

- Principles of Flight,
- Operational Procedures,
- Flight Performance and Planning,
- Aircraft General Knowledge, Navigation.

2. CPL

2.1. An applicant for a CPL holding a CPL in another category of aircraft shall have received theoretical knowledge bridge instruction on an approved course according to the differences identified between the CPL syllabi for different aircraft categories.

2.2. The applicant shall pass theoretical knowledge examinations as defined in these regulations for the following subjects in the appropriate aircraft category:

- Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,
- Aircraft General Knowledge: Instrumentation,
- Performance Aeroplanes or Helicopters, as applicable,
- Operational Procedures, and
- Principles of Flight.

2.3. An applicant for a CPL having passed the relevant theoretical examinations for an IR in the same category of aircraft is credited towards the theoretical knowledge requirements in the following subjects:

- Human Performance,
- Meteorology.



3. ATPL

- 3.1. An applicant for an ATPL holding an ATPL in another category of aircraft shall have received theoretical knowledge bridge instruction at an ATO according to the differences identified between the ATPL syllabi for different aircraft categories.
- 3.2. The applicant shall pass theoretical knowledge examinations as defined in these regulations for the following subjects in the appropriate aircraft category:
- Aircraft General Knowledge: Airframe and Systems, Electrics, Powerplant, Emergency Equipment,
 - Aircraft General Knowledge: Instrumentation,
 - Performance,
 - Operational Procedures, and
 - Principles of Flight.
- 3.3. An applicant for an ATPL(A) having passed the relevant theoretical examination for a CPL(A) is credited towards the theoretical knowledge requirements in subject VFR Communications.
- 3.4. An applicant for an ATPL(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
- Air Law,
 - Principles of Flight (Helicopter),
 - VFR Communications.
- 3.5. An applicant for an ATPL(A) having passed the relevant theoretical examination for an IR(A) is credited towards the theoretical knowledge requirements in subject IFR Communications.
- 3.6. An applicant for an ATPL(H) with an IR(H), having passed the relevant theoretical examinations for a CPL(H) is credited towards the theoretical knowledge requirements in the following subjects:
- Principles of Flight (Helicopter),
 - VFR Communications.

4. IR

- 4.1. An applicant for an IR having passed the relevant theoretical examinations for a CPL in the same aircraft category is credited towards the theoretical knowledge requirements in the following subjects:
- Human Performance,
 - Meteorology.
- 4.2. An applicant for an IR(H) having passed the relevant theoretical examinations for an ATPL(H) VFR



is required to pass the following examination subjects:

- Air Law,
- Flight Planning and Flight Monitoring,
- Radio Navigation,
- IFR Communications.



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APPENDIX 2

LANGUAGE PROFICIENCY RATING SCALE — EXPERT, EXTENDED AND OPERATIONAL LEVEL

| Level | Pronunciation | Structure | Vocabulary | Fluency | Comprehension | Interactions |
|----------------------------------|---|---|--|--|--|---|
| Expert (Level 6) | Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding. | Both basic and complex grammatical structures and sentence patterns are consistently well controlled. | 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. | Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasise a point. Uses appropriate discourse markers and connectors spontaneously. | Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties. | Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately. |
| Extended (Level 5) | Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding. | Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning. | Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Para-phrases consistently and successfully. Vocabulary is sometimes idiomatic. | 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. | Comprehension is accurate on common, concrete, and work-related topics and is mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers. | Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively. |
| Operational (Level 4) | Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding. | Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning. | Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances. | 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 and connectors. Fillers are not distracting. | 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 confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies. | 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 or by checking, confirming, or clarifying. |



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APPENDIX 3

TRAINING COURSES FOR THE ISSUE OF A CPL AND AN ATPL

1. This Appendix describes the requirements for the different types of training courses for the issue of a CPL and an ATPL, with and without an IR.
2. An applicant wishing to transfer to another ATO during a training course shall apply to the Authority for a formal assessment of the further hours of training required.

A. ATP integrated course — Aeroplanes

GENERAL

1. The aim of the ATP(A) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.
2. An applicant wishing to undertake an ATP(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(A) or PPL(H) entrant, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
 - (b) visual and instrument flying training; and
 - (c) training in MCC for the operation of multi-pilot aeroplanes.
5. An applicant failing or unable to complete the entire ATP(A) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An ATP(A) theoretical knowledge course shall comprise at least 750 hours of instruction.
7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction and exercises.

THEORETICAL KNOWLEDGE EXAMINATION

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(A).



FLYING TRAINING

9. The flying training, not including type rating training, shall comprise a total of at least 195 hours, to include all progress tests, of which up to 55 hours for the entire course may be instrument ground time. Within the total of 195 hours, applicants shall complete at least:
- (a) 95 hours of dual instruction, of which up to 55 hours may be instrument ground time;
 - (b) 70 hours as PIC, including VFR flight and instrument flight time as student pilot-in-command (SPIC). The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
 - (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which will include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
 - (e) 115 hours of instrument time comprising, at least:
 - (i) 20 hours as SPIC;
 - (ii) 15 hours MCC, for which an FFS or FNPT II may be used; (3) 50 hours of instrument flight instruction, of which up to:
 - (1) 25 hours may be instrument ground time in a FNPT I; or
 - (2) 40 hours may be instrument ground time in a FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;

- (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

Note: As part of the training the applicant should have received, in actual flight, upset prevention and recovery training approved by the Authority.

SKILL TEST

10. Upon completion of the related flying training, the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane and the IR skill test on a multi-engine aeroplane.

B. ATP modular course — Aeroplanes

1. Applicants for an ATPL(A) who complete their theoretical knowledge instruction at a modular course shall:



- (a) hold at least a PPL(A) issued in accordance with ICAO Annex 1; and complete at least the following hours of theoretical knowledge instruction:
- (i) for applicants holding a PPL(A): 650 hours;
 - (ii) for applicants holding a CPL(A): 400 hours;
 - (iii) for applicants holding an IR(A): 500 hours;
 - (iv) for applicants holding a CPL(A) and an IR(A): 250 hours.

The theoretical knowledge instruction shall be completed before the skill test for the ATPL(A) is taken.

C. CPL/IR integrated course — Aeroplanes

GENERAL

1. The aim of the CPL(A) and IR(A) integrated course is to train pilots to the level of proficiency necessary to operate single-pilot single-engine or multi-engine aeroplanes in commercial air transport and to obtain the CPL(A)/IR.
2. An applicant wishing to undertake a CPL(A)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(A) or PPL(H) entrant, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(A) and IR knowledge level; and
 - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL/IR(A) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL(A)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A) and an IR.

FLYING TRAINING



8. The flying training, not including type rating training, shall comprise a total of at least 180 hours, to include all progress tests, of which up to 40 hours for the entire course may be instrument ground time. Within the total of 180 hours, applicants shall complete at least:
- (a) 80 hours of dual instruction, of which up to 40 hours may be instrument ground time;
 - (b) 70 hours as PIC, including VFR flight and instrument flight time which may be flown as SPIC. The instrument flight time as SPIC shall only be counted as PIC flight time up to a maximum of 20 hours;
 - (c) 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
 - (e) 100 hours of instrument time comprising, at least:
 - (i) 20 hours as SPIC; and
 - (ii) 50 hours of instrument flight instruction, of which up to:
 - (1) 25 hours may be instrument ground time in an FNPT I; or
 - (2) 40 hours may be instrument ground time in an FNPT II, FTD 2 or FFS, of which up to 10 hours may be conducted in an FNPT I.

An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
 - (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least 4 persons that has a variable pitch propeller and retractable landing gear.

SKILL TESTS

9. Upon completion of the related flying training the applicant shall take the CPL(A) skill test and the IR skill test on either a multi-engine aeroplane or a single-engine aeroplane.

D. CPL integrated course — Aeroplanes

GENERAL

1. The aim of the CPL(A) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(A).
2. An applicant wishing to undertake a CPL(A) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(A)



or PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(A) or PPL(H) entrant, 50 % of the hours flown prior to the course shall be credited, up to a maximum of 40 hours flying experience, or 45 hours if an aeroplane night rating has been obtained, of which up to 20 hours may count towards the requirement for dual instruction flight time.

4. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(A) knowledge level; and
 - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL(A) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL(A) theoretical knowledge course shall comprise at least 350 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

FLYING TRAINING

8. The flying training, not including type rating training, shall comprise a total of at least 150 hours, to include all progress tests, of which up to 5 hours for the entire course may be instrument ground time. Within the total of 150 hours, applicants shall complete at least:
 - (a) 80 hours of dual instruction, of which up to 5 hours may be instrument ground time;
 - (b) 70 hours as PIC;
 - (c) 20 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
 - (d) 5 hours flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings;
 - (e) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, FTD 2, FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
 - (f) 5 hours to be carried out in an aeroplane certificated for the carriage of at least four persons that has a variable pitch propeller and retractable landing gear.

SKILL TEST



9. Upon completion of the flying training the applicant shall take the CPL(A) skill test on a single-engine or a multi-engine aeroplane.

E. CPL modular course — Aeroplanes

GENERAL

1. The aim of the CPL(A) modular course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).
2. Before commencing a CPL(A) modular course an applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1.
3. Before commencing the flight training the applicant shall:
 - (a) have completed 150 hours flight time;
 - (b) have complied with the pre-requisites for the issue of a class or type rating for multi-engine aeroplanes in accordance with Chapter 8, if a multi-engine aeroplane is to be used on the skill test.
4. An applicant wishing to undertake a modular CPL(A) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO conducting theoretical knowledge instruction only.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(A) knowledge level; and
 - (b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

6. An approved CPL(A) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(A).

FLYING TRAINING

8. Applicants without an IR shall be given at least 25 hours dual flight instruction, including 10 hours of instrument instruction of which up to 5 hours may be instrument ground time in a BITD, an FNPT I or II, an FTD 2 or an FFS.
9. Applicants holding a valid IR(A) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(H) shall be credited up to 5 hours of the dual instrument instruction time, in which case at least 5 hours dual instrument instruction time shall be given in an aeroplane. An applicant holding a Course Completion Certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time.
10. (a) Applicants with a valid IR shall be given at least 15 hours dual visual flight instruction.



- (b) Applicants without a night rating aeroplane shall be given additionally at least 5 hours night flight instruction, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings.
11. At least 5 hours of the flight instruction shall be carried out in an aeroplane certificated for the carriage of at least 4 persons and have a variable pitch propeller and retractable landing gear.

EXPERIENCE

12. The applicant for a CPL(A) shall have completed at least 200 hours flight time, including at least:
- (a) 100 hours as PIC, of which 20 hours of cross-country flight as PIC, which shall include a VFR cross-country flight of at least 540 km (300 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made;
- (b) 5 hours of flight time shall be completed at night, comprising 3 hours of dual instruction, which shall include at least 1 hour of cross-country navigation and 5 solo take-offs and 5 solo full stop landings; and
- (c) 10 hours of instrument flight instruction, of which up to 5 hours may be instrument ground time in an FNPT I, or FNPT II or FFS. An applicant holding a course completion certificate for the Basic Instrument Flight Module shall be credited with up to 10 hours towards the required instrument instruction time. Hours done in a BITD shall not be credited;
- (d) 6 hours of flight time shall be completed in a multi-engine aeroplane.
- (e) Hours as PIC of other categories of aircraft may count towards the 200 hours flight time, in the following cases:
- (i) 30 hours in helicopter, if the applicant holds a PPL(H); or
- (ii) 100 hours in helicopters, if the applicant holds a CPL(H); or
- (iii) 30 hours in TMGs or sailplanes; or
- (iv) 30 hours in airships, if the applicant holds a PPL(As); or
- (v) 60 hours in airships, if the applicant holds a CPL(As).

SKILL TEST

13. Upon completion of the flying training and relevant experience requirements the applicant shall take the CPL(A) skill test on either a single-engine or a multi-engine aeroplane.

F. ATP/IR integrated course — Helicopters

GENERAL

1. The aim of the ATP(H)/IR integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters in commercial air transport and to obtain the CPL(H)/IR.



2. An applicant wishing to undertake an ATP(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(H) entrant, 50 % of the relevant experience shall be credited, up to a maximum of:
 - (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(H) and IR knowledge level;
 - (b) visual and instrument flying training; and
 - (c) training in MCC for the operation of multi-pilot helicopters.
5. An applicant failing or unable to complete the entire ATP(H)/IR course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An ATP(H)/IR theoretical knowledge course shall comprise at least 750 hours of instruction.
7. The MCC course shall comprise at least 25 hours of theoretical knowledge instruction exercises.

THEORETICAL KNOWLEDGE EXAMINATION

8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL(H) and an IR.

FLYING TRAINING

9. The flying training shall comprise a total of at least 195 hours, to include all progress tests. Within the total of 195 hours, applicants shall complete at least:
 - (a) 140 hours of dual instruction, of which:
 - (i) 75 hours visual instruction may include:
 - (1) 30 hours in a helicopter FFS, level C/D; or
 - (2) 25 hours in a FTD 2, 3; or
 - (3) 20 hours in a helicopter FNPT II/III; or
 - (4) 20 hours in an aeroplane or TMG;



- (ii) 50 hours instrument instruction may include:
 - (1) up to 20 hours in a helicopter FFS or FTD 2,3 or FNPT II/III; or
 - (2) 10 hours in at least a helicopter FNPT 1 or an aeroplane;
- (iii) 15 hours MCC, for which a helicopter FFS or helicopter FTD 2, 3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III;

- (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (e) 50 hours of dual instrument time comprising:
 - (i) 10 hours basic instrument instruction time; and
 - (ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR--certificated helicopter.

SKILL TESTS

10. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on a multi-engine helicopter and the IR skill test on an IFR certificated multi-engine helicopter and shall comply with the requirements for MCC training.

G. ATP integrated course — Helicopters

GENERAL

1. The aim of the ATP(H) integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot on multi-pilot multi-engine helicopters limited to VFR privileges in commercial air transport and to obtain the CPL(H).
2. An applicant wishing to undertake an ATP(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with ICAO Annex 1. In the case of a PPL(H) entrant, 50 % of the relevant experience shall be credited, up to a maximum of:



- (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
4. The course shall comprise:
- (a) theoretical knowledge instruction to the ATPL(H) knowledge level;
 - (b) visual and basic instrument flying training; and
 - (c) training in MCC for the operation of multi-pilot helicopters.
5. An applicant failing or unable to complete the entire ATP(H) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

- 6. An ATP(H) theoretical knowledge course shall comprise at least 650 hours of instruction.
- 7. The MCC course shall comprise at least 20 hours of theoretical knowledge instruction exercises.

THEORETICAL KNOWLEDGE EXAMINATION

- 8. An applicant shall demonstrate the level of knowledge appropriate to the privileges granted to the holder of an ATPL (H).

FLYING TRAINING

- 9. The flying training shall comprise a total of at least 150 hours, to include all progress tests. Within the total of 150 hours, applicants shall complete at least:
 - (a) 95 hours of dual instruction, of which:
 - (i) 75 hours visual instruction may include:
 - (1) 30 hours in a helicopter FFS level C/D; or
 - (2) 25 hours in a helicopter FTD 2,3; or
 - (3) 20 hours in a helicopter FNPT II/III; or
 - (4) 20 hours in an aeroplane or TMG;
 - (ii) 10 hours basic instrument instruction may include 5 hours in at least a helicopter FNPT I or an aeroplane;
 - (iii) 10 hours MCC, for which a helicopter: helicopter FFS or FTD 2,3(MCC) or FNPT II/III(MCC) may be used.

If the helicopter used for the flying training is of a different type from the helicopter FFS



used for the visual training, the maximum credit shall be limited to that allocated for the helicopter FNPT II/III;

- (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 50 hours of cross-country flight, including at least 10 hours of cross-country flight as SPIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which landings at two different aerodromes from the aerodrome of departure shall be made;
- (d) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

SKILL TESTS

10. Upon completion of the related flying training the applicant shall take the CPL(H) skill test on a multi-engine helicopter and comply with MCC requirements.

H. ATP modular course — Helicopters

1. Applicants for an ATPL(H) who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction within a period of 18 months:
 - (a) for applicants holding a PPL(H) issued in accordance with ICAO Annex 1: 550 hours;
 - (b) for applicants holding a CPL(H): 300 hours.
2. Applicants for an ATPL(H)/IR who complete their theoretical knowledge instruction at a modular course shall hold at least a PPL(H) and complete at least the following hours of instruction:
 - (a) for applicants holding a PPL(H): 650 hours;
 - (b) for applicants holding a CPL(H): 400 hours;
 - (c) for applicants holding an IR(H): 500 hours;
 - (d) for applicants holding a CPL(H) and an IR(H): 250 hours.

I CPL/IR integrated course — Helicopters

GENERAL

1. The aim of the CPL(H)/IR integrated course is to train pilots to the level of proficiency necessary to operate single- pilot multi-engine helicopters and to obtain the CPL(H)/IR multi-engine helicopter.
2. An applicant wishing to undertake a CPL(H)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H)



issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(H), 50 % of the relevant experience shall be credited, up to a maximum of:

- (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction, if a helicopter night rating has been obtained.
4. The course shall comprise:
- (a) theoretical knowledge instruction to CPL(H) and IR knowledge level, and the initial multi-engine helicopter type rating; and
 - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL(H)/IR course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL(H)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H) and an IR.

FLYING TRAINING

8. The flying training shall comprise a total of at least 180 hours including all progress tests. Within the 180 hours, applicants shall complete at least:
- (a) 125 hours of dual instruction, of which:
 - (i) 75 hours visual instruction, which may include:
 - (1) 30 hours in a helicopter FFS level C/D; or
 - (2) 25 hours in a helicopter FTD 2, 3; or
 - (3) 20 hours in a helicopter FNPT II/III; or
 - (4) 20 hours in an aeroplane or TMG;
 - (ii) 50 hours instrument instruction which may include:
 - (1) up to 20 hours in a helicopter FFS or FTD 2, 3, or FNPT II, III; or
 - (2) 10 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the



visual training, the maximum credit shall be limited to that allocated for the FNPT II/III;

- (b) 55 hours as PIC, of which 40 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours of flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;
- (f) 50 hours of dual instrument time comprising:
 - (i) 10 hours basic instrument instruction time; and
 - (ii) 40 hours IR Training, which shall include at least 10 hours in a multi-engine IFR--certificated helicopter.

SKILL TEST

9. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test on either a multi-engine or a single-engine helicopter and the IR skill test on an IFR--certificated multi-engine helicopter.

J. CPL integrated course — Helicopters

GENERAL

1. The aim of the CPL(H) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(H).
2. An applicant wishing to undertake a CPL(H) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(H) issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(H), 50 % of the relevant experience shall be credited, up to a maximum of:
 - (a) 40 hours, of which up to 20 hours may be dual instruction; or
 - (b) 50 hours, of which up to 25 hours may be dual instruction if a helicopter night rating has been obtained.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(H) knowledge level; and
 - (b) visual and instrument flying training.



