

GAMBIA CIVIL AVIATION ACT, 2018

GAMBIA CIVIL AVIATION REGULATIONS, 2018

PART 2 – PERSONNEL LICENSING

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GAMBIA CIVIL AVIATION REGULATIONS, 2018

CHAPTER 1 – GENERAL

1. Applicability

(1) These Regulations may be cited as the Pts for the issue, renewal and re-issue of aviation personnel licences, ratings, authorisations and certificates;

- (a) the conditions under which those licences, ratings, authorisations and certificates are necessary; and
- (b) the privileges and limitations granted to the holders of those licences, ratings, authorisations and certificates.

2. Definitions

The definitions contained in Part 1 shall also apply in this Part.

3. Abbreviations

The following abbreviations are used in this Part-

“A” means Aeroplane;

“AIP” means Aeronautical Information Publication;

“AME” means Aviation Medical Examiner;

“AMEL” means Aircraft Maintenance Engineer’s Licence;

“ATCO” means Air Traffic Controller Officer;

“AS” means Airship;

“ATPL” means Airline Transport Pilot Licence;

“B” means Balloon;

“CAT II” means Category II;

“CAT III” means Category III;

“CPL” means Commercial Pilot Licence;

“CRM” means Crew Resource Management;

“DAME” means Designated Aircraft Maintenance Examiner;

“DFDE” means Designated Flight dispatcher Examiner;

“DFEE” means Designated Flight Engineer Examiner;

“DFNE” means Designated Flight Navigator Examiner;

“DPE” means Designated Pilot Examiner;

“DPRE” means Designated Parachute Rigger Examiner;

“FD” means Flight dispatcher;

“FE” means Flight Engineer;

“FI” means Flight Instructor;

“G” means Glider;

“IA” means Inspection Authorisation;

“IFR” means Instrument Flight Rules;

“ILS” means Instrument Landing System;

“H” means Helicopter;

“ICAO” means International Civil Aviation Organisation ;

“MPL” means Multi-crew Pilot Licence;

“NOTAM” means Notice to airmen;

“PIC” means pilot-in-command;

“PL” means Powered-lift;
“PPL” means Private Pilot Licence;
“RP” means Remote Pilot;
“RPA” means Remotely Piloted Aircraft;
“RT” means Radiotelephony;
“SPA” means Single-pilot Aeroplane;
“SPH” means Single-pilot Helicopter;
“STS” means Skill test standard;
“VFR” means Visual Flight Rules.

CHAPTER 2 – ISSUE, RENEWAL, AND RE-ISSUE OF LICENCES, RATINGS, AUTHORISATIONS, DESIGNATIONS, AND CERTIFICATES

4. Licences

(1) The Authority may issue the following licences under this Part to an applicant who satisfactorily accomplishes the requirements for the licence sought -

- (a) private pilot licence – aeroplane, helicopter, airship, powered-lift, balloon or glider categories;
- (b) commercial pilot licence-aeroplane, helicopter, airship, powered-lift, balloon or glider categories;
- (c) multi-crew pilot licence – aeroplane;
- (d) airline transport pilot licence (ATPL) – aeroplane, helicopter or powered-lift categories;
- (e) flight engineer licence;
- (f) flight navigator licence;
- (g) flight dispatcher licence;
- (h) aircraft maintenance engineer licence; and
- (i) air traffic controller licence;

(2) Where the knowledge and skill of an applicant have been established as satisfactory in respect of the certification requirements for the radiotelephone operator's restricted certificate specified in the general radio regulations annexed to the International Telecommunication Convention and the applicant has met the requirements that are pertinent to the operation of the radiotelephone on board an aircraft, the Authority may endorse a licence already held by the applicant or issue a separate licence as appropriate.

(3) Skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all pilot aeroplane and helicopter licences.

(4) An applicant shall, before being issued with any licence or rating, meet such requirements in respect of age, knowledge, experience and where appropriate, skill medical fitness and language proficiency as are specified for that licence or rating.

5. Ratings

(1) The Authority may issue the following ratings to place on a pilot licence or flight instructor authorization when an applicant satisfactorily accomplishes the requirements for the rating sought -

(a) Category ratings in the following aircraft-

- (i) Aeroplane,
- (ii) Helicopter,
- (iii) Glider,
- (iv) Free Balloon,
- (v) Airship, and
- (vi) Powered lift,

(b) Class ratings in the following aircraft-

- (i) single-engine land – aeroplane,
- (ii) single-engine sea – aeroplane.
- (iii) multi-engine land – aeroplane,
- (iv) multi-engine sea- aeroplane.
- (v) a class rating may be issued for those helicopters

certificated for single-pilot operations and which have comparable handling, performance and other characteristics,

(vi) hot air – balloon,

(vii) gas – balloon, and

(viii) any rating considered necessary by the Authority.