5. An applicant failing or unable to complete the entire CPL(H) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An approved CPL(H) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is the holder of a PPL.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

FLYING TRAINING

8. The flying training shall comprise a total of at least 135 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 135 hours total, applicants shall complete at least:

- (a) 85 hours of dual instruction, of which:
 - (i) up to 75 hours may be visual instruction, and may include:
 - (1) 30 hours in a helicopter FFS level C/D; or
 - (2) 25 hours in a helicopter FTD 2, 3; or
 - (3) 20 hours in a helicopter FNPT II/III; or
 - (4) 20 hours in an aeroplane or TMG;
 - (ii) up to 10 hours may be instrument instruction, and may include 5 hours in at least a helicopter FNPT I or an aeroplane.

If the helicopter used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to that allocated for the FNPT II/III;

- (b) 50 hours as PIC, of which 35 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 10 hours dual cross-country flying;
- (d) 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM) in the course of which full stop landings at two different aerodromes from the aerodrome of departure shall be made;
- (e) 5 hours flight time in helicopters shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing;



- (f) 10 hours of instrument dual instruction time, including at least 5 hours in a helicopter.

SKILL TEST

9. Upon completion of the related flying training, the applicant shall take the CPL(H) skill test.

K. CPL modular course — Helicopters

GENERAL

1. The aim of the CPL(H) modular course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H).
2. Before commencing a CPL(H) modular course an applicant shall be the holder of a PPL(H) issued in accordance with ICAO Annex 1.
3. Before commencing the flight training the applicant shall:
 - (a) have completed 155 hours flight time as a pilot in helicopters, including 50 hours as PIC of which 10 hours shall be cross-country;
 - (b) have complied with LIC.725 and LIC.720.H if a multi-engine helicopter is to be used on the skill test.
4. An applicant wishing to undertake a modular CPL(H) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(H) knowledge level; and
 - (b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

6. An approved CPL(H) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(H).

FLYING TRAINING

8. Applicants without an IR shall be given at least 30 hours dual flight instruction, of which:
- (a) 20 hours visual instruction, which may include 5 hours in a helicopter FFS or FTD 2,3 or FNPT II, III; and



- (b) 10 hours instrument instruction, which may include 5 hours in at least a helicopter FTD 1 or FNPT I or aeroplane.
9. Applicants holding a valid IR(H) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR(A) shall complete at least 5 hours of the dual instrument instruction time in a helicopter.
 10. Applicants without a night rating helicopter shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

11. The applicant for a CPL(H) shall have completed at least 185 hours flight time, including 50 hours as PIC, of which 10 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 185 km (100 NM), in the course of which full stop landings at two aerodromes different from the aerodrome of departure shall be made.

Hours as pilot-in-command of other categories of aircraft may count towards the 185 hours flight time, in the following cases:

- (a) 20 hours in aeroplanes, if the applicant holds a PPL(A); or
 - (b) 50 hours in aeroplanes, if the applicant holds a CPL(A); or
 - (c) 10 hours in TMGs or sailplanes; or
 - (d) 20 hours in airships, if the applicant holds a PPL(As); or
 - (e) 50 hours in airships, if the applicant holds a CPL(As). SKILL TEST
12. Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(H) skill test.

L. CPL/IR integrated course — Airships

GENERAL

1. The aim of the CPL(As)/IR integrated course is to train pilots to the level of proficiency necessary to operate airships and to obtain the CPL(As)/IR.
2. An applicant wishing to undertake a CPL(As)/IR integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
 - (a) 10 hours, of which up to 5 hours may be dual instruction; or
 - (b) 15 hours, of which up to 7 hours may be dual instruction, if an airship night rating has been obtained.



4. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(As) and IR knowledge level, and the initial airship type rating; and
 - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL/IR(As) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. A CPL(As)/IR theoretical knowledge course shall comprise at least 500 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As) and an IR.

FLYING TRAINING

8. The flying training shall comprise a total of at least 80 hours including all progress tests. Within the 80 hours, applicants shall complete at least:
 - (a) 60 hours of dual instruction, of which:
 - (i) 30 hours visual instruction, which may include:
 - (1) 12 hours in an airship FFS; or
 - (2) 10 hours in an airship FTD; or
 - (3) 8 hours in an airship FNPT II/III; or
 - (4) 8 hours in an aeroplane, helicopter or TMG;
 - (ii) 30 hours instrument instruction which may include:
 - (1) up to 12 hours in an airship FFS or FTD or FNPT II, III; or
 - (2) 6 hours in at least a airship FTD 1 or FNPT I or aeroplane.

If the airship used for the flying training is of a different type from the FFS used for the visual training, the maximum credit shall be limited to 8 hours;

- (b) 20 hours as PIC, of which 5 hours may be as SPIC. At least 14 hours solo day and 1 hour solo night shall be made;
- (c) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;



- (d) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
- (e) 30 hours of dual instrument time comprising:
 - (i) 10 hours basic instrument instruction time; and
 - (ii) 20 hours IR Training, which shall include at least 10 hours in a multi-engine IFR--certificated airship.

SKILL TEST

9. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test on either a multi-engine or a single-engine airship and the IR skill test on an IFR--certificated multi-engine airship.

M. CPL integrated course — Airships

GENERAL

1. The aim of the CPL(As) integrated course is to train pilots to the level of proficiency necessary for the issue of a CPL(AS).
2. An applicant wishing to undertake a CPL(As) integrated course shall complete all the instructional stages in one continuous course of training as arranged by an ATO.
3. An applicant may be admitted to training either as an ab-initio entrant, or as a holder of a PPL(As), PPL(A) or PPL(H) issued in accordance with ICAO Annex 1. In the case of an entrant holding a PPL(As), PPL(A) or PPL(H) shall be credited up to a maximum of:
 - (a) 10 hours, of which up to 5 hours may be dual instruction; or
 - (b) 15 hours, of which up to 7 hours may be dual instruction if a airship night rating has been obtained.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(As) knowledge level; and
 - (b) visual and instrument flying training.
5. An applicant failing or unable to complete the entire CPL(As) course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

6. An approved CPL(As) theoretical knowledge course shall comprise at least 350 hours of instruction or 200 hours if the applicant is a PPL holder.

THEORETICAL KNOWLEDGE EXAMINATION



7. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

FLYING TRAINING

8. The flying training shall comprise a total of at least 50 hours, to include all progress tests, of which up to 5 hours may be instrument ground time. Within the 50 hours total, applicants shall complete at least:
 - (a) 30 hours of dual instruction, of which up to 5 hours may be instrument ground time;
 - (b) 20 hours as PIC;
 - (c) 5 hours dual cross-country flying;
 - (d) 5 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM) in the course of which two full stop landings at the destination aerodrome shall be made;
 - (e) 5 hours flight time in airships shall be completed at night comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include take-off and landing;
 - (f) 10 hours of instrument dual instruction time, including at least 5 hours in an airship.

SKILL TEST

9. Upon completion of the related flying training, the applicant shall take the CPL(As) skill test.

N. CPL modular course — Airships

GENERAL

1. The aim of the CPL(As) modular course is to train PPL(As) holders to the level of proficiency necessary for the issue of a CPL(As).
2. Before commencing a CPL(As) modular course an applicant shall:
 - (a) hold a PPL(As) issued in accordance with ICAO Annex 1;
 - (b) have completed 200 hours flight time as a pilot on airships, including 100 hours as PIC, of which 50 hours shall be cross-country.
3. An applicant wishing to undertake a modular CPL(As) course shall complete all the flight instructional stages in one continuous course of training as arranged by an ATO. The theoretical knowledge instruction may be given at an ATO that conducts theoretical knowledge instruction only.
4. The course shall comprise:
 - (a) theoretical knowledge instruction to CPL(As) knowledge level; and



- (b) visual and instrument flying training.

THEORETICAL KNOWLEDGE

5. An approved CPL(As) theoretical knowledge course shall comprise at least 250 hours of instruction.

THEORETICAL KNOWLEDGE EXAMINATION

6. An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a CPL(As).

FLYING TRAINING

7. Applicants without an IR shall be given at least 20 hours dual flight instruction, of which:
- (a) 10 hours visual instruction, which may include 5 hours in an airship FFS or FTD 2,3 or FNPT II, III; and
 - (b) 10 hours instrument instruction, which may include 5 hours in at least an airship FTD 1 or FNPT I or aeroplane.
8. Applicants holding a valid IR(As) shall be fully credited towards the dual instrument instruction time. Applicants holding a valid IR in another category of aircraft shall complete at least 5 hours of the dual instrument instruction time in an airship.
9. Applicants without a night rating airship shall be given additionally at least 5 hours night flight instruction comprising 3 hours of dual instruction including at least 1 hour of cross-country navigation and 5 solo night circuits. Each circuit shall include a take-off and a landing.

EXPERIENCE

10. The applicant for a CPL(As) shall have completed at least 250 hours flight time in airships, including 125 hours as PIC, of which 50 hours of cross-country flight as PIC, including a VFR cross-country flight of at least 90 km (50 NM), in the course of which a full stop landing at destination aerodrome. Hours as PIC of other categories of aircraft may count towards the 185 hours flight time, in the following cases:
- (a) 30 hours in aeroplanes or helicopters, if the applicant holds a PPL(A) or PPL(H) respectively; or
 - (b) 60 hours in aeroplanes or helicopters, if the applicant holds a CPL(A) or CPL(H) respectively; or
 - (c) 10 hours in TMGs or sailplanes; or
 - (d) 10 hours in balloons.

SKILL TEST



11. Upon completion of the related flying training and relevant experience, the applicant shall take the CPL(As) skill test.



APPENDIX 4

SKILL TEST FOR THE ISSUE OF A CPL

A. General

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.
5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test at any stage if it is considered that the applicant's demonstration of flying skills requires a complete re-test.
6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.
7. An applicant shall indicate to the FE the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist 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.
8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

B. Content of the skill test for the issue of a CPL — Aeroplanes

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.



2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for 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 90 minutes.
3. The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge; and
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

Height

normal flight ± 100 feet
 with simulated engine failure ± 150 feet

Tracking on radio aids $\pm 5^\circ$

Heading

normal flight $\pm 10^\circ$
 with simulated engine failure $\pm 15^\circ$

Speed

take-off and approach ± 5 knots
 all other flight regimes ± 10 knots

CONTENT OF THE TEST

5. Items in section 2(c) and (e)(iv), and the whole of sections 5 and 6 may be performed in an FNPT II or an FFS.

Use of the aeroplane checklists, airmanship, control of the aeroplane by external visual reference, anti-icing/de-icing procedures and principles of threat and error management apply in all sections.

| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
|---|---|
| a | Pre-flight, including: Flight planning, Documentation, Mass and balance determination, Weather brief, NOTAMS |
| b | Aeroplane inspection and servicing |



| | |
|--|---|
| c | Taxiing and take-off |
| d | Performance considerations and trim |
| e | Aerodrome and traffic pattern operations |
| f | Departure procedure, altimeter setting, collision avoidance (lookout) |
| g | ATC liaison — compliance, R/T procedures |
| SECTION 2 — GENERAL AIRWORK | |
| a | Control of the aeroplane by external visual reference, including straight and level, climb, descent, lookout |
| b | Flight at critically low airspeeds including recognition of and recovery from incipient and full stalls |
| c | Turns, including turns in landing configuration. Steep turns 45° |
| d | Flight at critically high airspeeds, including recognition of and recovery from spiral dives |
| e | Flight by reference solely to instruments, including: (i) level flight, cruise configuration, control of heading, altitude and airspeed (ii) climbing and descending turns with 10°-30° bank (iii) recoveries from unusual attitudes (iv) limited panel instruments |
| f | ATC liaison — compliance, R/T procedures |
| SECTION 3 — EN-ROUTE PROCEDURES | |
| a | Control of aeroplane by external visual reference, including cruise configuration Range/Endurance considerations |
| b | Orientation, map reading |
| c | Altitude, speed, heading control, lookout |
| d | Altimeter setting. ATC liaison — compliance, R/T procedures |
| e | Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking |
| f | Observation of weather conditions, assessment of trends, diversion planning |
| g | Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight) |
| SECTION 4 — APPROACH AND LANDING PROCEDURES | |
| a | Arrival procedures, altimeter setting, checks, lookout |
| b | ATC liaison — compliance, R/T procedures |
| c | Go-around action from low height |
| d | Normal landing, crosswind landing (if suitable conditions) |
| e | Short field landing |
| f | Approach and landing with idle power (single-engine only) |



| | |
|--|------------------------------|
| g | Landing without use of flaps |
| h | Post-flight actions |
| SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES | |

This section may be combined with sections 1 through 4

| | |
|---|---|
| a | Simulated engine failure after take-off (at a safe altitude), fire drill |
| b | Equipment malfunctions including alternative landing gear extension, electrical and brake failure |
| c | Forced landing (simulated) |
| d | ATC liaison — compliance, R/T procedures |
| e | Oral questions |
| SECTION 6 — SIMULATED ASYMMETRIC FLIGHT AND RELEVANT CLASS OR TYPE ITEMS | |

This section may be combined with sections 1 through 5

| | |
|---|---|
| a | Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS) |
| b | Asymmetric approach and go-around |
| c | Asymmetric approach and full stop landing |
| d | Engine shutdown and restart |
| e | ATC liaison — compliance, R/T procedures, Airmanship |
| f | As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: (i) aeroplane systems including handling of autopilot (ii) operation of pressurisation system (iii) use of de-icing and anti-icing system |
| g | Oral questions |

C. Content of the skill test for the issue of the CPL — Helicopters

1. The helicopter used for the skill test shall meet the requirements for training helicopters.
2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for section 3 may end at the aerodrome of departure or at another aerodrome and one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.
3. The applicant shall demonstrate the ability to:
 - (a) operate the helicopter within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;



- (d) apply aeronautical knowledge; and
- (e) maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

FLIGHT TEST TOLERANCES

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height

| | |
|---------------------------|----------------|
| normal flight | ± 100 feet |
| simulated major emergency | ± 150 feet |

Tracking on radio aids $\pm 10^\circ$

Heading

| | |
|---------------------------|----------------|
| normal flight | $\pm 10^\circ$ |
| simulated major emergency | $\pm 15^\circ$ |

Speed

| | |
|------------------------------------|----------------|
| take-off and approach multi-engine | ± 5 knots |
| all other flight regimes | ± 10 knots |

Ground drift

| | |
|---|--------------|
| T.O. hover I.G.E. | ± 3 feet |
| landing no sideways or backwards movement | |

CONTENT OF THE TEST

5. Items in section 4 may be performed in a helicopter FNPT or a helicopter FFS. Use of helicopter checklists, airmanship, control of helicopter by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

| SECTION 1 — PRE-FLIGHT/POST-FLIGHT CHECKS AND PROCEDURES | |
|--|---|
| a | Helicopter knowledge (e.g. technical log, fuel, mass and balance, performance), flight planning, documentation, NOTAMS, weather |
| b | Pre-flight inspection/action, location of parts and purpose |
| c | Cockpit inspection, starting procedure |
| d | Communication and navigation equipment checks, selecting and setting frequencies |
| e | Pre-take-off procedure, R/T procedure, ATC liaison-compliance |
| f | Parking, shutdown and post-flight procedure |
| SECTION 2 — HOVER MANOEUVRES, ADVANCED HANDLING AND CONFINED AREAS | |



| | |
|--|---|
| a | Take-off and landing (lift-off and touchdown) |
| b | Taxi, hover taxi |
| c | Stationary hover with head/cross/tail wind |
| d | Stationary hover turns, 360° left and right (spot turns) |
| e | Forward, sideways and backwards hover manoeuvring |
| f | Simulated engine failure from the hover |
| g | Quick stops into and downwind |
| h | Sloping ground/unprepared sites landings and take-offs |
| i | Take-offs (various profiles) |
| j | Crosswind, downwind take-off (if practicable) |
| k | Take-off at maximum take-off mass (actual or simulated) |
| l | Approaches (various profiles) |
| m | Limited power take-off and landing |
| n | Autorotations (FE to select two items from — Basic, range, low speed, and 360° turns) |
| o | Autorotative landing |
| p | Practice forced landing with power recovery |
| q | Power checks, reconnaissance technique, approach and departure technique |
| SECTION 3 — NAVIGATION — EN-ROUTE PROCEDURES | |
| a | Navigation and orientation at various altitudes/heights, map reading |
| b | Altitude/height, speed, heading control, observation of airspace, altimeter setting |
| c | Monitoring of flight progress, flight log, fuel usage, endurance, ETA, assessment of track error and re-establishment of correct track, instrument monitoring |
| d | Observation of weather conditions, diversion planning |
| e | Tracking, positioning (NDB and/or VOR), identification of facilities |
| f | ATC liaison and observance of regulations, etc. |
| SECTION 4 — FLIGHT PROCEDURES AND MANOEUVRES BY SOLE REFERENCE TO INSTRUMENTS | |
| a | Level flight, control of heading, altitude/height and speed |
| b | Rate 1 level turns onto specified headings, 180° to 360° left and right |
| c | Climbing and descending, including turns at rate 1 onto specified headings |
| d | Recovery from unusual attitudes |
| e | Turns with 30° bank, turning up to 90° left and right |
| SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE) | |

Note 1: Where the test is conducted on a multi-engine helicopter a simulated engine failure drill,



| | |
|---------------------------|------------|
| simulated major emergency | ± 150 feet |
| Tracking on radio aids | ± 10° |
| Heading | |
| normal flight | ± 10° |
| simulated major emergency | ± 15° |

CONTENT OF THE TEST

5. Items in sections 5 and 6 may be performed in an Airship FNPT or an airship FFS. Use of airship checklists, airmanship, control of airship by external visual reference, anti-icing procedures, and principles of threat and error management apply in all sections.

| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
|---|---|
| a | Pre-flight, including: Flight planning, Documentation, Mass and Balance determination, Weather brief, NOTAMS |
| b | Airship inspection and servicing |
| c | Off-mast procedure, ground manoeuvring and take-off |
| d | Performance considerations and trim |
| e | Aerodrome and traffic pattern operations |
| f | Departure procedure, altimeter setting, collision avoidance (lookout) |
| g | ATC liaison — compliance, R/T procedures |
| SECTION 2 — GENERAL AIRWORK | |
| a | Control of the airship by external visual reference, including straight and level, climb, descent, lookout |
| b | Flight at pressure height |
| c | Turns |
| d | Steep descents and climbs |
| e | Flight by reference solely to instruments, including: (i) level flight, control of heading, altitude and airspeed (ii) climbing and descending turns (iii) recoveries from unusual attitudes (iv) limited panel instruments |
| f | ATC liaison — compliance, R/T procedures |
| SECTION 3 — EN-ROUTE PROCEDURES | |
| a | Control of airship by external visual reference, Range/Endurance considerations |
| b | Orientation, map reading |
| c | Altitude, speed, heading control, lookout |
| d | Altimeter setting, ATC liaison — compliance, R/T procedures |



| | |
|---|---|
| e | Monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking |
| f | Observation of weather conditions, assessment of trends, diversion planning |
| g | Tracking, positioning (NDB or VOR), identification of facilities (instrument flight). Implementation of diversion plan to alternate aerodrome (visual flight) |
| SECTION 4 — APPROACH AND LANDING PROCEDURES | |
| a | Arrival procedures, altimeter setting, checks, lookout |
| b | ATC liaison — compliance, R/T procedures |
| c | Go-around action from low height |
| d | Normal landing |
| e | Short field landing |
| f | Approach and landing with idle power (single-engine only) |
| g | Landing without use of flaps |
| h | Post-flight actions |
| SECTION 5 — ABNORMAL AND EMERGENCY PROCEDURES | |

This section may be combined with sections 1 through 4

| | |
|--|--|
| a | Simulated engine failure after take-off (at a safe altitude), fire drill |
| b | Equipment malfunctions |
| c | Forced landing (simulated) |
| d | ATC liaison — compliance, R/T procedures |
| e | Oral questions |
| SECTION 6 — RELEVANT CLASS OR TYPE ITEMS | |

This section may be combined with sections 1 through 5

| | |
|---|---|
| a | Simulated engine failure during take-off (at a safe altitude unless carried out in an FFS) |
| b | Approach and go-around with failed engine(s) |
| c | Approach and full stop landing with failed engine(s) |
| d | Malfunctions in the envelope pressure system |
| e | ATC liaison — compliance, R/T procedures, Airmanship |
| f | As determined by the FE — any relevant items of the class or type rating skill test to include, if applicable: (i) airship systems (ii) operation of envelope pressure system |
| g | Oral questions |



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APPENDIX 5

INTEGRATED MPL TRAINING COURSE

GENERAL

1. The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.
2. Approval for an MPL training course shall only be given to an ATO that is part of a commercial air transport operator and the applicable air operations requirements or having a specific arrangement with such an operator. The licence shall be restricted to that specific operator until completion of the airline operator's conversion course.
3. An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an ATO. The training shall be competency based and conducted in a multi-crew operational environment. Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.
4. Only ab-initio applicants shall be admitted to the course.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(A) knowledge level appropriate to the aeroplane category as well as the additional requirements underpinning the approved adapted competency model;
 - (b) visual, instrument and night flying training;
 - (c) training in MCC for the operation of multi-pilot turbine powered aeroplanes; and
 - (d) type rating training.
6. An applicant failing or unable to complete the entire MPL course may apply to the Authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

7. An approved MPL theoretical knowledge course shall comprise at least 750 hours of instruction for the ATPL(A) knowledge level, as well as the hours required for theoretical knowledge instruction for the relevant type rating, in accordance with Chapter 8.

FLYING TRAINING

8. The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PM, in actual and simulated flight, and covering the following 4 phases of training:
 - (a) Phase 1 — Core flying skills
Specific basic single-pilot training in an aeroplane.



- (b) Phase 2 — Basic

Introduction of multi-crew operations and instrument flight.

- (c) Phase 3 — Intermediate

Application of multi-crew operations to a multi-engine turbine aeroplane certified as a high performance aeroplane in accordance with CAR 21.

- (d) Phase 4 — Advanced

Type rating training within an airline oriented environment.

Flight experience in actual flight shall include all the experience requirements of Chapter 8, upset prevention and recovery training, night flying, flight solely by reference to instruments and the experience required to achieve the relevant airmanship and the final competency standard of the approved adapted competency model.

MCC requirements shall be incorporated into the relevant phases above. Training in asymmetric flight shall be given either in an aeroplane or an FFS.

9. Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments in order to achieve the final competency standard in all the competencies of the approved adapted competency model.
10. The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:
 - (a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and
 - (b) the students acquire the necessary competencies in a progressive and satisfactory manner.
11. The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

ASSESSMENT LEVEL

12. The applicant for the MPL shall have achieved the final competency standard of the approved adapted competency model.

Note: The competency standards to be achieved and the associated performance criteria for the multi-crew pilot licence applicant should be publicly available.

SIMULATED FLIGHT

13. Minimum requirements for FSTDs:
 - (a) Phase 1 — Core flying skills



e-training and part tasking devices approved by the Authority that have the following characteristics:

- involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad, and
- involve psychomotor activity with appropriate application of force and timing of responses.

(b) Phase 2 — Basic

An FNPT II MCC that represents a generic multi-engine turbine-powered aeroplane.

(c) Phase 3 — Intermediate

An FSTD that represents a multi-engine turbine-powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:

- a daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180° horizontal and 40° vertical field of view, and
- ATC environment simulation.

(d) Phase 4 — Advanced

An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.



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APPENDIX 6

MODULAR TRAINING COURSES FOR THE IR

A. IR(A) — Modular flying training course

GENERAL

1. The aim of the IR(A) modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:

- (a) Basic Instrument Flight Module

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.

- (b) Procedural Instrument Flight Module

This comprises the remainder of the training syllabus for the IR(A), 40 hours single-engine or 45 hours multi-engine instrument time under instruction, and the theoretical knowledge course for the IR(A).

2. An applicant for a modular IR(A) course shall be the holder of a PPL(A) or a CPL(A), including the privileges to fly at night. An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(A), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.

The ATO shall ensure that the applicant for a multi-engine IR(A) course who has not held a multi-engine aeroplane class or type rating has received the multi-engine training specified in Chapter 8 prior to commencing the flight training for the IR(A) course.

3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(A) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the IR knowledge level;
 - (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(A) course shall comprise at least 150 hours of theoretical knowledge



instruction.

FLYING TRAINING

7. A single-engine IR(A) course shall comprise at least 50 hours instrument time under instruction of which up to 20 hours may be instrument ground time in an FNPT I, or up to 35 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I.
8. A multi-engine IR(A) course shall comprise at least 55 hours instrument time under instruction, of which up to 25 hours may be instrument ground time in an FNPT I, or up to 40 hours in an FFS or FNPT II. A maximum of 10 hours of FNPT II or an FFS instrument ground time may be conducted in an FNPT I. The remaining instrument flight instruction shall include at least 15 hours in multi-engine aeroplanes.
9. The holder of a single-engine IR(A) who also holds a multi-engine class or type rating wishing to obtain a multi-engine IR(A) for the first time shall complete a course at an ATO comprising at least 5 hours instruction in instrument flying in multi-engine aeroplanes, of which 3 hours may be in an FFS or FNPT II.
- 10.1. The holder of a CPL(A) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.
- 10.2. The holder of an IR(H) may have the total amount of training required in paragraphs 7 or 8 above reduced by 10 hours.
- 10.3. The total instrument flight instruction in aeroplane shall comply with paragraph 7 or 8, as appropriate.
11. The flying exercises up to the IR(A) skill test shall comprise:
 - (a) Basic Instrument Flight Module: Procedure and manoeuvre for basic instrument flight covering at least:
 - basic instrument flight without external visual cues:
 - horizontal flight,
 - climbing,
 - descent,
 - turns in level flight, climbing, descent;
 - instrument pattern;
 - steep turn;
 - radio-navigation;
 - recovery from unusual attitudes;



limited panel;

recognition and recovery from incipient and full stalls;

(b) Procedural Instrument Flight Module:

- (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
- (ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
 - transition from visual to instrument flight on take-off,
 - standard instrument departures and arrivals,
 - en-route IFR procedures,
 - holding procedures,
 - instrument approaches to specified minima,
 - missed approach procedures,
 - landings from instrument approaches, including circling;
- (iii) in-flight manoeuvres and particular flight characteristics;
- (iv) if required, operation of a multi-engine aeroplane in the above exercises, including operation of the aeroplane solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).

B. IR(H) — Modular flying training course

1. The aim of the IR(H) modular flying training course is to train pilots to the level of proficiency necessary to operate helicopters under IFR and in IMC.
2. An applicant for a modular IR(H) course shall be the holder of a PPL(H) with night rating, or a CPL(H) or an ATPL(H). Prior to commencing the aircraft instruction phase of the IR(H) course, the applicant shall be the holder of the helicopter type rating used for the IR(H) skill test, or have completed approved type rating training on that type. The applicant shall hold a certificate of satisfactory completion of MCC if the skill test is to be conducted in Multi- Pilot conditions.
3. An applicant wishing to undertake a modular IR(H) course shall be required to complete all the instructional stages in one continuous approved course of training.
4. The course of theoretical instruction shall be completed within 18 months. The flight instruction and the skill test shall be completed within the period of validity of the pass in the theoretical examinations.
5. The course shall comprise:



- (a) theoretical knowledge instruction to the IR knowledge level;
- (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(H) course shall comprise at least 150 hours of instruction.

FLYING TRAINING

7. A single-engine IR(H) course shall comprise at least 50 hours instrument time under instruction, of which:
- (a) up to 20 hours may be instrument ground time in an FNPT I(H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
 - (b) up to 35 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS. The instrument flight instruction shall include at least 10 hours in an IFR--certificated helicopter.
8. A multi-engine IR(H) course shall comprise at least 55 hours instrument time under instruction of which;
- (a) up to 20 hours may be instrument ground time in an FNPT I (H) or (A). These 20 hours instruction time in FNPT I (H) or (A) may be substituted by 20 hours instruction time for IR(H) in an aeroplane, approved for this course; or
 - (b) up to 40 hours may be instrument ground time in a helicopter FTD 2/3, FNPT II/III or FFS.
The instrument flight instruction shall include at least 10 hours in an IFR--certificated multi-engine helicopter.
- 9.1. Holders of an ATPL(H) shall have the theoretical knowledge instruction hours reduced by 50 hours.
- 9.2. The holder of an IR(A) may have the amount of training required reduced by 10 hours.
10. The flying exercises up to the IR(H) skill test shall comprise:
- (a) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
 - (b) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
transition from visual to instrument flight on take-off,
standard instrument departures and arrivals,
en-route IFR procedures,



- holding procedures,
- instrument approaches to specified minima,
- missed approach procedures,
- landings from instrument approaches, including circling;
- (c) in-flight manoeuvres and particular flight characteristics;
- (d) if required, operation of a multi-engine helicopter in the above exercises, including operation of the helicopter solely by reference to instruments with one engine simulated inoperative and engine shutdown and restart (the latter exercise to be carried out in an FFS or FNPT II or FTD 2/3).

C. IR(As) — Modular flying training course

GENERAL

1. The aim of the IR(As) modular flying training course is to train pilots to the level of proficiency necessary to operate airships under IFR and in IMC. The course consists of two modules, which may be taken separately or combined:
 - (a) **Basic Instrument Flight Module**

This comprises 10 hours of instrument time under instruction, of which up to 5 hours can be instrument ground time in a BITD, FNPT I or II, or an FFS. Upon completion of the Basic Instrument Flight Module, the candidate shall be issued a Course Completion Certificate.
 - (b) **Procedural Instrument Flight Module**

This comprises the remainder of the training syllabus for the IR(As), 25 hours instrument time under instruction, and the theoretical knowledge course for the IR(As).
2. An applicant for a modular IR(As) course shall be the holder of a PPL(As) including the privileges to fly at night or a CPL(As). An applicant for the Procedural Instrument Flight Module, who does not hold a CPL(As), shall be holder of a Course Completion Certificate for the Basic Instrument Flight Module.
3. An applicant wishing to undertake the Procedural Instrument Flight Module of a modular IR(As) course shall be required to complete all the instructional stages in one continuous approved course of training. Prior to commencing the Procedural Instrument Flight Module, the ATO shall ensure the competence of the applicant in basic instrument flying skills. Refresher training shall be given as required.
4. The course of theoretical instruction shall be completed within 18 months. The Procedural Instrument Flight Module and the skill test shall be completed within the period of validity of the pass in theoretical examinations.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the IR knowledge level;



- (b) instrument flight instruction.

THEORETICAL KNOWLEDGE

6. An approved modular IR(As) course shall comprise at least 150 hours of theoretical knowledge instruction.

FLYING TRAINING

7. An IR(As) course shall comprise at least 35 hours instrument time under instruction of which up to 15 hours may be instrument ground time in an FNPT I, or up to 20 hours in an FFS or FNPT II. A maximum of 5 hours of FNPT II or FFS instrument ground time may be conducted in an FNPT I.
8. The holder of a CPL(As) or of a Course Completion Certificate for the Basic Instrument Flight Module may have the total amount of training required in paragraph 7 reduced by 10 hours. The total instrument flight instruction in airship shall comply with paragraph 7.
9. If the applicant is the holder of an IR in another category of aircraft the total amount of flight instruction required may be reduced to 10 hours on airships.
10. The flying exercises up to the IR(As) skill test shall comprise:

- (a) Basic Instrument Flight Module:

Procedure and manoeuvre for basic instrument flight covering at least:

basic instrument flight without external visual cues:

- horizontal flight,
- climbing,
- descent,
- turns in level flight, climbing, descent;

instrument pattern;

radio navigation;

recovery from unusual attitudes;

limited panel;

- (b) Procedural Instrument Flight Module:

- (i) pre-flight procedures for IFR flights, including the use of the flight manual and appropriate air traffic services documents in the preparation of an IFR flight plan;
- (ii) procedure and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:



- transition from visual to instrument flight on take-off,
 - standard instrument departures and arrivals,
 - en-route IFR procedures,
 - holding procedures,
 - instrument approaches to specified minima,
 - missed approach procedures,
 - landings from instrument approaches, including circling;
- (iii) inflight manoeuvres and particular flight characteristics;
- (iv) operation of airship in the above exercises, including operation of the airship solely by reference to instruments with one engine simulated inoperative and engine shut-down and restart (the latter exercise to be carried out at a safe altitude unless carried out in an FFS or FNPT II).



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APPENDIX 7

IR SKILL TEST

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test.
2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.
3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

CONDUCT OF THE TEST

4. 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 1 hour.
5. 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 sections not completed shall be tested in a further flight.
6. 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 retest.
7. An applicant shall fly the aircraft from a position where the PIC 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. Responsibility for the flight shall be allocated in accordance with national regulations.
8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.
9. An applicant for an IR 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 checklist 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.



FLIGHT TEST TOLERANCES

10. The applicant shall demonstrate the ability to:
- operate the aircraft within its limitations;
 - complete all manoeuvres with smoothness and accuracy;
 - exercise good judgment and airmanship;
 - apply aeronautical knowledge; and
 - maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
11. The following limits shall apply, corrected to 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/altitude | + 50 feet/- 0 feet |
| Minimum descent height/MAP/altitude | + 50 feet/- 0 feet |

Tracking

| | |
|--------------------|---|
| On radio aids | ± 5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading

| | |
|-------------------------------|-------|
| all engines operating | ± 5° |
| with simulated engine failure | ± 10° |

Speed

| | |
|-------------------------------|----------------------|
| all engines operating | ± 5 knots |
| with simulated engine failure | + 10 knots/- 5 knots |

CONTENT OF THE TEST

A. Aeroplanes

| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
|---|---|
| Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections | |
| a | Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance |
| b | Use of Air Traffic Services document, weather document |
| c | Preparation of ATC flight plan, IFR flight plan/log |
| d | Pre-flight inspection |



| | |
|--|--|
| e | Weather Minima |
| f | Taxiing |
| g | Pre-take-off briefing, Take-off |
| h (o) | Transition to instrument flight |
| i (o) | Instrument departure procedures, altimeter setting |
| j (o) | ATC liaison — compliance, R/T procedures |
| SECTION 2 — GENERAL HANDLING (o) | |
| a | Control of the aeroplane 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/descending turns and in landing configuration — only applicable to aeroplanes |
| e | Limited panel: stabilised climb or descent, level turns at Rate 1 onto given headings, recovery from unusual attitudes — only applicable to aeroplanes |
| SECTION 3 — EN-ROUTE IFR PROCEDURES (o) | |
| 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, trim technique |
| d | Altimeter settings |
| e | Timing and revision of ETAs (en-route hold, if required) |
| f | Monitoring of flight progress, flight log, fuel usage, systems' management |
| g | Ice protection procedures, simulated if necessary |
| h | ATC liaison — compliance, R/T procedures |
| SECTION 4 — PRECISION APPROACH PROCEDURES (o) | |
| 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 | ATC liaison — compliance, R/T procedures |
| SECTION 5 — NON-PRECISION APPROACH PROCEDURES (o) | |
| a | Setting and checking of navigational aids, identification of facilities |
| b | Arrival procedures, altimeter settings |
| 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 | ATC liaison — compliance, R/T procedures |
| SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE (multi-engine aeroplanes only) (o) | |
| a | Simulated engine failure after take-off or on go-around |
| b | Approach, go-around and procedural missed approach with one engine inoperative |
| c | Approach and landing with one engine inoperative |
| d | ATC liaison — compliance, R/T procedures |

(*) May be performed in an FFS, FTD 2/3 or FNPT II.

(+) May be performed in either section 4 or section 5.

(o) Must be performed by sole reference to instruments.

B. Helicopters

| | |
|---|--|
| SECTION 1 — DEPARTURE | |
| Use of checklist, airmanship, anti-icing/de-icing procedures, etc., apply in all sections | |
| 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 ATC flight plan, IFR flight plan/log |
| d | Pre-flight inspection |
| e | Weather minima |
| f | Taxiing/Air taxi in compliance with ATC or instructions of instructor |
| g | Pre-take-off briefing, procedures and checks |



| | |
|--|--|
| h | Transition to instrument flight |
| i | Instrument departure procedures |
| SECTION 2 — GENERAL HANDLING | |
| a | Control of the helicopter by reference solely to instruments, including: |
| b | Climbing and descending turns with sustained Rate 1 turn |
| c | Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns |
| SECTION 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 ETAs |
| f | Monitoring of flight progress, flight log, fuel usage, systems management |
| g | Ice protection procedures, simulated if necessary and if applicable |
| h | ATC liaison — compliance, R/T procedures |
| SECTION 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 | ATC liaison — compliance, R/T procedures |
| SECTION 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 |
| i (*) | Missed approach procedure (*)/landing |
| j | ATC liaison — compliance, R/T procedures |
| SECTION 6 — ABNORMAL AND EMERGENCY PROCEDURES | |
| This section may be combined with sections 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: | |
| a | Simulated engine failure after take-off and on/during approach (**) (at a safe altitude unless carried out in an FFS or FNPT II/III, FTD 2,3) |
| 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 (***) |

(*) To be performed in section 4 or section 5.

(**) Multi-engine helicopter only.

(***) Only one item to be tested.