(2) A class rating or endorsement for High Performance Aeroplanes (HPA) requires additional knowledge, if the applicant has not completed the ATPL (A) knowledge requirements -

(a) type ratings in the following aircraft-

(i) each type of aircraft certificated for operation with a minimum crew of at least two pilots,

(ii) each type of helicopter certificated for single-pilot except where a class rating has been established; or

(iii) any aircraft considered necessary by the Authority;

(b) instrument ratings in the following aircraft -

(i) instrument – Aeroplane,

(ii) instrument – Helicopter,

(iii) instrument – Powered lift;

(c) flight Instructor ratings-

(i) the appropriate aircraft category, class, instrument and/or type rating according to the instruction to be taught.

(3) The Authority may issue the following ratings to place on a ground instructor's licence when an applicant satisfactorily accomplished the requirements of this Part for the rating sought-

(a) basic;

(b) advanced;

(c) instrument.

(4) The Authority may issue the following ratings to place on a flight

engineer's licence when an applicant satisfactorily accomplishes the requirements in this Part for the rating sought -

- (a) Reciprocating engine powered;
- (b) Turbopropeller powered;
- (c) Turbojet powered.

(5) The Authority may issue the following ratings to place on an air traffic controller licence when an applicant satisfactorily accomplishes the requirements in this Part for the rating sought -

- (a) aerodrome control rating;
- (b) approach control rating;
- (c) approach radar control rating;
- (d) approach precision radar control rating;
- (e) area control rating; and
- (f) area radar control rating.

(6) The Authority may issue the following Categories to place on an aircraft maintenance engineer licence when an applicant satisfactorily accomplishes the requirements in this Part for the Category sought -

- (a) Category A;
- (b) Category B1;
- (c) Category B2; and
- (d) Category C.

6. Authorisations

(1) The Authority may issue the following authorisations when an applicant satisfactorily accomplishes the requirements for the authorisation sought -

- (a) student pilot authorization;
- (b) flight instructor authorization; and
- (c) ground instructor authorization.

(2) The Authority may issue the following authorisations to place on a pilot licence when an applicant satisfactorily accomplishes the requirements for the authorisation sought-

- (a) category II pilot authorization; and
- (b) category III pilot authorisation.

7. Endorsements

A pilot may receive the following endorsements from an authorised instructor when he or she satisfactorily accomplished the required training in this Part -

- (a) complex aeroplane endorsement;
- (b) high performance aeroplane endorsement;
- (c) high altitude aircraft endorsement; and
- (d) night vision goggles endorsement.

8. Certificates

(1) The Authority may issue the following medical assessments when an applicant satisfactorily accomplishes the requirements in this Part for the medical assessment sought -

- (a) Medical assessment Class 1 for CPL and ATPL licences; flight instructor authorizations and DPEs;
- (b) Medical assessment Class 2 for student pilot authorisation, PPL, Flight Engineer, and Flight Navigator licences;
- (c) Medical assessment Class 3 for Air traffic controller licence.

(2) The Authority may issue a Validation Certificate to pilots and flight engineers holding a licence from another ICAO Contracting State.

9. Designation of Representatives of the Director General of Civil Aviation

The Authority may issue the following designations to private persons to act on behalf of the Director General, as specified in this Part -

- (a) DPE;

- (b) DFEE;
- (c) DFNE;
- (d) DFDE;
- (e) DAME;
- (f) DPRE;
- (g) DME; and
- (h) other designees as may be determined by the Authority.

10. Validity of Licences, Ratings, Authorisations and Certificates

- (1) The validity period of the licences, ratings, authorisations, designations, certificates of validation and medical assessments and the renewal or re-issue conditions are indicated in the applicable requirements of this Part.
- (2) The issue, renewal and re-issue of licences, ratings, authorisations, designations and certificates will be performed by the Authority -
 - (a) renewal of ratings and category II or III pilot authorisations may be performed by the Examiner, when delegated by the Authority; and
 - (b) renewal of medical assessments may be performed by the AME, when delegated by Authority.
- (3) An application for the issue, renewal and re-issue of licences, ratings, authorisations, designations or certificates by the Authority shall be done by submitting to the Authority a properly filled out form, which can be obtained from the Authority.
- (4) For renewals -
 - (a) application must be made to the Authority at least 14 days before the expiry date; and
 - (b) the licence, ratings, authorisations, certificates, including any required medical assessment, must be valid.
- (5) The holder of a licence, certificate, authorisation or designation shall not exercise privileges other than those granted by the licence, certificate, authorisation or designation.
- (6) The privileges granted by a licence, or by related ratings, may not be

exercised unless the holder maintains competency and meets the requirements for recent experience of this part.