C. Airships

| | |
|---|---|
| SECTION 1 — PRE-FLIGHT OPERATIONS AND DEPARTURE | |
| Use of checklist, airmanship, ATC liaison compliance, R/T procedures, apply in all sections | |
| a | Use of flight manual (or equivalent) especially a/c performance calculation, mass and balance |
| b | Use of Air Traffic Services document, weather document |
| c | Preparation of ATC flight plan, IFR flight plan/log |
| d | Pre-flight inspection |
| e | Weather minima |
| f | Pre-take-off briefing, off mast procedure, manoeuvring on ground |
| g | Take-off |
| h | Transition to instrument flight |
| i | Instrument departure procedures, altimeter setting |
| j | ATC liaison — compliance, R/T procedures |
| SECTION 2 — GENERAL HANDLING | |
| a | Control of the airship by reference solely to instruments |
| b | Climbing and descending turns with sustained rate of turn |



| | |
|--|--|
| c | Recoveries from unusual attitudes |
| d | Limited panel |
| SECTION 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, trim technique |
| d | Altimeter settings |
| e | Timing and revision of ETAs |
| f | Monitoring of flight progress, flight log, fuel usage, systems' management |
| g | ATC liaison — compliance, R/T procedures |
| SECTION 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 | Stabilised approach (altitude, speed and heading control) |
| h (+) | Go-around action |
| i (+) | Missed approach procedure/landing |
| j | ATC liaison — compliance, R/T procedures |
| SECTION 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/approach/landing checks |
| d (+) | Holding procedure |
| e | Compliance with published approach procedure |
| f | Approach timing |
| g | Stabilised approach (altitude, speed and heading control) |
| h (+) | Go-around action |
| i (+) | Missed approach procedure/landing |
| j | ATC liaison — compliance, R/T procedures |
| SECTION 6 — FLIGHT WITH ONE ENGINE INOPERATIVE | |
| This section may be combined with sections 1 through 5. The test shall have regard to control of the airship, identification of the failed engine, immediate actions, follow-up actions, checks and flying accuracy in the following situations: | |
| a | Simulated engine failure after take-off or on go-around |



| | |
|---|--|
| b | Approach and procedural go-around with one engine inoperative |
| c | Approach and landing, missed approach procedure, with one engine inoperative |
| d | ATC liaison — compliance, R/T procedures |

(+) May be performed in either section 4 or section 5.



APPENDIX 8

CROSS-CREDITING OF THE IR PART OF A CLASS OR TYPE RATING PROFICIENCY CHECK

A. Aeroplanes

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine aeroplanes, as appropriate.

| | |
|--|---|
| When a proficiency check including IR is performed, and the holder has a valid: | Credit is valid towards the IR part in a proficiency check for: |
| MP type rating; High performance complex aeroplane type rating | SE class (*) and SE type rating (*), and SP ME class, and SP ME non-high performance complex aeroplane type rating, only credits for section 3B of the skill test for single pilot non-high performance complex aeroplane of Appendix 9 (*) |
| SP ME non-high performance complex aeroplane type rating, operated as single-pilot | SP ME class (*), and SP ME non-high performance complex aeroplane type rating, and SE class and type rating (*) |
| SP ME non-high performance complex aeroplane type rating, restricted to MP operation | a. SP ME class (*), and b. SP ME non-high performance complex aeroplane type rating (*), and c. SE class and type rating (*) |
| SP ME class rating, operated as single-pilot | SE class and type rating, and SP ME class, and SP ME non-high performance complex aeroplane type rating |
| SP ME class rating, restricted to MP operation | SE class and type rating (*), and SP ME class (*), and SP ME non-high performance complex aeroplane type rating (*) |
| SP SE class rating | SE class and type rating |
| SP SE type rating | SE class and type rating |

(*) Provided that within the preceding 12 months the applicant has flown at least three IFR departures and approaches on an SP class or type of aeroplane in single pilot operations, or, for multi-engine non-high performance non-complex aeroplanes, the applicant has passed section 6 of the skill test for single-pilot non-high performance non-complex aeroplanes flown solely by reference to instruments in single-pilot operation.

B. Helicopters

Credits shall be granted only when the holder is revalidating IR privileges for single-engine and single-pilot multi-engine helicopters as appropriate.

| | |
|--|---|
| When a proficiency check, including IR, is performed and the holder has a valid: | Credit is valid towards the IR part in a proficiency check for: |
| MPH type rating | SE type rating (*), and SP ME type rating (*). |



| | |
|--|---|
| SP ME type rating, operated as single-pilot | SE type rating, SP ME type rating. |
| SP ME type rating, restricted to multi-pilot operation | SE type rating, (*) SP ME type rating (*). |

(*) Provided that within the preceding 12 months at least 3 IFR departures and approaches have been performed on an SP type of helicopter in an SP operation.



APPENDIX 9

TRAINING, SKILL TEST AND PROFICIENCY CHECK FOR MPL, ATPL, TYPE AND CLASS RATINGS, AND PROFICIENCY CHECK FOR IRS

A. General

1. An applicant for a skill test shall have received instruction on the same class or type of aircraft to be used in the test.
2. Failure to achieve a pass in all sections of the test in two attempts will require further training.
3. There is no limit to the number of skill tests that may be attempted.

CONTENT OF THE TRAINING, SKILL TEST/PROFICIENCY CHECK

4. Unless otherwise determined in the operational suitability data established in accordance with CAR 21, the syllabus of flight instruction shall comply with this Appendix. The syllabus may be reduced to give credit for previous experience on similar aircraft types, as determined in the operational suitability data established in accordance with CAR 21.
5. Except in the case of skill tests for the issue of an ATPL, when so defined in the operational suitability data established in accordance with CAR 21 for the specific type, credit may be given for skill test items common to other types or variants where the pilot is qualified.

CONDUCT OF THE TEST/CHECK

6. The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the Authority. Full flight simulators and other training devices, when available, shall be used, as established in these regulations.
7. During the proficiency check, the examiner shall verify that the holder of the class or type rating maintains an adequate level of theoretical knowledge.
8. 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 sections not completed shall be tested in a further flight.
9. 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.
10. An applicant shall be required to fly the aircraft from a position where the PIC or co-pilot functions, as relevant, can be performed and to carry out the test as if there is no other crew member if taking the test/check under single-pilot conditions. Responsibility for the flight shall be allocated in accordance with national regulations.
11. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. The applicant 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 check-list for the



aircraft on which the test is being taken and, if applicable, with the MCC 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. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be agreed upon with the examiner.

12. The examiner shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

SPECIFIC REQUIREMENTS FOR THE SKILL TEST/PROFICIENCY CHECK FOR MULTI-PILOT AIRCRAFT TYPE RATINGS, FOR SINGLE-PILOT AEROPLANE TYPE RATINGS, WHEN OPERATED IN MULTI-PILOT OPERATIONS, FOR MPL AND ATPL

13. The skill test for a multi-pilot aircraft or a single-pilot aeroplane when operated in multi-pilot operations shall be performed in a multi-crew environment. Another applicant or another type rated qualified pilot may function as second pilot. If an aircraft is used, the second pilot shall be the examiner or an instructor.
14. The applicant shall operate as PF during all sections of the skill test, except for abnormal and emergency procedures, which may be conducted as PF or PM in accordance with MCC. The applicant for the initial issue of a multi-pilot aircraft type rating or ATPL shall also demonstrate the ability to act as PM. The applicant may choose either the left hand or the right hand seat for the skill test if all items can be executed from the selected seat.
15. The following matters shall be specifically checked by the examiner for applicants for the ATPL or a type rating for multi-pilot aircraft or for multi-pilot operations in a single-pilot aeroplane extending to the duties of a PIC, irrespective of whether the applicant acts as PF or PM:
 - (a) management of crew cooperation;
 - (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.
16. The test/check should be accomplished under IFR, if the IR rating is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.
17. When the type rating course has included less than 2 hours flight training on the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training on the aircraft. In that case, a certificate of completion of the type rating course including the flight training on the aircraft shall be forwarded to the Authority before the new type rating is entered in the applicant's licence.

B. Specific requirements for the aeroplane category

PASS MARKS

1. In the case of single-pilot aeroplanes, with the exception of for single-pilot high performance



complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test or check again. Any applicant failing only one section shall take the failed section again.

Failure in any section of the re-test or re-check including those sections that have been passed at a previous attempt will require the applicant to take the entire test or check again. For single-pilot multi-engine aeroplanes, section 6 of the relevant test or check, addressing asymmetric flight, shall be passed.

2. In the case of multi-pilot and single-pilot high performance complex aeroplanes, the applicant shall pass all sections of the skill test or proficiency check. Failure of more than five items will require the applicant to take the entire test or check again. Any applicant failing five or less items shall take the failed test again. Failure in any item on the re-test or re-check including those items that have been passed at a previous attempt will require the applicant to take the entire check or test again. Section 6 is not part of the ATPL or MPL skill test. If the applicant only fails or does not take section 6, the type rating will be issued without CAT II or CAT III privileges. To extend the type rating privileges to CAT II or CAT III, the applicant shall pass the section 6 on the appropriate type of aircraft.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:
 - (a) operate the aeroplane within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is always assured;
 - (f) understand and apply crew coordination and incapacitation procedures, if applicable; and
 - (g) communicate effectively with the other crew members, if applicable.
4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane 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 | ± 5° |
| 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 |

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

5. Single-pilot aeroplanes, except for high performance complex aeroplanes:

(a) The following symbols mean:

P = Trained as PIC or Co-pilot and as Pilot Flying (PF) and Pilot Monitoring (PM)

X = Flight simulators shall be used for this exercise, if available, otherwise an aeroplane shall be used if appropriate for the manoeuvre or procedure

P# = The training shall be complemented by supervised aeroplane inspection

(b) The practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted on any higher level of equipment shown by the arrow (—>)

The following abbreviations are used to indicate the training equipment used:

A= Aeroplane

FFS = Full Flight Simulator

FTD = Flight Training Device (including FNPT II for ME class rating)

- (c) The starred (*) items of section 3B and, for multi-engine, section 6, shall be flown solely by reference to instruments if revalidation/renewal of an IR is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of IR privileges, the class or type rating will be restricted to VFR only.
- (d) Section 3A shall be completed to revalidate a type or multi-engine class rating, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed. Section 3A is not required if section 3B is completed.
- (e) Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise or a choice where more than one exercise appears.
- (f) An FFS or an FNPT II shall be used for practical training for type or multi-engine class ratings if they form part of an approved class or type rating course. The following considerations will apply to the approval of the course:



- (i) the qualification of the FFS or FNPT II;
- (ii) the qualifications of the instructors;
- (iii) the amount of FFS or FNPT II training provided on the course; and
- (iv) the qualifications and previous experience on similar types of the pilot under training.
- (g) When a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations.

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | CLASS OR TYPE RATING SKILL TEST/PROF. CHECK | |
|---|--------------------|-----|----|---|---|---------------------------------------|
| | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | |
| SECTION 1 | | | | | | |
| 1 Departure | | | | | | |
| 1.1 Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM | | | | | | |
| 1.2 Pre-start checks | | | | | | |
| 1.2.1 External | P# | | P | | | |
| 1.2.2 Internal | | | P | | M | |
| 1.3 Engine starting: Normal Malfunctions | P—> | —> | —> | | M | |
| 1.4 Taxiing | | P—> | —> | | M | |
| 1.5 Pre-departure checks: Engine run-up (if applicable) | P—> | —> | —> | | M | |
| 1.6 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available) | | P—> | —> | | | |
| 1.7 Climbing: Vx/Vy Turns onto headings Level off | | P—> | —> | | M | |





| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | CLASS OR TYPE RATING SKILL TEST/PROF. CHECK | |
|---|--------------------|-----|----|---|---|---------------------------------------|
| | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | |
| 1.8 ATC liaison — Compliance, R/T procedure | | | | | | |
| SECTION 2 | | | | | | |
| 2 Airwork (VMC) | | | | | | |
| 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable) | | P—> | —> | | | |
| 2.2 Steep turns (360° left and right at 45° bank) | | P—> | —> | | M | |
| 2.3 Stalls and recovery: (i) Clean stall (ii) Approach to stall in descending turn with bank with approach configuration and power (iii) Approach to stall in landing configuration and power (iv) Approach to stall, climbing turn with take-off flap and climb power (single engine aeroplane only) | | P—> | —> | | M | |
| 2.4 Handling using autopilot and flight director (may be conducted in section 3) if applicable | | P—> | —> | | M | |
| 2.5 ATC liaison — Compliance, R/T procedure | | | | | | |
| SECTION 3A | | | | | | |



| | | | | | | |
|---|---------------------------|-----|----|---|--|---------------------------------------|
| 3A En-route procedures VFR (see B.5(c) and (d)) 3A.1 Flight plan, dead reckoning and map reading | | | | | | |
| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | CLASS OR TYPE RATING SKILL TEST/PROF. CHECK | |
| Manoeuvres/Procedures | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 3A.2 Maintenance of altitude, heading and speed | | | | | | |
| 3A.3 Orientation, timing and revision of ETAs | | | | | | |
| 3A.4 Use of navigation systems (if applicable) | | | | | | |
| 3A.5 Flight management (flight log, routine checks including fuel, systems and icing) | | | | | | |
| 3A.6 ATC liaison — Compliance, R/T procedure | | | | | | |
| SECTION 3B | | | | | | |
| 3B Instrument flight 3B.1* Departure IFR | | P—> | —> | | M | |
| 3B.2* En-route IFR | | P—> | —> | | M | |
| 3B.3* Holding procedures | | P—> | —> | | M | |
| 3B.4* ILS to DH/A of 200' (60 m) or to procedure minima (autopilot may be used to glideslope intercept) | | P—> | —> | | M | |
| 3B.5* Non-precision approach to MDH/A and MAP | | P—> | —> | | M | |



| | | | | | | |
|---|---------------------------|-----|----|--|---------|---------------------------------------|
| 3B.6* Flight exercises including simulated failure of the compass and attitude indicator: rate 1 turns, recoveries from unusual attitudes | P—> | —> | —> | | M | |
| 3B.7* Failure of localiser or glideslope | P—> | —> | —> | | | |
| 3B.8* ATC liaison — Compliance, R/T procedure | | | | | | |
| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | CLASS OR TYPE RATING SKILL TEST/PROF. CHECK | | |
| Manoeuvres/Procedures | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | FTD | FFS | A | | FFS A | |
| Intentionally left blank | | | | | | |
| SECTION 4 | | | | | | |
| 4 Arrival and landings | | P—> | —> | | M | |
| 4.1 Aerodrome arrival procedure | | P—> | —> | | M | |
| 4.2 Normal landing | | P—> | —> | | M | |
| 4.3 Flapless landing | | P—> | —> | | M | |
| 4.4 Crosswind landing (if suitable conditions) | | P—> | —> | | | |
| 4.5 Approach and landing with idle power from up to 2 000' above the runway (single-engine aeroplane only) | | P—> | —> | | | |
| 4.6 Go-around from minimum height | | P—> | —> | | M | |
| 4.7 Night go-around and landing (if applicable) | P—> | —> | —> | | | |
| 4.8 ATC liaison — Compliance, R/T procedure | | | | | | |
| SECTION 5 | | | | | | |



| | | | | | | |
|-----|---|--|-----|----|--|---|
| 5 | Abnormal and emergency procedures (This section may be combined with sections 1 through 4) | | | | | |
| 5.1 | Rejected take-off at a reasonable speed | | P—> | —> | | M |
| 5.2 | Simulated engine failure after take- off (single-engine aeroplanes only) | | | P | | M |

| SINGLE-PILOT AEROPLANES, EXCEPT FOR HIGH PERFORMANCE COMPLEX AEROPLANES | | PRACTICAL TRAINING | | | | CLASS OR TYPE RATING SKILL TEST/PROF. CHECK | |
|---|--|--------------------|----|---|---------|---|--|
| Manoeuvres/Procedures | FTD | FFS | A | Instructor initials when training completed | Chkd in | Examiner initials when test completed | |
| | | | | | FFS A | | |
| 5.3 | Simulated forced landing without power (single-engine aeroplanes only) | | | P | | M | |
| 5.4 | Simulated emergencies: (i) fire or smoke in flight; (ii) systems' malfunctions as appropriate | P—> | —> | —> | | | |
| 5.5 | Engine shutdown and restart (ME skill test only) (at a safe altitude if performed in the aircraft) | P—> | —> | —> | | | |
| 5.6 | ATC liaison — Compliance, R/T procedure | | | | | | |
| SECTION 6 | | | | | | | |
| 6 | Simulated asymmetric flight | | | | | | |
| 6.1* | (This section may be combined with sections 1 through 5) Simulated engine failure during take-off (at a safe altitude unless carried out in FFS or FNPT II) | P—> | —> | —>X | | M | |
| 6.2* | Asymmetric approach and go- around | P—> | —> | —> | | M | |



| | | | | | | |
|--|--------|-------|-------|--|---|--|
| 6.3* Asymmetric approach and full stop landing | P————> | ————> | ————> | | M | |
| 6.4 ATC liaison — Compliance, R/T procedure | | | | | | |

6. Multi-pilot aeroplanes and single-pilot high performance complex aeroplanes:

(a) The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PM 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 if appropriate for the manoeuvre or procedure.

P# = The training shall be complemented by supervised aeroplane inspection.

(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= Aeroplane

FFS = Full Flight Simulator

FTD = Flight Training Device

OTD = Other Training Devices

(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

(d) Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.

(e) An FFS shall be used for practical training and testing if the FFS forms part of an approved type rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the FFS or FNPT II;

(ii) the qualifications of the instructors;

(iii) the amount of FFS or FNPT II training provided on the course; and

(iv) the qualifications and previous experience on similar types of the pilot under



training.

- (f) Manoeuvres and procedures shall include MCC for multi-pilot aeroplane and for single-pilot high performance complex aeroplanes in multi-pilot operations.
- (g) Manoeuvres and procedures shall be conducted in single-pilot role for single-pilot high performance complex aeroplanes in single-pilot operations.
- (h) In the case of single-pilot high performance complex aeroplanes, when a skill test or proficiency check is performed in multi-pilot operations, the type rating shall be restricted to multi-pilot operations. If privileges of single-pilot are sought, the manoeuvres/procedures in 2.5, 3.9.3.4, 4.3, 5.5 and at least one manoeuvre/procedure from section 3.4 have to be completed in addition as single-pilot.
- (i) In case of a restricted type rating issued in accordance with LIC.720.A(e), the applicants shall fulfil the same requirements as other applicants for the type rating except for the practical exercises relating to the take-off and landing phases.

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|--|--------------------|-----|-----|---|---|--|---------------------------------------|
| Manoeuvres/Procedures | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| SECTION 1 | | | | | | | |
| 1. Flight preparation 1.1 Performance calculation | P | | | | | | |
| 1.2 Aeroplane external visual inspection; location of each item and purpose of inspection | P# | | | 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 Before take-off checks | | P | → | → | → | M | |
| SECTION 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 | → | → | | |
| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | OTD | FTD | FFS | A | | FFS A | |
| 2.3 Crosswind take-off | | | P | → | → | | |
| 2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | | | P | → | → | | |



| | | | | | | | |
|--|--|--|--------------|----------|--|-----------------------|--|
| <p>2.5 Take-offs with simulated engine failure:</p> <p>2.5.1* shortly after reaching V2 (In aeroplanes which are not certificated as transport category or commuter category aeroplanes, the engine failure shall not be simulated until reaching a minimum height of 500 ft 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)</p> | | | <p>P → →</p> | | | | |
| <p>2.5.2* between V1 and V2</p> | | | <p>P</p> | <p>X</p> | | <p>M FFS Only</p> | |
| <p>2.6 Rejected take-off at a reasonable speed before reaching V1</p> | | | <p>P → →</p> | <p>X</p> | | <p>M</p> | |



| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|---|--------------------|-----|-----|--|---|--|--|
| Manoeuvres/Procedures | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| SECTION 3 | | | | | | | |
| 3. Flight Manoeuvres and Procedures 3.1 Turns with and without spoilers | | | P → | → | | | |
| 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 | | | |
| 3.3 Normal operation of systems and controls engineer's panel | P → | → | → | → | | | |
| Normal and abnormal operations of following systems: | | | | | | M | A mandatory minimum of 3 abnormal shall be selected from 3.4.0 to 3.4.14 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 | → | → | → | → | | |
|-------------------------|---|---|---|---|---|--|--|

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|--|--------------------|-----|-----|---|---|--|---------------------------------------|
| | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 3.4.5 Hydraulic system | P | → | → | → | → | | |
| 3.4.6 Flight control and Trim-system | P | → | → | → | → | | |
| 3.4.7 Anti-icing/de-icing system, Glare shield heating | P | → | → | → | → | | |
| 3.4.8 Autopilot/Flight director | P | → | → | → | → | M (single pilot Only) | |
| 3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices | P | → | → | → | → | | |
| 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 | P | → | → | → | → | | |
| 3.4.13 Slat and flap system | P | → | → | → | → | | |
| 3.4.14 Auxiliary power unit | P | → | → | → | → | | |
| Intentionally left blank | | | | | | | |



| | | | | | | | |
|--|--------------------|-----|-----|---|---|--|--|
| 3.6 Abnormal and emergency procedures: | | | | | | M | A mandatory minimum of three items shall be selected from 3.6.1 to 3.6.9 inclusive |
| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
| Manoeuvres/Procedures | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 3.6.1 Fire drills, e.g. engine, APU, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation | | P → | → | → | | | |
| 3.6.2 Smoke control and removal | | P → | → | → | | | |
| 3.6.3 Engine failures, shutdown and restart at a safe height | | P → | → | → | | | |
| 3.6.4 Fuel dumping (simulated) | | P → | → | → | | | |
| 3.6.5 Wind shear at take-off/landing | | | P | X | | FFS Only | |
| 3.6.6 Simulated cabin pressure failure/emergency descent | | | P → | → | | | |
| 3.6.7 Incapacitation of flight crew member | | P → | → | → | | | |
| 3.6.8 Other emergency procedures as outlined in the appropriate Aeroplane Flight Manual | | P → | → | → | | | |



| | | | | | | | |
|--|-----|-----|---|-----------------------------|--|----------|--|
| 3.6.9 ACAS event | P → | → | → | An aircraft may not be used | | FFS Only | |
| 3.7 Steep turns with 45° bank, 180° to 360° left and right | | P → | → | → | | | |

| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|---|--------------------|-----|----------|--------|---|--|---------------------------------------|
| | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | | |
| 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) 3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration | | | P → 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* Precision approaches down to a decision height (DH) not less than 60 m (200 ft) | | | | | | | |
| 3.9.3.1* manually, without flight director | | | P → | → | | M (skill test only) | |



| | | | | | | | |
|---|--|--|--------|-------|--|--|--|
| 3.9.3.2* manually, with flight director | | | P————> | ————> | | | |
| 3.9.3.3* with autopilot | | | P————> | ————> | | | |



| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|---|--------------------|-----|------|---|---|--|---------------------------------------|
| Manoeuvres/Procedures | | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | OTD | FTD | FFS | A | | FFS A | |
| <p>3.9.3.4* 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</p> <p>In aeroplanes which are not certificated as transport category aeroplanes (JAR/FAR 25) or as commuter category aeroplanes (SFAR 23), the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the non-precision 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.</p> | | | P → | → | | M | |
| <p>3.9.4* Non-precision approach down to the MDH/A</p> | | | P* → | → | | M | |



| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|---|--------------------|-----|------|-------|---|--|---------------------------------------|
| Manoeuvres/Procedures | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | | | | | FFS A | | |
| <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: (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>Remark: if (a) and (b) are not possible due to ATC reasons, a simulated low visibility pattern may be performed.</p> | | | P*—> | ————> | | | |
| SECTION 4 | | | | | | | |
| 4. Missed Approach Procedures | | | | | | | |
| 4.1 Go-around with all engines operating* after an ILS approach on reaching decision height | | | P*—> | ————> | | | |





| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
|---|--------------------|-----|------|---|---|--|---------------------------------------|
| | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | | |
| 4.2 Other missed approach procedures | | | P*—> | —> | | | |
| 4.3* Manual go-around with the critical engine simulated inoperative after an instrument approach on reaching DH, MDH or MAPt | | | P*—> | —> | | M | |
| 4.4 Rejected landing at 15 m (50 ft) above runway threshold and go-around | | | P—> | —> | | | |
| SECTION 5 | | | | | | | |
| 5. Landings | | | | | | | |
| 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching DH | | | P | | | | |
| 5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position | | | P—> | An aircraft may not be used for this exercise | | | |
| 5.3 Crosswind landings (a/c, 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 → | → | | M | |
| MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES | PRACTICAL TRAINING | | | | | ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK | |
| Manoeuvres/Procedures | OTD | FTD | FFS | A | Instructor initials when training completed | Chkd in FFS A | Examiner initials when test completed |
| 5.6 Landing with two engines inoperative: — aeroplanes with 3 engines: the centre engine and 1 outboard engine as far as practicable according to data of the AFM, — aeroplanes with 4 engines: 2 engines at one side | | | P | X | | M FFS only (skill test only) | |

General remarks:

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.

| SECTION 6 | | | | | | | |
|--|--|--|--|--|--|--|--|
| Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used. | | | | | | | |



| | | | | | | | |
|---|---------------------------|------------|-------------|--|--|---|--|
| <p>6.1* Rejected take-off at minimum authorised RVR</p> | | | <p>P* →</p> | <p>→ X An aircraft may not be used for this exercise</p> | | <p>M*</p> | |
| <p>MULTI-PILOT AEROPLANES AND SINGLE-PILOT HIGH-PERFORMANCE COMPLEX AEROPLANES</p> | <p>PRACTICAL TRAINING</p> | | | | | <p>ATPL/MPL/TYPE RATING SKILL TEST OR PROF. CHECK</p> | |
| <p>Manoeuvres/Procedures</p> | <p>OTD</p> | <p>FTD</p> | <p>FFS</p> | <p>A</p> | <p>Instructor initials when training completed</p> | <p>Chkd in FFS A</p> | <p>Examiner initials when test completed</p> |
| <p>6.2* ILS approaches: in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed</p> | | | <p>P →</p> | <p>→</p> | | <p>M</p> | |
| <p>6.3* Go-around: after approaches as indicated in 6.2 on reaching DH. The training shall also 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.</p> | | | <p>P →</p> | <p>→</p> | | <p>M*</p> | |



| | | | | | | | |
|--|--|--|-------------------|--|--|----------|--|
| <p>6.4* Landing(s):</p> <p>with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed</p> | | | <p>P → > →</p> | | | <p>M</p> | |
|--|--|--|-------------------|--|--|----------|--|

Note: CAT II/III operations shall be accomplished in accordance with the applicable air operations requirements.

7. Class ratings — sea.

Section 6 shall be completed to revalidate a multi-engine class rating sea, VFR only, where the required experience of 10 route sectors within the previous 12 months has not been completed.

| CLASS RATING SEA | PRACTICAL TRAINING | |
|---|---|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| SECTION 1 | | |
| <p>1. Departure</p> <p>1.1 Pre-flight including: Documentation Mass and Balance Weather briefing NOTAM</p> | | |
| <p>1.2 Pre-start checks External/internal</p> | | |
| <p>1.3 Engine start-up and shutdown Normal malfunctions</p> | | |
| <p>1.4 Taxiing</p> | | |
| <p>1.5 Step taxiing</p> | | |
| <p>1.6 Mooring: Beach Jetty pier Buoy</p> | | |
| <p>1.7 Engine-off sailing</p> | | |
| <p>1.8 Pre-departure checks: Engine run-up (if applicable)</p> | | |



| | | |
|--|--|--|
| 1.9 Take-off procedure: Normal with Flight Manual flap settings Crosswind (if conditions available) | | |
| 1.10 Climbing Turns onto headings Level off | | |
| 1.11 ATC liaison — Compliance, R/T procedure | | |
| SECTION 2 | | |
| 2. Airwork (VFR) 2.1 Straight and level flight at various airspeeds including flight at critically low airspeed with and without flaps (including approach to VMCA when applicable) | | |

| CLASS RATING SEA | PRACTICAL TRAINING | |
|---|--|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| 2.2 Steep turns (360° left and right at 45° bank) | | |
| 2.3 Stalls and recovery: (i) clean stall; (ii) approach to stall in descending turn with bank with approach configuration and power; (iii) approach to stall in landing configuration and power; (iv) approach to stall, climbing turn with take-off flap and climb power (single-engine aeroplane only) | | |
| 2.4 ATC liaison — Compliance, R/T procedure | | |
| SECTION 3 | | |
| 3. En-route procedures VFR | | |
| 3.1 Flight plan, dead reckoning and map reading | | |
| 3.2 Maintenance of altitude, heading and speed | | |



| | | |
|---|--|--|
| 3.3 Orientation, timing and revision of ETAs | | |
| 3.4 Use of navigation systems (if applicable) | | |
| 3.5 Flight management (flight log, routine checks including fuel, systems and icing) | | |
| 3.6 ATC liaison — Compliance, R/T procedure | | |
| SECTION 4 | | |
| 4. Arrivals and landings | | |
| 4.1 Aerodrome arrival procedure (amphibians only) | | |
| 4.2 Normal landing | | |
| 4.3 Flapless landing | | |
| 4.4 Crosswind landing (if suitable conditions) | | |
| 4.5 Approach and landing with idle power from up to 2 000' above the water (single-engine aeroplane only) | | |

| CLASS RATING SEA | PRACTICAL TRAINING | |
|---|---|---|
| Manoeuvres/Procedures | Instructor's initials when training completed | Examiner's initials when test completed |
| 4.6 Go-around from minimum height | | |
| 4.7 Glassy water landing Rough water landing | | |
| 4.8 ATC liaison — Compliance, R/T procedure | | |
| SECTION 5 | | |
| 5. Abnormal and emergency procedures (This section may be combined with sections 1 through 4) | | |
| 5.1 Rejected take-off at a reasonable speed | | |
| 5.2 Simulated engine failure after take-off (single-engine aeroplane only) | | |



| | | |
|---|--|--|
| 5.3 Simulated forced landing without power (single-engine aeroplane only) | | |
| 5.4 Simulated emergencies: (i) fire or smoke in flight; (ii) systems' malfunctions as appropriate | | |
| 5.5 ATC liaison — Compliance, R/T procedure | | |
| SECTION 6 | | |
| 6. Simulated asymmetric flight (This section may be combined with sections 1 through 5) | | |
| 6.1 Simulated engine failure during take-off (at a safe altitude unless carried out in FFS and FNPT II) | | |
| 6.2 Engine shutdown and restart (ME skill test only) | | |
| 6.3 Asymmetric approach and go-around | | |
| 6.4 Asymmetric approach and full stop landing | | |
| 6.5 ATC liaison — Compliance, R/T procedure | | |

C. Specific requirements for the helicopter category

1. In case of skill test or proficiency check for type ratings and the ATPL the applicant shall pass sections 1 to 4 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.
2. In case of proficiency check for an IR the applicant shall pass section 5 of the proficiency check. Failure in more than three items will require the applicant to take the entire section 5 again. An applicant failing not more than three items shall take the failed items again. Failure in any item of the re-check or failure in any other items of section 5 already passed will require the applicant to take the entire check again.

FLIGHT TEST TOLERANCE

3. The applicant shall demonstrate the ability to:



- (a) operate the helicopter within its limitations;
- (b) complete all manoeuvres with smoothness and accuracy;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) maintain control of the helicopter 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 coordination and incapacitation procedures, if applicable; and
- (g) communicate effectively with the other crew members, if applicable.

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

(a) IFR flight limits

Height:

| | |
|--|--------------------|
| Generally | ± 100 feet |
| Starting a go-around at decision height/altitude | + 50 feet/- 0 feet |
| Minimum descent height/altitude | + 50 feet/- 0 feet |

Tracking:

| | |
|--------------------|---|
| On radio aids | ± 5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading:

| | |
|---------------------------------|-------|
| Normal operations | ± 5° |
| Abnormal operations/emergencies | ± 10° |

Speed:

| | |
|-------------------------------|----------------------|
| Generally | ± 10 knots |
| With simulated engine failure | + 10 knots/- 5 knots |

(b) VFR flight limits

Height:

| | |
|-----------|------------|
| Generally | ± 100 feet |
|-----------|------------|

Heading:

| | |
|-------------------|------|
| Normal operations | ± 5° |
|-------------------|------|



Abnormal operations/emergencies $\pm 10^\circ$

Speed:

Generally ± 10 knots
 With simulated engine failure $+ 10$ knots/ $- 5$ knots

Ground drift:

T.O. hover I.G.E. ± 3 feet
 Landing ± 2 feet (with 0 feet rearward or lateral flight)

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK GENERAL

5. The following symbols mean:

P = Trained as PIC for the issue of a type rating for SPH or trained as PIC or Co-pilot and as PF and PM for the issue of a type rating for MPH.

6. 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: FFS = Full Flight Simulator

FTD = Flight Training Device

H= Helicopter

7. The starred items (*) shall be flown in actual or simulated IMC, only by applicants wishing to renew or revalidate an IR(H), or extend the privileges of that rating to another type.

8. Instrument flight procedures (section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) or extend the privileges of that rating to another type. An FFS or FTD 2/3 may be used for this purpose.

9. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

10. An FSTD shall be used for practical training and testing if the FSTD forms part of a type rating course. The following considerations will apply to the course:

- (i) the qualification of the FSTD;
- (ii) the qualifications of the instructor and examiner;
- (iii) the amount of FSTD training provided on the course;
- (iv) the qualifications and previous experience in similar types of the pilot under training; and



- (v) the amount of supervised flying experience provided after the issue of the new type rating.

MULTI-PILOT HELICOPTERS

11. Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only sections 1 to 4 and, if applicable, section 6.
12. Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only sections 1 to 4 and, if applicable, section 6.



| SINGLE/MULTI-PILOT HELICOPTERS | PRACTICAL TRAINING | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|-----|----|---|---------------------------------------|---------------------------------------|
| | FTD | FFS | H | Instructor initials when training completed | Chkd in FFS H | Examiner initials when test completed |
| SECTION 1 — Pre-flight preparations and checks | | | | | | |
| 1.1 Helicopter exterior visual inspection; location of each item and purpose of inspection | | | P | | M (if performed in the helicopter) | |
| 1.2 Cockpit inspection | | P | —> | | M | |
| 1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | —> | —> | | M | |
| 1.4 Taxiing/air taxiing in compliance with air traffic control instructions or with instructions of an instructor | | P | —> | | M | |
| 1.5 Pre-take-off procedures and checks | P | —> | —> | | M | |
| SECTION 2 — Flight manoeuvres and procedures | | | | | | |
| 2.1 Take-offs (various profiles) | | P | —> | | M | |
| 2.2 Sloping ground or crosswind take-offs & landings | | P | —> | | | |
| 2.3 Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | P | —> | —> | | | |
| 2.4 Take-off with simulated engine failure shortly before reaching TDP or DPATO | | P | —> | | M | |
| 2.4.1 Take-off with simulated engine failure shortly after reaching TDP or DPATO | | P | —> | | M | |
| 2.5 Climbing and descending turns to specified headings | P | —> | —> | | M | |



| SINGLE/MULTI-PILOT HELICOPTERS | PRACTICAL TRAINING | | | | SKILL TEST OR PROFICIENCY CHECK | |
|---|--------------------|-----|----|---|---------------------------------|--|
| | FTD | FFS | H | Instructor initials when training completed | Chkd in FFS H | Examiner initials when test completed |
| Manoeuvres/Procedures | | | | | | |
| 2.5.1 Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments | P | —> | —> | | M | |
| 2.6 Autorotative descent | P | —> | —> | | M | |
| 2.6.1 Autorotative landing (SEH only) or power recovery | | P | —> | | M | |
| 2.7 Landings, various profiles | | P | —> | | M | |
| 2.7.1 Go-around or landing following simulated engine failure before LDP or DPBL | | P | —> | | M | |
| 2.7.2 Landing following simulated engine failure after LDP or DPBL | | P | —> | | M | |
| SECTION 3 — Normal and abnormal operations of the following systems and procedures | | | | | | |
| 3. Normal and abnormal operations of the following systems and procedures: | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 3.1 Engine | P | —> | —> | | | |
| 3.2 Air conditioning (heating, ventilation) | P | —> | —> | | | |
| 3.3 Pitot/static system | P | —> | —> | | | |
| 3.4 Fuel System | P | —> | —> | | | |
| 3.5 Electrical system | P | —> | —> | | | |
| 3.6 Hydraulic system | P | —> | —> | | | |
| 3.7 Flight control and Trim system | P | —> | —> | | | |
| 3.8 Anti-icing and de-icing system | P | —> | —> | | | |
| 3.9 Autopilot/Flight director | P | —> | —> | | | |



| | | | | | | |
|--|---------------------------|-----|--|---|--|--|
| 3.10 Stability augmentation devices | P | —> | —> | | | |
| SINGLE/MULTI-PILOT HELICOPTERS | PRACTICAL TRAINING | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | FTD | FFS | H | | FFS H | |
| 3.11 Weather radar, radio altimeter, transponder | P | —> | —> | | | |
| 3.12 Area Navigation System | P | —> | —> | | | |
| 3.13 Landing gear system | P | —> | —> | | | |
| 3.14 Auxiliary power unit | P | —> | —> | | | |
| 3.15 Radio, navigation equipment, instruments flight management system | P | —> | —> | | | |
| SECTION 4 — Abnormal and emergency procedures | | | | | | |
| 4. Abnormal and emergency procedures | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 4.1 Fire drills (including evacuation if applicable) | P | —> | —> | | | |
| 4.2 Smoke control and removal | P | —> | —> | | | |
| 4.3 Engine failures, shutdown and restart at a safe height | P | —> | —> | | | |
| 4.4 Fuel dumping (simulated) | P | —> | —> | | | |
| 4.5 Tail rotor control failure (if applicable) | P | —> | —> | | | |
| 4.5.1 Tail rotor loss (if applicable) | P | —> | Helicopter may not be used for this exercise | | | |
| 4.6 Incapacitation of crew member — MPH only | P | —> | —> | | | |
| 4.7 Transmission malfunctions | P | —> | —> | | | |



| | | | | | | |
|---|---|----|----|--|--|--|
| 4.8 Other emergency procedures as outlined in the appropriate Flight Manual | P | —> | —> | | | |
|---|---|----|----|--|--|--|

| SINGLE/MULTI-PILOT HELICOPTERS | PRACTICAL TRAINING | | | | SKILL TEST OR PROFICIENCY CHECK | |
|---|--------------------|-----|-----|---|---------------------------------|---------------------------------------|
| | FTD | FFS | H | Instructor initials when training completed | Chkd in FFS H | Examiner initials when test completed |
| SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC) | | | | | | |
| 5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | —>* | —>* | | | |
| 5.1.1 Simulated engine failure during departure | P* | —>* | —>* | | M* | |
| 5.2 Adherence to departure and arrival routes and ATC instructions | P* | —>* | —>* | | M* | |
| 5.3 Holding procedures | P* | —>* | —>* | | | |
| 5.4 ILS approaches down to CAT I decision height | P* | —>* | —>* | | | |
| 5.4.1 Manually, without flight director | P* | —>* | —>* | | M* | |
| 5.4.2 Precision approach manually, with or without flight director | P* | —>* | —>* | | M* | |
| 5.4.3 With coupled autopilot | P* | —>* | —>* | | | |
| 5.4.4 Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown or until completion of the missed approach procedure) | P* | —>* | —>* | | M* | |
| 5.5 Non-precision approach down to the minimum descent altitude MDA/H | P* | —>* | —>* | | M* | |
| 5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | —>* | —>* | | | |



| | | | | | | |
|--|---------------------------|-----|-----|---|--|---------------------------------------|
| 5.6.1 Other missed approach procedures | P* | —>* | —>* | | | |
| 5.6.2 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | M* | |
| SINGLE/MULTI-PILOT HELICOPTERS | PRACTICAL TRAINING | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | | | | Instructor initials when training completed | Chkd in | Examiner initials when test completed |
| | FTD | FFS | H | | FFS H | |
| 5.7 IMC autorotation with power recovery | P* | —>* | —>* | | M* | |
| 5.8 Recovery from unusual attitudes | P* | —>* | —>* | | M* | |
| SECTION 6 — Use of optional equipment | | | | | | |
| 6. Use of optional equipment | P | —> | —> | | | |

D. Specific requirements for the powered-lift aircraft category

1. In the case of skill tests or proficiency checks for powered-lift aircraft type ratings, the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require the applicant to take the entire test or check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test or re-check or failure in any other items already passed will require the applicant to take the entire test or check again. All sections of the skill test or proficiency check shall be completed within 6 months.