(7) Maintenance of competency shall be indicated in the Airman's personal licence or record (e.g. logbook).

(8) The maintenance of competency of flight crewmembers, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Part 8.

(9) The Authority shall establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and shall include a risk assessment process and analysis of current operations, including accident and incident data.

(10) Applicants for the following licences and authorisations shall hold a current and appropriate medical assessment issued under this part in order for their licence or authorisation to be valid -

- (a) student pilot authorization;
- (b) pilot licence;
- (c) flight engineer licence;
- (d) flight navigator licence;
- (e) flight instructor authorization;
- (f) designated pilot examiner (DPE);
- (g) designated flight engineer examiner;
- (h) designated flight navigator examiner; and
- (i) air traffic controller licence.

11. Language Proficiency

(1) Pilots, flight engineers, flight navigators, air traffic controllers and aeronautical station operators shall demonstrate the ability to speak and understand the English language.

(2) The Airmen identified in sub-regulation (1) above shall demonstrate the ability to speak and understand the English language to at least the Operational Level (Level 4) with the aim to speak at the Expert Level (Level 6)

as specified in the language proficiency requirements in Schedule 2.1

(3) The language proficiency of Airmen identified in sub-regulation (1) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows -

- (a) those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at intervals not greater than 3 years;
- (b) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at intervals not greater than 6 years; and
- (c) those demonstrating language proficiency at the Expert Level (Level 6) shall be exempt from further language evaluation.

(4) The detailed requirements for language proficiency are contained in Schedule 2.1

12. Credit for Military Pilots

(1) Except for a rated military pilot or former military pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the requirements of Schedule 2.2 may apply, on the basis of his or her military training, for-

- (a) a CPL;
- (b) a rating in the category and class of aircraft for which that military pilot is qualified;
- (c) an instrument rating with the appropriate category rating for which that military pilot is qualified; and
- (d) a type rating, if appropriate.

(2) The testing required by a military pilot seeking a licence or rating is as follows -

- (a) if the applicant has been on active flight status within the past twelve months of application, pass a knowledge test on-
 - (i) Air law,
 - (ii) Meteorology,

- (iii) Operational procedures; and
- (iv) Radiotelephony;
- (b) if the applicant has not been on active flight status within the past twelve months of application, pass both a knowledge and skill test.

13. General requirements for validation of Flight Crew Licences

- (1) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with ICAO Annex 1 may apply for a validation of such licence for use on aircraft registered in The Gambia.
- (2) The applicant for the validation certificate shall present to the Authority, the foreign licence and evidence of the experience required by presenting the record (e.g. logbook).
- (3) The applicant for the validation certificate shall present to the Authority, evidence that he or she holds either a current medical assessment issued under this Part or a current medical assessment issued by the Contracting State that issued the applicant's licence.
- (4) The Authority may allow the applicant to use his or her foreign medical assessment with the validation certificate, provided that the medical certification requirements on which the foreign medical assessment was issued meet the requirements of this Part relevant to the licence held.
- (5) The applicant for the validation certificate shall present to the Authority, evidence of language proficiency in English as specified in these Regulations or shall demonstrate to the Authority, the language proficiency skills as specified in these Regulations.
- (6) The validation shall be limited for use on a Gambian registered aircraft for use within The Gambia if the pilot is not proficient in the English language, as required by these Regulations.
- (7) The Authority shall verify the authenticity of the licence, ratings authorisations and the medical assessment with the state of licence issue prior to issuing the validation.
- (8) The Authority shall, when validating a licence, only validate ratings or authorisations on the foreign licence.
- (9) The Authority may issue a validation certificate which shall be valid for a period not exceeding six months, provided the foreign licence, ratings or authorisations and the medical assessment remains valid.

(10) In addition to the requirements in this regulation, the applicant for the validation certificate with PPL privileges shall have a foreign licence with at least PPL privileges.

14. Conversion of Flight crew Licences

(1) A person who holds a current and valid pilot licence with at least PPL privileges, issued by another Contracting State in accordance with ICAO Annex 1, may apply for a conversion and be issued with a PPL for use on aircraft registered in The Gambia, provided the requirements of sub-regulation (2) are met.

(2) The applicant shall -

- (a) present to the Authority, the foreign licence, evidence of experience required by presenting the record (e.g. logbook) and current medical assessment;
- (b) present to the Authority, evidence of language proficiency in English as specified in these Regulations or shall demonstrate to the Authority, the language proficiency skills as specified in these Regulations;
- (c) obtain a Class 2 medical assessment issued under this Part; or
- (d) demonstrate to the satisfaction of the Authority and relevant to the licence to be converted, knowledge of The Gambia's Air Law.