FLIGHT TEST TOLERANCE

2. The applicant shall demonstrate the ability to:
 - (a) operate the powered-lift aircraft within its limitations;
 - (b) complete all manoeuvres with smoothness and accuracy;
 - (c) exercise good judgement and airmanship;
 - (d) apply aeronautical knowledge;
 - (e) maintain control of the powered-lift 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 coordination and incapacitation procedures; and
 - (g) communicate effectively with the other crew members.
3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the powered-lift aircraft used.

(a) IFR flight limits:

Height:

| | |
|--|--------------------|
| Generally | ± 100 feet |
| Starting a go-around at decision height/altitude | + 50 feet/- 0 feet |
| Minimum descent height/altitude | + 50 feet/- 0 feet |

Tracking:

| | |
|--|------|
| On radio aids | ± 5° |
| Precision approach half scale deflection, azimuth and glide path | |

Heading:

| | |
|---------------------------------|-------|
| Normal operations | ± 5° |
| Abnormal operations/emergencies | ± 10° |

Speed:

| | |
|-------------------------------|---------------------|
| Generally | ± 10 knots |
| With simulated engine failure | +10 knots/- 5 knots |

(b) VFR flight limits:

Height:

| | |
|-----------|------------|
| Generally | ± 100 feet |
|-----------|------------|

Heading:

| | |
|---------------------------------|-------|
| Normal operations | ± 5° |
| Abnormal operations/emergencies | ± 10° |

Speed:

| | |
|-------------------------------|---------------------|
| Generally | ± 10 knots |
| With simulated engine failure | +10 knots/- 5 knots |

Ground drift:

| | |
|-------------------|---|
| T.O. hover I.G.E. | ± 3 feet |
| Landing | ± 2 feet (with 0 feet rearward or lateral flight) |



CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PM for the issue of a type rating as applicable.

5. 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 (—>).

6. The following abbreviations are used to indicate the training equipment used:

FFS = Full Flight Simulator

FTD = Flight Training Device

OTD = Other Training Device

PL = Powered-lift aircraft

(a) Applicants for the skill test for the issue of the powered-lift aircraft type rating shall take sections 1 to 5 and, if applicable, section 6.

(b) Applicants for the revalidation or renewal of the powered-lift aircraft type rating proficiency check shall take sections 1 to 5 and, if applicable section 6 and/or 7.

(c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.

7. Where the letter 'M' appears in the skill test or proficiency check column this will indicate the mandatory exercise.

8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of an approved type rating course. The following considerations will apply to the approval of the course:

(a) the qualification of the flight simulation training devices;

(b) the qualifications of the instructor.



| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|---|--------------------|-----|-----|----|---|---------------------------------|---|
| | OTD | FTD | FFS | PL | Instructor's initials when training completed | Chkd in FFS PL | Examiner's initials when test completed |
| SECTION 1 — Pre-flight preparations and checks | | | | | | | |
| 1.1 Powered-lift aircraft exterior visual inspection; location of each item and purpose of inspection | | | | P | | | |
| 1.2 Cockpit inspection | P | —> | —> | —> | | | |
| 1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | P | —> | —> | —> | | M | |
| 1.4 Taxiing in compliance with air traffic control instructions or with instructions of an instructor | | P | —> | —> | | | |
| 1.5 Pre-take-off procedures and checks including Power Check | P | —> | —> | —> | | M | |
| SECTION 2 — Flight manoeuvres and procedures | | | | | | | |
| 2.1 Normal VFR take-off profiles; Runway operations (STOL and VTOL) including crosswind Elevated heliports Ground level heliports | | P | —> | —> | | M | |
| 2.2 Take-off at maximum take-off mass (actual or simulated maximum take-off mass) | | P | —> | | | | |



| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|---|--------------------|-----|-----|----|---|---------------------------------|---|
| | OTD | FTD | FFS | PL | Instructor's initials when training completed | Chkd in FFS PL | Examiner's initials when test completed |
| Manoeuvres/Procedures | | | | | | | |
| 2.3.1 Rejected take-off: during runway operations during elevated heliport operations during ground level operations | | P | —> | | | M | |
| 2.3.2 Take-off with simulated engine failure after passing decision point: during runway operations during elevated heliport operations during ground level operations | | P | —> | | | M | |
| 2.4 Autorotative descent in helicopter mode to ground (an aircraft shall not be used for this exercise) | P | —> | —> | | | M FFS only | |
| 2.4.1 Windmill descent in aeroplane mode (an aircraft shall not be used for this exercise) | | P | —> | | | M FFS only | |
| 2.5 Normal VFR landing profiles; runway operations (STOL and VTOL) elevated heliports ground level heliports | | P | —> | —> | | M | |
| 2.5.1 Landing with simulated engine failure after reaching decision point: during runway operations during elevated heliport operations during ground level operations | | | | | | | |



| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|-----|-----|----|--|------------------------------------|--|
| | OTD | FTD | FFS | PL | Instructor's initials when training completed | Chkd in FFS PL | Examiner's initials when test completed |
| Manoeuvres/Procedures | | | | | | | |
| 2.6 Go-around or landing following simulated engine failure before decision point | | P | —> | | | M | |
| SECTION 3 — Normal and abnormal operations of the following systems and procedures: | | | | | | | |
| 3. Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise): | | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 3.1 Engine | P | —> | —> | | | | |
| 3.2 Pressurisation and air conditioning (heating, ventilation) | P | —> | —> | | | | |
| 3.3 Pitot/static system | P | —> | —> | | | | |
| 3.4 Fuel System | P | —> | —> | | | | |
| 3.5 Electrical system | P | —> | —> | | | | |
| 3.6 Hydraulic system | P | —> | —> | | | | |
| 3.7 Flight control and Trim-system | P | —> | —> | | | | |



| | | | | | | | |
|--|---------------------------|-----|-----|----|---|--|--|
| 3.8 Anti-icing and de-icing system, glare shield heating (if fitted) | P | —> | —> | | | | |
| 3.9 Autopilot/Flight director | P | —> | —> | | | | |
| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | OTD | FTD | FFS | PL | | FFS PL | |
| 3.10 Stall warning devices or stall avoidance devices and stability augmentation devices | P | —> | —> | | | | |
| 3.11 Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted) | P | —> | —> | | | | |
| 3.12 Landing gear system | P | —> | —> | | | | |
| 3.13 Auxiliary power unit | P | —> | —> | | | | |
| 3.14 Radio, navigation equipment, instruments and flight management system | P | —> | —> | | | | |
| 3.15 Flap system | P | —> | —> | | | | |
| SECTION 4 — Abnormal and emergency procedures | | | | | | | |
| 4. Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise) | | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 4.1 Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable | P | —> | —> | | | | |



| 4.2 Smoke control and removal | P | —> | —> | | | | |
|--|--------------------|-----|-----|----|---|---------------------------------|---|
| 4.3 Engine failures, shutdown and restart (an aircraft shall not be used for this exercise) including OEI conversion from helicopter to aeroplane modes and vice versa | P | —> | —> | | | FFS only | |
| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | OTD | FTD | FFS | PL | | FFS PL | |
| 4.4 Fuel dumping (simulated, if fitted) | P | —> | —> | | | | |
| 4.5 Wind shear at take- off and landing (an aircraft shall not be used for this exercise) | | | P | | | FFS only | |
| 4.6 Simulated cabin pressure failure/emergency descent (an aircraft shall not be used for this exercise) | P | —> | —> | | | FFS only | |
| 4.7 ACAS event (an aircraft shall not be used for this exercise) | P | —> | —> | | | FFS only | |
| 4.8 Incapacitation of crew member | P | —> | —> | | | | |
| 4.9 Transmission malfunctions | P | —> | —> | | | FFS only | |
| 4.10 Recovery from a full stall (power on and off) or after activation of stall warning devices in climb, cruise and approach configurations (an aircraft shall not be used for this exercise) | P | —> | —> | | | FFS only | |



| | | | | | | | |
|--|---------------------------|-----|-----|----|---|--|---|
| 4.11 Other emergency procedures as detailed in the appropriate Flight Manual | P | —> | —> | | | | |
| SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC) | | | | | | | |
| 5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | —>* | —>* | | | | |
| 5.1.1 Simulated engine failure during departure after decision point | P* | —>* | —>* | | | M* | |
| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | OTD | FTD | FFS | PL | | FFS PL | |
| 5.2 Adherence to departure and arrival routes and ATC instructions | P* | —>* | —>* | | | M* | |
| 5.3 Holding procedures | P* | —>* | —>* | | | | |
| 5.4 Precision approach down to a decision height not less than 60 m (200 ft) | P* | —>* | —>* | | | | |
| 5.4.1 Manually, without flight director | P* | —>* | —>* | | | M* (Skill test only) | |
| 5.4.2 Manually, with flight director | P* | —>* | —>* | | | | |
| 5.4.3 With use of autopilot | P* | —>* | —>* | | | | |



| | | | | | | | |
|--|----|------|------|--|--|----|--|
| 5.4.4 Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued either to touchdown, or through to the completion of the missed approach procedure) | P* | ——>* | ——>* | | | M* | |
| 5.5 Non-precision approach down to the minimum descent altitude MDA/H | P* | ——>* | ——>* | | | M* | |
| 5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | ——>* | ——>* | | | | |
| 5.6.1 Other missed approach procedures | P* | ——>* | ——>* | | | | |
| 5.6.2 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | | M* | |

| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|------|------|----|---|---------------------------------|---|
| | OTD | FTD | FFS | PL | Instructor's initials when training completed | Chkd in FFS PL | Examiner's initials when test completed |
| Manoeuvres/Procedures | | | | | | | |
| 5.7 IMC autorotation with power recovery to land on runway in helicopter mode only (an aircraft shall not be used for this exercise) | P* | ——>* | ——>* | | | M* FFS only | |
| 5.8 Recovery from unusual attitudes (this one depends on the quality of the FFS) | P* | ——>* | ——>* | | | M* | |
| SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III) | | | | | | | |



| | | | | | | | |
|---|--|----------|--------------|--------------|--|-----------|--|
| <p>6. Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all powered-lift aircraft equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used</p> | | | | | | | |
| <p>6.1 Rejected take-off at minimum authorised RVR</p> | | <p>P</p> | <p>—></p> | | | <p>M*</p> | |
| <p>6.2 ILS approaches in simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed</p> | | <p>P</p> | <p>—></p> | <p>—></p> | | <p>M*</p> | |

| POWERED-LIFT AIRCRAFT CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|---|--------------------|----------|--------------|--------------|---|---------------------------------|---|
| Manoeuvres/Procedures | OTD | FTD | FFS | PL | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | | | | | FFS PL | |
| <p>6.3 Go-around after approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft deviation in excess of approach limits for a successful approach, ground/airborne equipment failure prior to reaching DH, and go-around with simulated airborne equipment failure</p> | | <p>P</p> | <p>—></p> | <p>—></p> | | <p>M*</p> | |



| | | | | | | | |
|--|--|---|----|----|--|----|--|
| 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* | |
| SECTION 7 — Optional equipment | | | | | | | |
| 7. Use of optional equipment | | P | —> | —> | | | |

E. Specific requirements for the airship category

1. In the case of skill tests or proficiency checks for airship type ratings the applicant shall pass sections 1 to 5 and 6 (as applicable) of the skill test or proficiency check. Failure in more than five items will require the applicant to take the entire test/check again. An applicant failing not more than five items shall take the failed items again. Failure in any item of the re-test/re-check or failure in any other items already passed will require the applicant to take the entire test/check again. All sections of the skill test or proficiency check shall be completed within 6 months.

FLIGHT TEST TOLERANCE

2. The applicant shall demonstrate the ability to:
 - (i) operate the airship within its limitations;
 - (ii) complete all manoeuvres with smoothness and accuracy;
 - (iii) exercise good judgement and airmanship;
 - (iv) apply aeronautical knowledge;
 - (v) maintain control of the airship at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;
 - (vi) understand and apply crew coordination and incapacitation procedures; and
 - (vii) communicate effectively with the other crew members.
3. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the airship used.
 - (a) IFR flight limits:



Height:

| | |
|--|--------------------|
| Generally | ± 100 feet |
| Starting a go-around at decision height/altitude | + 50 feet/- 0 feet |
| Minimum descent height/altitude | + 50 feet/- 0 feet |

Tracking:

| | |
|--------------------|---|
| On radio aids | ± 5° |
| Precision approach | half scale deflection, azimuth and glide path |

Heading:

| | |
|---------------------------------|-------|
| Normal operations | ± 5° |
| Abnormal operations/emergencies | ± 10° |

(b) VFR flight limits:

Height:

| | |
|-----------|------------|
| Generally | ± 100 feet |
|-----------|------------|

Heading:

| | |
|---------------------------------|-------|
| Normal operations | ± 5° |
| Abnormal operations/emergencies | ± 10° |

CONTENT OF THE TRAINING/SKILL TEST/PROFICIENCY CHECK

4. The following symbols mean:

P = Trained as PIC or Co-pilot and as PF and PM for the issue of a type rating as applicable.

5. 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 (—>).

6. The following abbreviations are used to indicate the training equipment used:

FFS = Full Flight Simulator
 FTD = Flight Training Device

OTD = Other Training Device

As = Airship

- (a) Applicants for the skill test for the issue of the airship shall take sections 1 to 5 and, if applicable, section 6.
- (b) Applicants for the revalidation or renewal of the airship type rating proficiency check shall take sections 1 to 5 and, if applicable section 6.



- (c) The starred items (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.
- 7. Where the letter ‘M’ appears in the skill test or proficiency check column this will indicate the mandatory exercise.
- 8. Flight Simulation Training Devices shall be used for practical training and testing if they form part of a type rating course. The following considerations will apply to the course:
 - (a) the qualification of the flight simulation training devices;
 - (b) the qualifications of the instructor.

| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|-----|-----|----|---|---------------------------------|---|
| Manoeuvres/Procedures | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | OTD | FTD | FFS | As | | FFS As | |
| SECTION 1 — Pre-flight preparations and checks | | | | | | | |
| 1.1 Pre-flight inspection | | | | P | | | |
| 1.2 Cockpit inspection | P | —> | —> | —> | | | |
| 1.3 Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies | | P | —> | —> | | M | |
| 1.4 Off Mast procedure and Ground Manoeuvring | | | P | —> | | M | |

| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|-----|-----|----|---|---------------------------------|---|
| Manoeuvres/Procedures | | | | | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | OTD | FTD | FFS | As | | FFS As | |
| 1.5 Pre-take-off procedures and checks | P | —> | —> | —> | | M | |



| SECTION 2 — Flight manoeuvres and procedures | | | | | | | |
|--|--------------------|-----|-----|----|---|---------------------------------|---|
| 2.1 Normal VFR take-off profile | | | P | —> | | M | |
| 2.2 Take-off with simulated engine failure | | | P | —> | | M | |
| 2.3 Take-off with heaviness > 0 (Heavy T/O) | | | P | —> | | | |
| 2.4 Take-off with heaviness < 0 (Light/TO) | | | P | —> | | | |
| 2.5 Normal climb procedure | | | P | —> | | | |
| 2.6 Climb to Pressure Height | | | P | —> | | | |
| 2.7 Recognising of Pressure Height | | | P | —> | | | |
| 2.8 Flight at or close to Pressure Height | | | P | —> | | M | |
| 2.9 Normal descent and approach | | | P | —> | | | |
| 2.10 Normal VFR landing profile | | | P | —> | | M | |
| 2.11 Landing with heaviness > 0 (Heavy Ldg.) | | | P | —> | | M | |
| 2.12 Landing with heaviness < 0 (Light Ldg.) | | | P | —> | | M | |
| Intentionally left blank | | | | | | | |
| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | OTD | FTD | FFS | As | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
| | | | | | | FFS As | |



| SECTION 3 — Normal and abnormal operations of the following systems and procedures | | | | | | | |
|--|---------------------------|----|----|----|-------------|--|--|
| 3. Normal and abnormal operations of the following systems and procedures (may be completed in an FSTD if qualified for the exercise): | | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 3.1 Engine | P | —> | —> | —> | | | |
| 3.2 Envelope Pressurisation | P | —> | —> | —> | | | |
| 3.3 Pitot/static system | P | —> | —> | —> | | | |
| 3.4 Fuel system | P | —> | —> | —> | | | |
| 3.5 Electrical system | P | —> | —> | —> | | | |
| 3.6 Hydraulic system | P | —> | —> | —> | | | |
| 3.7 Flight control and Trim-system | P | —> | —> | —> | | | |
| 3.8 Ballonet system | P | —> | —> | —> | | | |
| 3.9 Autopilot/Flight director | P | —> | —> | —> | | | |
| 3.10 Stability augmentation devices | P | —> | —> | —> | | | |
| 3.11 Weather radar, radio altimeter, transponder, ground proximity warning system (if fitted) | P | —> | —> | —> | | | |
| 3.12 Landing gear system | P | —> | —> | —> | | | |
| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | | | | | Instructor' | Chkd in | Examiner's initials |