(3) The Authority shall verify the authenticity of the licence, ratings, authorisations and the medical assessment with the state of licence issue prior to converting the licence.

(4) The holder of a current and valid foreign CPL, CPL with IR, MPL, ATPL or Flight Engineer licence issued by another Contracting State in accordance with ICAO Annex 1, and appropriate medical assessment, may apply for conversion to the appropriate licence and ratings issued by the Authority, provided the following requirements are met -

- (a) the applicant is the holder of a current validation certificate issued under these Regulations;
- (b) the applicant has completed 200 flight hours in a Gambian registered aircraft which is operated by an operator established in The Gambia exercising the privileges granted by the validation certificate;

- (c) the applicant for the conversion shall present to the Authority the foreign licence and evidence of the 200 flight hours by presenting the record (e.g. logbook); and
- (d) the applicant shall hold or obtain a medical assessment issued under this Part, appropriate to the level of licence to be converted.

(4) Ratings listed on a person's foreign pilot licence that have been validated in accordance with these Regulations, may be placed on that person's converted licence.

(5) The holder of a current and valid foreign PPL with IR issued by another Contracting State in accordance with ICAO Annex 1, and appropriate medical assessment, may apply for conversion to the appropriate licence and ratings issued by the Authority, provided the following requirements are met -

- (a) the applicant is the holder of a current validation certificate issued under these Regulations;
- (b) the applicant has completed 75 flight hours in a Gambian registered aircraft in The Gambia exercising the privileges granted by the validation certificate;
- (c) the applicant for the conversion shall present to the Authority the foreign licence and evidence of the 75 flight hours by presenting the record (e.g. logbook);
- (d) the applicant shall hold or obtain a medical assessment issued under this Part, appropriate to the level of licence to be converted; and
- (e) ratings listed on a person's foreign pilot licence that have been validated in accordance with these Regulations, may be placed on that person's converted licence.

15. Validation in case of Leased, Chartered or Interchanged Aircraft

(1) The requirements stated in these Regulations shall not apply where aircraft, registered in The Gambia are leased to, chartered by or interchanged by an operator of another Contracting State, provided that during the term of the lease, the State of the Operator has accepted the responsibility for the technical and/or operational supervision in accordance with Art. 83 bis of the ICAO Convention.

(2) The licences of the flight crew of the other Contracting State may be validated, provided that the privileges of the flight crew licence validation are

restricted for use during the lease, charter or interchange period only on nominated aircraft in specified operations not involving a Gambian operator, directly or indirectly through a wet lease or other commercial arrangement.

(3) The Authority shall verify the authenticity of the licence, ratings, authorisations, including the English language proficiency endorsement of at least Level 4, and the medical assessment, with the State of Licence issue prior to issuing the validation.

16. General Requirements for Validation of Licences Other Than Flight Crew

(1) A person who holds a current and valid AMEL or Flight Dispatcher's License issued by another Contracting State, in accordance with ICAO Annex 1, may apply for a validation of such licence.

(2) The applicant for the validation certificate shall present to the Authority, the foreign licence and evidence of the experience required by presenting the personal record.

(3) The applicant for the validation certificate shall demonstrate to the Authority, evidence of language proficiency in English.

(4) The Authority shall verify the authenticity of the licence, ratings authorisations with the state of licence issue prior to issuing the validation.

(5) The Authority shall only validate ratings or authorisations on the foreign licence together with the validation of a licence.

(6) The Authority may issue a validation certificate which shall be valid for a period not exceeding six months, provided the foreign licence, ratings or authorisations remains valid.

17. General Requirements for Conversion of Licences Other Than Flight Crew

(1) A person who holds a current and valid AMEL or Flight Dispatcher's License issued by another Contracting State, in accordance with ICAO Annex 1, may apply for conversion of such licence for use provided the applicant -

- (a) presents to the Authority the foreign licence and evidence of the experience required by presenting the personal record;
- (b) be able to read, speak, write, and understand the English language;
- (c) demonstrates to the satisfaction of the Authority and relevant to

the licence to be converted, knowledge of The Gambia's Air Law.

(2) The applicant for a conversion must have held a validation certificate issued under these Regulation for at least the past twelve months.

(3) The Authority shall only convert ratings or authorisations on the foreign licence applicable to the aircraft type registered in The Gambia when converting the licence.

18. Documentation of Training and Aeronautical Experience

A person shall document and record the following in a manner acceptable to the Authority -

- (a) training and experience used to meet the requirements for a licence, rating, endorsement or authorisation of Part 2; and
- (b) the experience required to show the maintaining of recency of aeronautical experience according to the requirements of Part 2.

19. Training conducted in an Approved Training Organisation

(1) Approved training for aviation personnel licences shall be conducted within an approved training organisation.

(2) The Authority may approve a training programme for a licence, rating, authorisation or endorsement that allows an alternative means of compliance with the experience requirements prescribed in this Part when training is conducted within an Approved Training Organisation under special curricula approved by the Authority under Part 3.

(3) Prior to authorizing an alternative means of compliance that permits an Approved Training Organization to conduct training, which does not meet the normal prescribed experience requirements, the Authority shall ensure that the approved training programme provides a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved special curricula.

(4) Part 3 prescribes the requirements for certifying and administering Approved Training Organisations for conducting approved training.

(5) Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organisation.

20. Use of Flight Simulation Training Devices

(1) Except as specified in sub-regulation (2), an Airman shall not receive

credit for use of any flight simulation training device for satisfying any training, testing, or checking requirement of this part unless that flight simulator or flight training device is approved by the Authority for -

- (a) the training, testing, and checking for which it is used; and
- (b) each particular manoeuvre, procedure, or crewmember function performed.

(2) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.

(3) The flight simulation training device shall have the same technology for the basic flight instruments (attitude indicator, airspeed, altimeter, and heading reference) as those of the aircraft used by the operator.

(4) Operators that have electronic or glass displays shall use simulators that have electronic or glass displays.

(5) Operators that have standard instruments shall use simulators that have standard instruments.

(6) Operators shall not conduct differences training on variant training on aircraft that have electronic glass displays with aircraft that have standard instruments.

(7) The Authority may approve a device other than a flight simulation training device for specific purposes.

(8) The use of a flight simulation training device for performing training, testing and checking for which a flight crewmember is to receive credit, shall be approved by the Authority, which shall ensure that the flight simulation training device is appropriate to the task.

(9) The Authority shall not permit a person to 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 authorization from the Authority.

21. Knowledge and skill tests and Checks: Time, Place, Designated Persons and Format

(1) Knowledge and skill tests and checks prescribed by or under this Part are given at times, places, and by persons authorised and designated by the Authority.

(2) The knowledge test shall be performed in written or computer format, except for the knowledge test for an instructor licence or an additional instructor rating within the same aircraft category, which may be performed orally.

(3) In addition to the written knowledge test, candidates may be questioned orally during the skill test, as appropriate.

22. Knowledge and skill tests and checks—prerequisites, passing Grades and retesting after failure

(1) An applicant for a knowledge test or a skill test shall have received any required endorsement as specified in this Part for the applicable licence, rating or authorisation to show that the applicant has met the training and experience requirements to take the knowledge or skill test.

(2) An applicant for a knowledge or skill test shall receive written authorisation from the Authority to take or retake the test.

(3) An applicant shall show proper identification in the form of a Government issued identification document at the time of application that contains the applicant's –

- (a) photograph;
- (b) signature;
- (c) date of birth, which shows the applicant meets or will meet the age requirements of this Part for the licence sought before the expiration date of the airman knowledge test report; and
- (d) actual residential address, if different from the applicant's mailing address.

(4) The Authority shall specify the minimum passing grades.

(5) An applicant shall, before attempting the skill test for a licence or rating -

- (a) have passed the required knowledge test within the twenty four calendar-month period preceding the month the applicant successfully completes the skill test; or
- (b) if an applicant for an ATPL has passed the ATP knowledge test within a period of seven years before successfully completing the ATP skill test, provided that the applicant is, and has been continuously, employed as a flight crewmember by a certificate

holder under Part IX at the time of the ATP skill test; and

(6) When an applicant is required to provide an aircraft for a skill test, it shall

- (a) be airworthy and certificated;
- (b) be capable of performing all areas of operation appropriate to the rating sought and have no operating limitations, which prohibit its use in any of the areas of operation, required for the skill test;
- (c) not have operating limitations that prohibit the tasks required for the skill test;
- (d) be of national, foreign or military registry of the same category, class, and type if applicable, for the licence or rating for which the applicant is applying, with appropriate letter of authorisation for aircraft use in a skill test if applicant is not the owner of the foreign registered or military aircraft; and
- (e) have -
 - (i) fully functioning dual controls,
 - (ii) at least two pilot stations with adequate visibility for each person to operate the aircraft safely, and
 - (iii) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.

(7) If the applicant is required to take a segmented skill test using a flight simulation training device and an aircraft, the flight simulation training device must be approved by the Authority.

(8) An applicant for a knowledge or skill test who fails that test may reapply to retake the test only after the applicant has received-

- (a) the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test, and
- (b) an endorsement from an authorised instructor who gave the applicant the additional training.