| | OTD | FTD | FFS | As | s initials when training completed | FFS As | when test completed |
|--|---------------------------|-----|-----|----|------------------------------------|--|--|
| 3.13 Auxiliary power unit | P | —> | —> | —> | | | |
| 3.14 Radio, navigation equipment, instruments and flight management system | P | —> | —> | —> | | | |
| Intentionally left blank | | | | | | | |
| SECTION 4 — Abnormal and emergency procedures | | | | | | | |
| 4. Abnormal and emergency procedures (may be completed in an FSTD if qualified for the exercise) | | | | | | M | A mandatory minimum of three items shall be selected from this section |
| 4.1 Fire drills, engine, APU, cargo compartment, flight deck and electrical fires including evacuation if applicable | P | —> | —> | —> | | | |
| 4.2 Smoke control and removal | P | —> | —> | —> | | | |
| 4.3 Engine failures, shutdown and restart In particular phases of flight, inclusive multiple engine failure | P | —> | —> | —> | | | |
| 4.4 Incapacitation of crew member | P | —> | —> | —> | | | |
| 4.5 Transmission/Gearbox malfunctions | P | —> | —> | —> | | FFS only | |
| 4.6 Other emergency procedures as outlined in the appropriate Flight Manual | P | —> | —> | —> | | | |
| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |



| Manoeuvres/Procedures | OTD | FTD | FFS | As | Instructor's initials when training completed | Chkd in | Examiner's initials when test completed |
|---|-----|-----|-----|-----|---|----------------------|---|
| | | | | | | FFS As | |
| SECTION 5 — Instrument flight procedures (to be performed in IMC or simulated IMC) | | | | | | | |
| 5.1 Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne | P* | —>* | —>* | —>* | | | |
| 5.1.1 Simulated engine failure during departure | P* | —>* | —>* | —>* | | M* | |
| 5.2 Adherence to departure and arrival routes and ATC instructions | P* | —>* | —>* | —>* | | M* | |
| 5.3 Holding procedures | P* | —>* | —>* | —>* | | | |
| 5.4 Precision approach down to a decision height not less than 60 m (200 ft) | P* | —>* | —>* | —>* | | | |
| 5.4.1 Manually, without flight director | P* | —>* | —>* | —>* | | M* (Skill test only) | |
| 5.4.2 Manually, with flight director | P* | —>* | —>* | —>* | | | |
| 5.4.3 With use of autopilot | P* | —>* | —>* | —>* | | | |
| 5.4.4 Manually, with one engine simulated inoperative; engine failure has to be simulated during final approach before passing the outer marker (OM) and continued to touchdown, or until completion of the missed approach procedure | P* | —>* | —>* | —>* | | M* | |
| 5.5 Non-precision approach down to the minimum descent altitude MDA/H | P* | —>* | —>* | —>* | | M* | |



| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
|--|--------------------|-----|-----|-----|---|---------------------------------|---|
| | OTD | FTD | FFS | As | Instructor's initials when training completed | Chkd in FFS As | Examiner's initials when test completed |
| Manoeuvres/Procedures | | | | | | | |
| 5.6 Go-around with all engines operating on reaching DA/DH or MDA/MDH | P* | —>* | —>* | —>* | | | |
| 5.6.1 Other missed approach procedures | P* | —>* | —>* | —>* | | | |
| 5.6.2 Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH | P* | | | | | M* | |
| 5.7 Recovery from unusual attitudes (this one depends on the quality of the FFS) | P* | —>* | —>* | —>* | | M* | |
| SECTION 6 — Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III) | | | | | | | |



| <p>6. Additional authorisation on a type rating for instrument approaches down to a decision height of less than 60 m (CAT II/III). The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a DH of less than 60 m (200 ft). During the following instrument approaches and missed approach procedures all airship equipment required for the type certification of instrument approaches down to a DH of less than 60 m (200 ft) shall be used.</p> | | | | | | | |
|--|--------------------|-----|-----|----|---|---------------------------------|---|
| AIRSHIP CATEGORY | PRACTICAL TRAINING | | | | | SKILL TEST OR PROFICIENCY CHECK | |
| Manoeuvres/Procedures | OTD | FTD | FFS | As | Instructor's initials when training completed | Chkd in FFS As | Examiner's initials when test completed |
| <p>6.1 Rejected take-off at minimum authorised RVR</p> | | P | → | | | M* | |
| <p>6.2 ILS approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew coordination (SOPs) shall be observed</p> | | P | → | | | M* | |



| | | | | | | | |
|--|---------------------------|------------|------------|-----------|--|--|--|
| <p>6.3 Go-around After approaches as indicated in 6.2 on reaching DH. The training shall also include a go-around due to (simulated) insufficient RVR, wind shear, aircraft 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.</p> | | P | → | | | M* | |
| <p>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> | | P | → | | | M* | |
| <p>AIRSHIP CATEGORY</p> | <p>PRACTICAL TRAINING</p> | | | | | <p>SKILL TEST OR PROFICIENCY CHECK</p> | |
| <p>Manoeuvres/Procedures</p> | <p>OTD</p> | <p>FTD</p> | <p>FFS</p> | <p>As</p> | <p>Instructor's initials when training completed</p> | <p>Chkd in FFS As</p> | <p>Examiner's initials when test completed</p> |
| <p>SECTION 7 — Optional equipment</p> | | | | | | | |
| <p>7. Use of optional equipment</p> | | P | → | | | | |





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APPENDIX 10

CONVERSION OF EXISTING NATIONAL LICENCES AND RATINGS

A. AEROPLANES

1. Pilot licences

- (a) A pilot licence (aeroplane) issued by an EASA Member State in accordance with EASA Part FCL shall be converted into a licence with all included ratings/certificates.
- (b) A pilot licence (aeroplane) previously issued by the Authority or issued by an ICAO Contracting State, or a State not included in (a) above, shall be converted into a licence provided that the applicant complies with the following requirements:
 - (1) for ATPL(A) and CPL(A), complete as a proficiency check the revalidation requirements for type/class and instrument rating, relevant to the privileges of the licence held;
 - (2) demonstrate knowledge of the relevant parts of CAR OPS and CAR LIC;
 - (3) demonstrate, or hold, language proficiency in accordance with LIC.055;
 - (4) comply with the requirements set out in the table below:

| National licence held | Total flying hours experience | Any further requirements | CAR LIC licence and conditions (where applicable) | Removal of conditions |
|--|--|--|---|---|
| (1) | (2) | (3) | (4) | (5) |
| ATPL(A) | > 1 500 as PIC on multi-pilot aeroplanes | None | ATPL(A) | Not applicable |
| ATPL(A) | > 1 500 on multi- pilot aeroplanes | None | ATPL(A), with type rating restricted to co-pilot | Demonstrate ability to act as PIC as required by Appendix 9 |
| ATPL(A) | > 500 on multi- pilot aeroplanes | Demonstrate knowledge of flight planning and performance as required by LIC.515 | ATPL(A), with type rating restricted to co-pilot | Demonstrate ability to act as PIC as required by Appendix 9 |
| CPL/IR(A) and passed an ICAO ATPL theory | | (i) demonstrate knowledge of flight planning and performance as required by LIC.310 and LIC.615(b) (ii) meet remaining requirements of LIC.720.A(c) | CPL/IR(A) with ATPL theory credit | Not applicable |



| | | | | |
|-----------|--|--|--|--|
| CPL/IR(A) | > 500 on multi- pilot aeroplanes, or in multi-pilot operations on single-pilot aeroplanes in FAR 19-23 commuter category or equivalent in accordance with the requirements of CAR OPS for commercial air transport | (i) pass an examination for ATPL(A) knowledge (*) (ii) meet remaining requirements of LIC.720.A(c) | CPL/IR(A) with ATPL theory credit | Not applicable |
| CPL/IR(A) | > 500 as PIC on single-pilot aeroplanes | None | CPL/IR(A) with type/class ratings restricted to single- pilot aeroplanes | |
| CPL/IR(A) | < 500 as PIC on single-pilot aeroplanes | Demonstrate knowledge of flight planning and flight performance for CPL/IR level | CPL/IR(A) with type/class ratings restricted to single- pilot aeroplanes | Obtain multi-pilot type rating in accordance with CAR FCL |
| CPL(A) | > 500 as PIC on single-pilot aeroplanes | Night rating, if applicable | CPL(A), with type/class ratings restricted to single- pilot aeroplanes | |
| CPL(A) | < 500 as PIC on single-pilot aeroplanes | (i) Night rating, if applicable; (ii) demonstrate knowledge of flight performance and planning as required by LIC.310 | CPL(A), with type/class ratings restricted to single- pilot aeroplanes | |
| PPL/IR(A) | ≥ 75 in accordance with IFR | Night rating if night flying privileges are not included in the instrument rating | PPL/IR(A) (the IR restricted to PPL) | Demonstrate knowledge of flight performance and planning as required by LIC.615(b) |
| PPL(A) | ≥ 70 on aeroplanes | Demonstrate the use of navigation systems | PPL(A) | |

(*) CPL holders already holding a type rating for a multi-pilot aeroplane are not required to have passed an examination for ATPL(A) theoretical knowledge whilst they continue to operate that same aeroplane



type, but will not be given ATPL(A) theory credit for a licence. If they require another type rating for a different multi-pilot aeroplane, they must pass an examination for ATPL(A) knowledge.

2. Instructor certificates

An instructor certificate issued by an ICAO Contracting State in accordance with the national requirements shall be converted into a CAR LIC certificate provided that the applicant complies with the following requirements:

| National certificate or privileges held | Experience | Any further requirements | CAR LIC certificate |
|---|--|--------------------------|-----------------------------|
| (1) | (2) | (3) | (4) |
| FI(A)/IRI(A)/TRI(A)/ CRI(A) | as required under CAR LIC for the relevant certificate | N/A | FI(A)/IRI(A)/TRI(A)/ CRI(A) |

3. SFI certificate

An SFI certificate issued by an ICAO Contracting State in accordance with the national requirements shall be converted into a CAR LIC certificate provided that the holder complies with the following requirements:

| National certificate held | Experience | Any further requirements | CAR LIC certificate |
|---------------------------|--------------------------------------|--|---------------------|
| (1) | (2) | (3) | (4) |
| SFI(A) | > 1 500 hours as pilot of MPA | (i) hold or have held a CPL, MPL or ATPL for aeroplanes; (ii) have completed the flight simulator content of the applicable type rating course including MCC. | SFI(A) |
| SFI(A) | 3 years' recent experience as an SFI | have completed the flight simulator content of the applicable type rating course including MCC | SFI(A) |

The conversion shall be valid for a maximum period of 3 years. Revalidation shall be subject to the completion of the relevant requirements set out in CAR LIC.

4. STI certificate

An STI certificate issued by an ICAO Contracting State in accordance with the national requirements of that State may be converted into a CAR LIC certificate provided that the holder complies with the requirements set out in the table below:



| National certificate held | Experience | Any further requirements | CAR LIC certificate |
|---------------------------|--------------------------------------|--|---------------------|
| (1) | (2) | (3) | (4) |
| STI(A) | > 500 hours as pilot on SPA | (i) hold or have held a pilot licence; (ii) have completed a proficiency check in accordance with Appendix 9 in an FSTD appropriate to the instruction intended | STI(A) |
| STI(A) | 3 years' recent experience as an STI | have completed a proficiency check in accordance with Appendix 9 in an FSTD appropriate to the instruction intended | STI(A) |

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in CAR LIC.

B. HELICOPTERS

1. Pilot licences

- (a) A pilot licence (helicopter) issued by an EASA Member State in accordance with EASA Part FCL shall be converted into a licence with all included ratings/certificates.
- (b) A pilot licence (helicopter) previously issued by the Authority or issued by an ICAO Contracting State, or a State not included in (a) above, shall be converted into a licence provided that the applicant complies with the following requirements:
 - (1) complete as a proficiency check the revalidation requirements for type and instrument rating, relevant to the privileges of the licence held;
 - (2) demonstrate knowledge of the relevant parts of CAR OPS and CAR LIC;
 - (3) demonstrate, or hold, language proficiency in accordance with LIC.055;
 - (4) comply with the requirements set out in the table below:

| National licence held | Total flying hours experience | Any further requirements | CAR LIC licence and conditions (where applicable) | Removal of conditions |
|-----------------------------|---|--------------------------|---|-----------------------|
| (1) | (2) | (3) | (4) | (5) |
| ATPL(H) valid IR(H) | > 1 000 as PIC on multi-pilot helicopters | none | ATPL(H) and IR | Not applicable |
| ATPL(H) no IR(H) privileges | > 1 000 as PIC on multi-pilot helicopters | none | ATPL(H) | |



| | | | | |
|--|--|--|---|---|
| ATPL(H) valid IR(H) | > 1 000 on multi- pilot helicopters | None | ATPL(H), and IR with type rating restricted to co- pilot | demonstrate ability to act as PIC as required by Appendix 9 |
| ATPL(H) no IR(H) privileges | > 1 000 on multi- pilot helicopters | None | ATPL(H) type rating restricted to co-pilot | demonstrate ability to act as PIC as required by Appendix 9 |
| ATPL(H) valid IR(H) | > 500 on multi- pilot helicopters | demonstrate knowledge of flight planning and flight performance as required by LIC.515 and LIC.615(b) | ATPL(H), and IR with type rating restricted to co- pilot | demonstrate ability to act as PIC as required by Appendix 9 |
| ATPL(H) no IR(H) privileges | > 500 on multi- pilot helicopters | demonstrate knowledge of flight planning and flight performance as required by LIC.515 and LIC.615(b) | ATPL(H) type rating restricted to co- pilot | demonstrate ability to act as PIC as required by Appendix 9 |
| CPL/IR(H) and passed an ICAO ATPL(H) theory test in State of licence issue | | (i) demonstrate knowledge of flight planning and flight performance as required by LIC.310 and LIC.615(b); (ii) meet remaining requirements of LIC.720.H(b) | CPL/IR(H) with ATPL(H) theory credit, provided that the ICAO ATPL(H) theory test is assessed as being at CAR LIC ATPL level | Not applicable |
| CPL/IR(H) | > 500 hrs on multi-pilot helicopters | (i) to pass an examination for CAR LIC ATPL(H) theoretical knowledge (*) (ii) to meet remaining requirements of LIC.720.H(b) | CPL/IR(H) with CAR LIC ATPL(H) theory credit | Not applicable |
| CPL/IR(H) | > 500 as PIC on single-pilot helicopters | None | CPL/IR(H) with type ratings restricted to single- pilot helicopters | obtain multi-pilot type rating as required by CAR LIC |
| CPL/IR(H) | < 500 as PIC on single-pilot helicopters | demonstrate knowledge of flight planning and flight performance as required by LIC.310 and LIC.615(b) | CPL/IR(H) with type ratings restricted to single- pilot helicopters | |



| | | | | |
|-----------------------------|--|--|---|--|
| CPL(H) | > 500 as PIC on single-pilot helicopters | night rating | CPL(H), with type ratings restricted to single-pilot helicopters | |
| CPL(H) | < 500 as PIC on single-pilot helicopters | night rating demonstrate knowledge of flight performance and planning as required by LIC.310 | CPL(H), with type ratings restricted to single-pilot helicopters | |
| CPL(H) Without night rating | > 500 as PIC on single-pilot helicopters | | CPL(H), with type ratings restricted to single-pilot helicopters and restricted to day VFR operations | Obtain multi-pilot type rating as required by CAR LIC and a night rating |
| CPL(H) Without night rating | < 500 as PIC on single-pilot helicopters | demonstrate knowledge of flight planning and flight performance as required by LIC.310 | CPL(H), with type ratings restricted to single-pilot helicopters and restricted to day VFR operations | |
| PPL/IR(H) | ≥ 75 in accordance with IFR | night rating; if night flying privileges are not included in the instrument rating | PPL/IR(H) (the IR restricted to PPL) | demonstrate knowledge of flight performance and planning as required by LIC.615(b) |
| PPL(H) | ≥ 75 on helicopters | demonstrate the use of navigation systems | PPL (H) | |

(*) CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL(H) theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL(H) theory credit for a CAR LIC licence. If they require another type rating for a different multi-pilot helicopter, they must pass an examination for CAR LIC ATPL(H) theoretical knowledge.

2. **Instructor certificates**

An instructor certificate issued by an ICAO Contracting State in accordance with the national requirements shall be converted into a CAR LIC certificate provided that the applicant complies with the following requirements:

| National certificate or privileges held | Experience | Any further requirements | CAR LIC certificate |
|---|------------|--------------------------|---------------------|
| (1) | (2) | (3) | (4) |



| | | | |
|---------------------|--|--|-------------------------|
| FI(H)/IRI(H)/TRI(H) | as required under CAR LIC for the relevant certificate | | FI(H)/IRI(H)/TRI(H) (*) |
|---------------------|--|--|-------------------------|

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in CAR LIC.

3. SFI certificate

An SFI certificate issued by an ICAO Contracting State in accordance with the national requirements shall be converted into a CAR LIC certificate provided that the holder complies with the following requirements:

| National certificate held | Experience | Any further requirements | CAR LIC certificate |
|---------------------------|--------------------------------------|--|---------------------|
| (1) | (2) | (3) | (4) |
| SFI(H) | > 1 000 hours as pilot of MPH | (i) hold or have held a CPL, MPL or ATPL; (ii) have completed the flight simulator content of the applicable type rating course including MCC | SFI(H) |
| SFI(H) | 3 years' recent experience as an SFI | have completed the simulator content of the applicable type rating course including MCC | SFI(H) |

Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in CAR LIC.

4. STI certificate

An STI certificate issued by an ICAO Contracting State in accordance with the national requirements of that State may be converted into a CAR LIC certificate provided that the holder complies with the requirements set out in the table below:

| National certificate held | Experience | Any further requirements | Replacement certificate |
|---------------------------|--------------------------------------|--|-------------------------|
| (1) | (2) | (3) | (4) |
| STI(H) | > 500 hours as pilot on SPH | (i) hold or have held a pilot licence; (ii) have completed a proficiency check in accordance with Appendix 9 in an FSTD appropriate to the instruction intended | STI(H) |
| STI(H) | 3 years' recent experience as an STI | have completed a proficiency check in accordance with Appendix 9 in an FSTD appropriate to the instruction intended | STI(H) |



Revalidation of the certificate shall be subject to the completion of the relevant requirements set out in CAR LIC.

C. FLIGHT ENGINEER

- (a) A flight engineer licence issued by an EASA Member State in accordance with EASA Part FCL/JAR FCL 4 shall be converted into a licence with all included ratings.
- (b) A flight engineer licence issued by an ICAO Contracting State, or a State not included in (a) above, shall be converted into a licence provided that the applicant complies with the following requirements:
 - (1) complete a proficiency check in accordance with CAR LIC.1080 on the aircraft type included in the licence held;
 - (2) demonstrate knowledge of the relevant parts of CAR OPS and CAR LIC;
 - (3) demonstrate, or hold, language proficiency in accordance with LIC.055;
 - (4) comply with the requirements set out in the table below:

| National licence held | Total flying hours experience | Any further requirements | CAR LIC licence and conditions (where applicable) | Removal of conditions |
|-----------------------|-------------------------------|--------------------------|---|-----------------------|
| (1) | (2) | (3) | (4) | (5) |
| F/E(A) | > 100 hours | None | F/E(A) | Not applicable |

D. AIRCRAFT MAINTENANCE TECHNICIAN

An aircraft maintenance technician licence issued by an ICAO Contracting State that is acceptable to the Authority and relevant to the certification activities required by the applicant, shall be converted into a licence provided that the applicant complies with the relevant requirements of Chapter 13 and demonstrates knowledge of the relevant parts of CAR OPS 1, CAR AIR 1, CAR 21 and CAR 145.

E. FLIGHT DISPATCHER

A flight dispatcher licence issued by an ICAO Contracting State that is acceptable to the Authority and relevant to the certification activities required by the applicant, shall be converted into a licence provided that the applicant complies with the relevant requirements of Chapter 17 and demonstrates knowledge of the relevant parts of CAR OPS 1.

F. PARACHUTE RIGGER



A parachute rigger licence issued by an ICAO Contracting State that is acceptable to the Authority and relevant to the activities required by the applicant, shall be converted into a licence provided that the applicant complies with the relevant requirements of Chapter 18.

G. AIR TRAFFIC CONTROLLER LICENCE

An ATC licence issued by an ICAO Contracting State that is acceptable to the Authority and relevant to the activities required by the applicant, shall be converted into a licence provided that the applicant complies with the relevant requirements of Chapter 19.



APPENDIX 11

SKILL TEST FOR THE ISSUE OF A FLIGHT DISPATCHER LICENCE

1. GENERAL

An applicant for a skill test for the Flight Dispatcher Licence shall have received instruction on the same class or type of aircraft to be used in the test.

An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

Further training may be required following any failed skill test. There is no limit to the number of skill tests that may be attempted.

2. CONDUCT OF THE TEST

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 sections not completed shall be tested. These standards shall also be used for the evaluation of flight dispatcher competency checks.

3. PREREQUISITES

An applicant for the Flight Dispatcher Licence Skill Test is required to;

- (a) Be at least 21 years of age;
- (b) Be able to read, speak, write, and understand the English language;
- (c) Have passed the appropriate flight dispatcher knowledge test since the beginning of the 24th month before the month in which he or she takes the skill test;
- (d) Have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed;
- (e) Have an endorsement from an authorised instructor certifying that the applicant has received and logged instruction time within 60 days preceding the date of application in preparation for the skill test, and
- (f) Have an endorsement certifying that the applicant has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the Flight Dispatcher knowledge test.

4. EQUIPMENT & DOCUMENTS REQUIRED FOR THE SKILL TEST

The examiner is responsible for supplying weather data and aeronautical information for the skill



test when current weather information is not available.

- (a) Materials to be supplied by the applicant, as determined by the examiner
- (b) Aircraft Flight Manual (type-specific to the aircraft to be used)
- (c) Operations Manual, Part A (Company Procedures)
- (d) Airline Operations Specifications
- (e) Operations Manual, Part B (Type-Specific Aircraft Procedures, Limitations, Systems, Performance)
- (f) Operations Manual, Part C, (Route Guide) to include;
 - (1) Instrument En-route Charts;
 - (2) Standard Instrument Departures
 - (3) Standard Terminal Arrival Routes
 - (4) Standard Instrument Approach Procedures Charts
- (g) ATC Flight Plan Form
- (h) Navigation Log/Flight Log;
- (i) Load Manifest Form;
- (j) Weight and Balance Form;
- (k) Dispatch Release Form;
- (l) Computer and Plotter;
- (m) NOTAM Information;
- (n) Completed Application Form;
- (o) Flight Dispatcher Knowledge Test Result;
- (p) Pilot Licence (if applicable to experience requirements)
- (q) Statement of Graduation Certificate (if applicable for evidence of graduation from ATO)

5. CONDUCT OF THE SKILL TEST

- (a) The Flight Dispatcher skill test will be conducted in accordance with these Skill Test Standards and policies.
- (b) Applicants shall be evaluated in **all** tasks included in each area of operation of these Skill Test Standards unless otherwise noted.



- (c) When using these Skill Test Standards, the examiner must evaluate the applicant's knowledge and skill in sufficient depth to determine that the standards of performance listed for all tasks are met.
- (d) The examiner is not required to follow the precise progression of task and elements listed in this Appendix.
- (e) The examiner may change the sequence or combine tasks with similar Objectives to conserve time.
- (f) Examiners shall place special emphasis upon areas that are most critical to dispatching and flight safety, such as;
 - (1) Positive operational control
 - (2) Aircraft performance and drift-down
 - (3) Weather requirements for departure/destination and if applicable, alternates
 - (4) Hazardous weather awareness, recognition and avoidance
 - (5) Dispatcher decision making
 - (6) Identification of hazards and assessment of risk
 - (7) Dispatcher resource management
 - (8) Compliance with company flight operations procedures
 - (9) Other areas as subsequently determined by the BCAA to be important

6. CONDUCT OF SKILL TEST

6.1 DECISION MAKING & RISK MANAGEMENT

- (a) The examiner shall evaluate the applicant's ability throughout the skill test to use good decision-making procedures in order to evaluate risks.
- (b) The examiner shall accomplish this requirement by developing scenarios that incorporate as many tasks as possible to evaluate the applicant's risk management procedures in making safe decisions. For example, the examiner may develop a scenario that incorporates weather decisions and performance planning.
- (c) The applicant's ability to utilize all the assets available in making a risk analysis to determine the safest course of action is essential for satisfactory performance.

6.2 AREA OF OPERATION: FLIGHT PLANNING/DISPATCH RELEASE

Objective. To determine that the applicant;



- (a) Exhibits adequate knowledge of the elements of flight planning and dispatch release(s) by preparing a flight plan, load manifest, take off data information, and dispatch release for a flight between designated points.
- (b) Plans and briefs the flight in accordance with regulatory requirements, operations specifications, and company procedures.

6.3 METEOROLOGY

Objective. To determine that the applicant;

- (a) Understands and can explain elements of basic weather studies and weather theory, such as the Earth's motion and its effects on weather.
- (b) Demonstrates adequate knowledge of regional and local weather types, structures and characteristics of the atmosphere, through oral questioning, application and briefing of the flight plan/dispatch release exercise, including;
 - (1) Pressure.
 - (2) Wind.
 - (3) Clouds.
 - (4) Fog.
 - (5) Ice.
 - (6) Air masses.
 - (7) Fronts.

6.4 WEATHER OBSERVATIONS, ANALYSIS & FORECASTS

Objective. To determine through oral questioning and the flight plan/dispatch release exercise that the applicant;

- (a) Exhibits adequate knowledge of the elements of aviation weather information by obtaining, reading, and analysing the applicable items, such as;
 - (1) Aviation weather reports and forecasts (ATIS, METAR, SPECI, TAF, FA, FD, CWSU, MIS, CWA, WH, AC, WW, AWW).
 - (2) Pilot and radar reports (PIREPS, SD, satellite weather imagery, RADATs).
 - (3) Surface analysis charts.
 - (4) Significant weather prognostic charts (SIG WX).
 - (5) Winds and temperatures aloft (FD).
 - (6) Freezing level charts (FD, RADATS, FA, surface analysis chart, constant pressure charts).



- (7) Composite moisture stability charts.
 - (8) Weather depiction charts.
 - (9) Constant pressure analysis charts.
 - (10) Tables and conversion graphs.
 - (11) SIGMETs and AIRMETs (WS, WA, WST).
 - (12) NOTAMs/NOTAM systems;
 - (i) NOTAM D.
 - (ii) FDC NOTAM.
 - (iii) NOTAM L.
 - (iv) Military NOTAM.
 - (13) EWINS (enhanced weather information system).
- (b) Correctly analyses the assembled weather information pertaining to the proposed route of flight and destination airport, and determines whether an alternate airport is required and properly briefs the examiner.
- (c) If alternate required, determines whether the selected alternate meets the requirements of the regulations and the operations specifications.

6.5 WEATHER-RELATED HAZARDS

Objective. To determine that the applicant demonstrates adequate knowledge of the elements of weather hazards by applying any appropriate performance penalties and corrections on the practice flight plan/dispatch release and then appropriately briefing or discussing with the examiner weather hazards, such as;

- (a) Crosswinds and gusts.
- (b) Contaminated runways.
- (c) Restrictions to surface visibility.
- (d) Turbulence and wind shear.
- (e) Icing.
- (f) Thunderstorms and microbursts.
- (g) Tornadoes.
- (h) Hurricanes.



- (i) Typhoons.
- (j) Volcanic ash.

6.6 AIRCRAFT SYSTEMS, PERFORMANCE, & LIMITATIONS

Objective. To determine that the applicant;

- (a) Exhibits adequate knowledge of the principles of flight for group one and group two aircraft, and the elements of performance limitations, including thorough knowledge of the adverse effects of exceeding any limitation.
- (b) Demonstrates proficient use and knowledge of appropriate aircraft performance charts, tables, graphs, or other data relating to such items as;
 - (1) Accelerate-stop distance.
 - (2) Accelerate-go distance.
 - (3) Take-off performance—all engines, and engine(s) inoperative.
 - (4) Climb performance—all engines, and engine(s) inoperative.
 - (5) Service ceiling; all engines, and engine(s) inoperative.
 - (6) Cruise performance.
 - (7) Fuel consumption, range, and endurance.
 - (8) Descent performance.
 - (9) Go-around from rejected landing.
 - (10) Landing performance.
 - (11) Quick turnaround performance.
 - (12) Drift down.
- (c) Describes appropriate aircraft performance airspeeds used during specific phases of flight.
- (d) Describes the effects of meteorological conditions upon performance characteristics and correctly applies these factors to a specific chart, graph, or other performance data.
- (e) Computes the center-of-gravity location for a specific load condition (as specified by the examiner), including adding, removing, and shifting weight.
- (f) Determines that the takeoff weight, landing weight, and zero fuel weight are within limits.
- (g) Describes economics of flight procedures, including performance and fuel tankering.



- (h) Demonstrates good planning and knowledge of procedures in applying operational factors affecting aircraft performance.
- (i) Demonstrates and applies, using correct terminology, adequate aircraft systems knowledge related to;
 - (1) Flight controls.
 - (2) Autoflight.
 - (3) Hydraulics.
 - (4) Electrical.
 - (5) Air conditioning and pressurization.
 - (6) Ice and rain protection.
 - (7) Avionics, communication and navigation.
 - (8) Powerplants and auxiliary power units.
 - (9) Fuel systems and sources.
 - (10) Oil system.
 - (11) Landing gear and brakes.
 - (12) Fire detection and protection.
 - (13) Emergency and abnormal procedures.
 - (14) Minimum equipment list/configuration deviation list (MEL/CDL).

6.7 NAVIGATION & AIRCRAFT NAVIGATION SYSTEMS

Objective. To determine that the applicant demonstrates adequate knowledge of navigation and aircraft navigation equipment and procedures, such as;

- (a) Navigation charts, symbols, and the national airspace system.
- (b) Airborne navigation instruments and automated databank systems;
- (c) Electronic flight instrument system (EFIS)
- (d) Flight management system (FMS)
- (e) Special navigation operations and performance;
- (f) RVSM/DRVSM (Reduced Vertical Separation Minimums).
- (g) EDTO (Extended Diversion Time Operations).



- (h) PBN (Performance Based Navigation) specification.
- (i) RNAV routes (Area Navigation);
- (j) GNSS (Global Navigation Satellite System).
- (k) WAAS (Wide Area Augmentation System) and GPS (Global Positioning System).
- (l) FMS (Flight Management System).
- (m) Navigation definitions, time references and location (0° longitude, UTC).
- (n) Navigation systems including;
 - (1) VHF Omnidirectional Range (VOR).
 - (2) Distance Measuring Equipment (DME).
 - (3) Instrument Landing System (ILS).
 - (4) Marker Beacon Receiver/Indications.
- (o) Transponder/Altitude Encoding.
- (p) Automatic Direction Finding (ADF).
- (q) Inertial Navigation System (INS).
- (r) Inertial Reference System (IRS).
- (s) Radio Area Navigation (RNAV).
- (t) Doppler Radar.
- (u) Global Positioning System (GPS).

6.8 PRACTICAL DISPATCH APPLICATIONS

Objective. To determine that the applicant exhibits adequate knowledge, judgment, and authority to influence and prevent aircraft accidents/incidents through knowledge of the following elements;

- (a) DRM (flight dispatcher resource management) procedures.
- (b) Human factors, teamwork, communications, and information exchange.
- (c) Aeronautical decision-making.
- (d) Situational awareness, assessment, and problem solving.
- (e) Threat and error management.



- (f) Generation and evaluation of alternatives.
- (g) Contingency planning.
- (h) Human error and technology-induced error.
- (i) Support tools and technologies.
- (j) Trade-offs and prioritization.
- (k) Individual and organisational factors.
- (l) Prevention, detection, and recovery from errors.
- (m) Company risk management procedures, as appropriate.

6.9 AIR TRAFFIC CONTROL PROCEDURES

Objective. To determine that the applicant exhibits adequate knowledge of the elements of air traffic control, including;

- (a) ATC responsibilities.
- (b) ATC facilities and equipment.
- (c) Airspace classification and route structure.
- (d) Domestic flight plans.
- (e) International flight plans.
- (f) ATC separation minimums.
- (g) ATC flow control.
- (h) ATC traffic management.
- (i) ATC communications, protocol, and regulations.
- (j) Voice and data link communications.
- (k) DP/SID/ODP (Departure procedure, standard instrument departure, obstacle departure procedure).
- (l) Area Departures.
- (m) Terminal area charts, en-route low/high charts.
- (n) Approved departure procedures and takeoff minimums.
- (o) Abnormal procedures.



6.10 AIRPORTS, CREW, & COMPANY PROCEDURES

Objective. To determine that the applicant demonstrates adequate knowledge in the elements of airport operations, crew requirements and company procedures, such as;

- (a) Crew qualifications and limitations.
- (b) Dispatch area, routes, and main terminals.
- (c) Airport diagrams, charts, and symbols.
- (d) Authorisation of flight departure with concurrence of pilot in command.
- (e) Company approved departure procedures.
- (f) Airport/facility directory.
- (g) Take-off alternate.

6.11 ROUTING, RE-ROUTING & FLIGHT PLAN FILING

Objective. To determine that the applicant demonstrates adequate knowledge of and skill to apply the following elements;

- (a) ATC routing.
- (b) ATC re-routing and company and crew communication requirements.
- (c) Re-filing of ATC Flight Plan.
- (d) Amended release procedures.
- (e) Inflight diversions.
- (f) Intermediate stops.
- (g) Alternate procedures.
- (h) Refueling and provisional airports.
- (i) Weather requirements for airports.

6.12 EN-ROUTE COMMUNICATION PROCEDURES & REQUIREMENTS

Objective. To determine that the applicant demonstrates adequate knowledge of the elements and method of inflight communications, such as;

- (a) Voice and data link communication requirements.
- (b) Company and ATC communications, protocol, and regulations.
- (c) Company and ATC position reports and requirements.



- (d) Flight following.
- (e) Aircraft communications addressing and reporting system (ACARS).
- (f) Selective Calling System (SELCAL).
- (g) High frequency communications (HF).
- (h) Very high frequency communications (VHF).
- (i) Satellite communications (SATCOM).
- (j) Controller Pilot Data Link Communications (CPDLC).

6.13 ATC & AIR NAVIGATION PROCEDURES

Objective. To determine that the applicant exhibits adequate knowledge of;

- (a) Area arrivals.
- (b) Transition routes and procedures.
- (c) Standard terminal arrival routes (STARs).
- (d) Instrument approach procedures (IAPs) and charts.
- (e) Precision approach procedures.
 - (1) CAT I ILS.
 - (2) CAT II ILS.
 - (3) CAT III ILS.
 - (4) ILS PRM (Precision Runway Monitor).
 - (5) PAR approach (Precision Approach Radar).
- (f) Non-precision approach procedures.
- (g) ATC separation minimums.
- (h) ATC priority handling.

6.14 COMMUNICATION PROCEDURES & REQUIREMENTS

Objective. To determine that the applicant exhibits adequate knowledge of the elements of regulatory and company post-flight communication procedures and required company documents, such as;

- (a) Arrival message components, requirements and communication protocol.



- (b) Normal and alternate methods of communications delivery.

6.15 TRIP RECORDS

Objective. To determine that the applicant demonstrates adequate knowledge of the elements of regulatory requirements and post flight disposition of the flight release, weight and balance, load manifest, weather documents, communications records, and other trip documents and reports.

6.16 ABNORMAL & EMERGENCY PROCEDURES

Objective. To determine that the applicant exhibits adequate knowledge and proficiency in the elements abnormal and emergency procedures, such as;

- (a) Security measures on the ground.
- (b) Security measures in the air.
- (c) BCAA responsibility and services.
- (d) Collection and dissemination of information on overdue or missing aircraft.
- (e) Means of declaring an emergency.
- (f) Responsibility for declaring an emergency.
- (g) Required reporting of an emergency.
- (h) Regulatory reporting requirements.



APPENDIX 12

COMMON FORM OF THE ELECTRONIC PERSONNEL LICENCE

| Electronic personnel licence | | |
|-------------------------------------|-------------|---|
| General | I | Name of State (in bold type); |
| | II | Title of licence (in very bold type); |
| | III | Serial number of the licence, in Arabic numerals, given by the authority issuing the licence; |
| Personnel information | IVa | Photograph of holder: ¹ ; |
| | IVb | Name of holder in full (in Roman alphabet also if script of national language is other than Roman); |
| | IVc | Date of birth (dd-mm-yyyy); |
| | V | Address of holder if desired by the State; |
| | VI | Nationality of holder; |
| | VII | Script signature of holder; |
| Issuing Authority | VIII | Authority and, where necessary, conditions under which the licence is issued; |
| | IX | Certification concerning validity and authorisation for holder to exercise privileges appropriate to the licence; |
| | X | Digital signature of officer issuing the licence and the date and time of such issue; |
| | XIa | Seal or stamp of authority issuing the licence; |
| | XIb | Date and time of last synchronization with the server of the Authority; |
| | XIc | Machine readable code to retrieve authentication data; |
| Ratings | XII | Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.; |



| Electronic personnel licence | | |
|---|-------------|--|
| Remarks | XIII | Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; |
| | XIV | Any other details desired by the State issuing the licence; |
| Medical Assessment | XVa | Class (1, 2 or 3); |
| | XVb | Expiry date (dd-mm-yyyy); |
| | XVc | Special medical limitations ² , if any; |
| | XVd | Other information associated with the medical assessment as determined by the Medical Authority; |
| Additional Supplementary Information | XVIa | Other information associated with the licence as determined by the Authority; |
| | XVIb | Other information associated with the licence as determined by the Authority; and |
| | XVIc | Other information associated with the licence as determined by the Authority. |

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