(9) An applicant for a flight instructor authorization with an aeroplane category rating or, for a flight instructor authorization with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall

awareness, spin entry, spins, or spin recovery shall-

- (a) comply with the requirements of sub-regulation (6)(a) before being retested;
- (b) bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certified for spins; and
- (c) demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

23. Reliance on Training and Testing in another Contracting State

(1) The Authority may rely on the training and testing system administered by another Contracting State as the basis for its own approved training curriculum, including the administration of written and skill test requirements for Airman licences, provided that the Authority has an agreement with the other Contracting State whose training or testing system is used.

(2) The applicant shall apply for and receive written approval from the Authority prior to receiving training or testing in a system administered by another Contracting State.

24. Instructor Requirements-General

(1) All applicants for instructor licences and ratings or authorisations shall, in addition to specific requirements contained in this Part, have received and logged training from an authorised instructor on the fundamentals of instructing and have passed a knowledge test on the following areas of instructing -

- (a) techniques of applied instruction;
- (b) assessment of student performance in those subjects in which ground instruction is given;
- (c) the learning process;
- (d) elements of effective teaching;
- (e) student evaluation and testing, training philosophies;
- (f) training programme development;

- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids, including flight simulation training devices as appropriate;
- (j) analysis and correction of student errors;
- (k) human performance relevant to flight instruction;
- (l) hazards involved in simulating system failures and malfunctions in the aircraft; and
- (m) principles of threat and error management.

(2) The following applicants do not need to comply with sub-regulation (1) –

- (a) the holder of an instructor licence or authorisation issued under this Part who has already passed the knowledge test in the areas of instructing;
- (b) the holder of a current teacher's certificate issued by a national or local authority that authorises the person to teach at a secondary educational level or higher; and
- (c) a person who provides evidence of an equivalent level of experience acceptable to the Authority.

25. Designated Examiners

(1) The Authority may designate private individuals to act as representatives of the Authority in examining, inspecting, and testing persons and aircraft for the purpose of issuing airmen and air traffic control licences, ratings and certificates.

(2) The specific requirements for each type of designated examiner are contained in the appropriate licensing section of this Part related to the licensing requirements of the persons to be examined.

(3) The Authority shall issue each designated examiner a certificate of designation specifying the kinds of designation for which the individual is qualified and the duration of the designation.

26. Specifications and format of the Licence

- (1) The licence shall be made of a suitable material as listed in ICAO Annex 1.
- (2) The licence format shall be in a form and manner prescribed by the Authority.
- (3) The items required on the licence are indicated in Schedule 2.3
- (4) The licence shall contain the expiration date of the licence and ratings.
- (5) The licence shall be issued in English.

27. Suspension of a Medical assessment

- (1) In case of doubt concerning the medical fitness of the holder of a medical assessment, the Authority may determine that the person involved shall again repeat a complete or partial medical examination, and may suspend the validity of that medical assessment until the repeat examination is completed with favourable results.
- (2) The validity of a medical assessment may also be suspended in case of a temporary rejection on medical grounds.
- (3) The person holding the medical assessment shall be notified in writing of a suspension stating the reasons for that suspension.
- (4) The person holding the suspended medical assessment shall surrender the medical assessment in his or her possession to the Authority within eight days after the date of receiving the notification.
- (5) In cases in which the medical fitness of the person involved allows it, the Authority may provide the person with a suspended medical assessment of a particular class with a new medical assessment of a lower class.
- (6) A suspension may be lifted if the medical examination intended in (a) has been passed satisfactorily. If a suspension is lifted, the person involved shall receive a new medical assessment unless the medical assessment was revoked.

CHAPTER 3 - PILOT LICENCES, CATEGORIES, RATINGS, AUTHORISATIONS, ENDORSEMENTS, INSTRUCTORS FOR PILOT LICENSING, AND DESIGNATED PILOT EXAMINERS

28. General rule concerning Licences, Ratings and Authorisations

- (1) An applicant shall, before being issued with any pilot licence, rating, authorisation or designation, meet such requirements in respect of age,

knowledge, experience, flight instruction, skill, medical fitness and language proficiency as are specified for that licence, rating or authorisation.

(2) 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.

(3) A person shall not act either as PIC or as co-pilot of an aircraft in any of the categories unless that person is the holder of a pilot licence issued in accordance with the provisions of Part 2.

(4) An applicant shall for renewal or re-issue of a licence, rating, authorisation or designation, meet the requirements as are specified for that licence, rating, authorisation or designation.

29. Authority to Act as a Flight Crewmember

(1) A person shall not act as a pilot flight crewmember of an aircraft registered in The Gambia unless a valid licence or a validation certificate is held showing compliance with the specifications of this Part and appropriate to the duties to be performed by that person.

(2) A person shall not act as the PIC or co-pilot of an aircraft unless he or she holds the appropriate category, class and type rating for the aircraft to be flown.

(3) During a skill test, the applicant acts as PIC but the safety pilot will intervene in safety situations.

30. Crediting of Flight Time

(1) A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and PIC 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.

(2) 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.

(3) 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.

(4) The holder of a pilot licence, when acting as PIC 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.

31. Limitation of privileges of Pilots who have attained their 60th Birthday and curtailment of Privileges of Pilots who have attained their 65th Birthday

(1) A person who holds a pilot licence issued under this Part shall not serve as a PIC in single pilot operations on a civil aircraft of the Gambian registry engaged in commercial air transport operations if the person has reached his or her 60th birthday.

(2) For commercial air transport operations on a civil aircraft of Gambian registry requiring more than one pilot, one pilot may be up to 65 years of age provided the other pilot is less than 60 years of age.

32. Recent experience and proficiency requirements Non-commercial Air Transport Operations

(1) In order to maintain recency and proficiency, all pilots shall meet the applicable requirements below.

(2) A person shall not operate as PIC of an aircraft unless he or she has within twenty four months accomplished a flight review that includes-

(a) a review of the current general operating and flight rules of Part 8;

(b) a review of those manoeuvres and procedures that, at the discretion of the person giving the review are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot licence;

(c) a proficiency check in the appropriate aircraft for the licence, ratings or authorisations held, unless within the past twenty four months, he or she has satisfactorily completed one of the following --

(i) a pilot proficiency check or practical test conducted by an authorised CAA examiner, for a pilot certificate, rating, or operating privilege, or

(ii) a practical test conducted by an authorised CAA examiner for the issuance of a flight instructor certificate,

an additional rating on a flight instructor certificate, renewal of a flight instructor certificate, or reinstatement of a flight instructor certificate; and

(d) a logbook endorsement from an authorised instructor who gave the review, certifying that the person has satisfactorily completed the review required in (i) and (ii) above and completed the applicable proficiency check.

(3) A person shall not act as PIC of an aircraft type certified for more than one pilot or a turbojet aircraft unless, since the beginning of the past twelve calendar months, he or she has passed a proficiency check in an aircraft, or in a flight simulation training device approved for the purpose, with an authorised representative of the Authority.

(4) A person shall not act as co-pilot of an aircraft type certified for more than one pilot unless, since the beginning of the past twelve calendar months, he or she has logged three takeoffs and landings as the sole manipulator of the controls in the aircraft of the same type, or in a flight simulation training device approved for the purpose, with each takeoff and landing to full stop, and have satisfactorily completed ground training appropriate to the aircraft type.

(5) A person shall not act as PIC of an aircraft type certified for a single pilot unless, since the beginning of the twelve calendar months, he or she has passed a proficiency check with an authorised representative of the Authority in the category, class and type of aircraft to be operated, or in a flight simulation training device approved for the purpose.

(6) A person shall not act as PIC or co-pilot of an aircraft carrying passengers unless within the preceding ninety days, he or she has -

- (a) made three takeoffs and landings as the sole manipulator of the flight controls in an aircraft of the same category and class and if a type rating is required, of the same type or in a flight simulation training device approved for the purpose;
- (b) for a tailwheel aeroplane, the three takeoffs and landings in a tailwheel aeroplane, with each takeoff and landing to a full stop; and
- (c) for night operations, made the three takeoffs and landings required by sub-regulation (1) at night, with each takeoff and landing to a full stop.

(7) A pilot shall not operate as PIC of an aircraft under IFR or in weather conditions less than the minimums prescribed for VFR flight unless within the

preceding six months -

- (a) the pilot had an instrument proficiency check on the manoeuvres in the IR Skill Test and Proficiency Check contained in Schedule 2.29; or
- (b) has logged in actual or simulated conditions six hours instrument flight time, including at least three hours in flight in the category of aircraft; to include -
 - (i) six instrument approaches,
 - (ii) holding procedures and tasks, and
 - (iii) intercepting and tracking courses through the use of navigational electronic systems.

(8) A person shall not act as PIC in a night vision goggle operation unless he or she -

- (a) has performed and logged the following tasks as the sole manipulator of the controls on a flight during a night vision goggle operation, within the preceding sixty days to carry passengers on board, or within the preceding one hundred and twenty days to act as PIC without passengers on board --
 - (i) three takeoffs and landings, with each takeoff and landing including a climb out, cruise, descent, and approach phase of flight, if the pilot intends to use night vision goggles during the takeoff and landing phase of flight,
 - (ii) three hovering tasks, if the pilot intends to use night vision goggles when operating helicopters or powered-lifts during the hovering phase,
 - (iii) three area departure and area arrival tasks,
 - (iv) three tasks of transitioning from aided night flight to unaided night flight and back to aided night flight, or
 - (v) three night vision goggle operations, or when operating helicopters or powered-lifts, 6 night vision goggle operations;
- (b) successfully completed a proficiency check with an authorised representative of the Authority.

33. Recording of flight time

Each person shall document and record the following time in a manner acceptable to the Authority as outlined in Schedule 2.4-

- (a) training and experience used to meet the requirements for a licence, rating and authorisation of this Part;
- (b) the experience required to show recent flight experience according to the requirements of this Part .

34. Category, class and type ratings, category II or III authorisations, and endorsements - General

(1) The holder of a pilot licence shall not be permitted to act as PIC or as co-pilot of an aircraft unless the holder has received the following applicable ratings, authorisations or endorsements –

- (a) the appropriate aircraft category rating specified in this Part;
- (b) the appropriate class rating when required in accordance with in this Part;
- (c) a type rating when required in accordance with this Part;
- (d) an authorisation when required in accordance with this Part; or
- (e) an endorsement, when required in accordance with this Part.

(2) The applicant shall meet the appropriate requirements of this Part for the aircraft rating, authorisation or endorsement sought.

(3) When an applicant demonstrates skill and knowledge for the initial issue or re-issue of a pilot licence, the category and ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.

(4) 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 in accordance with sub-regulation (1). This authorisation shall be limited in validity to the time needed to complete the specific flight.

35. Category ratings

- (1) The category of aircraft shall be contained in the title of the licence.
- (2) An applicant for a pilot's licence, after successfully meeting all requirements for the issuance of the licence as contained in this Part, shall receive the appropriate licence with the aircraft category, and if applicable, class or type rating endorsed on the licence.
- (3) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.
- (4) The holder of a pilot licence seeking an additional category rating shall -
 - (a) meet the requirements of this Part appropriate to the privileges for which the category rating is sought;
 - (b) have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (c) pass the required knowledge test; and
 - (d) pass the required skill test for the aircraft category, and if applicable, class rating being sought.
- (5) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a class rating are to act as a pilot on the class of aircraft specified in the rating.
- (6) The validity, renewal or reissue of the category rating will coincide with the requirements for validity, renewal or reissue of the licence, and if applicable class or type rating contained in this Part.

36. Class Ratings

- (1) The class of aircraft, if applicable, shall be endorsed on the licence as a rating.
- (2) An applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.
- (3) An applicant for a pilot's licence, after successfully meeting all requirements for the issuance of the licence as contained in this Part, shall receive the appropriate licence with the aircraft category, class, and if

applicable, type rating endorsed on the licence

(4) Any additional class rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the class rating is granted.

(5) The holder of a pilot licence seeking an additional class rating shall-

- (a) meet the requirements of this Part appropriate to the privileges for which the class rating is sought;
- (b) have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
- (c) pass the required knowledge test unless the applicant holds a class rating within the same category of aircraft, at the same level of pilot licence at either the private or commercial levels; and
- (d) pass the required skill test for the aircraft class rating being sought.

(6) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a class rating are to act as a pilot on the class of aircraft specified in the rating.

(7) Subject to compliance with the requirements specified in this Part, the validity period of -

- (a) a multi-engine class rating is one calendar year; and
- (b) a single-engine class rating; balloon gas or balloon hot air rating is two calendar years.

(8) For the renewal -

- (a) of a single-engine class rating, a balloon gas rating or a balloon hot air rating, the pilot shall -
 - (i) within the preceding twenty four calendar months, complete a proficiency check on areas of operation listed in the skill test that is applicable to the level of licence, category and class rating, and
 - (ii) have completed twelve hours flight time within the twelve months preceding the expiry date;

(b) of a multi-engine class rating, the pilot shall -

- (i) within the preceding twelve calendar months, complete a proficiency check on the subjects listed in the skill test that is applicable to the level of licence, category and class rating, and
- (ii) have completed ten route sectors within the three months preceding the expiry date.

(9) Where applicable, the proficiency check shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.

(10) If a pilot takes the proficiency check required in this regulation in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.

(11) If the class rating has expired, the applicant shall -

- (a) have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
- (b) pass the required skill test for the applicable aircraft category and class.

(12) Where applicable, the skill test shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.

37. Type Ratings

(1) The type rating shall be endorsed on the licence as a rating, including any limitations.

(2) A pilot seeking an aircraft type rating to be added on a pilot licence shall -

- (a) have received training from an authorised instructor in the applicable type of aircraft and approved flight simulation training device, the following -
 - (i) normal flight procedures and manoeuvres during all phases of flight,

- (ii) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe,
 - (iii) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure,
 - (iv) procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists; and
 - (v) for the issue of an aeroplane category type rating, upset prevention and recovery training.
 - (b) demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a PIC or a co-pilot as applicable;
 - (c) demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant;
 - (d) hold or concurrently obtain an instrument rating that is appropriate to the aircraft category, class or type rating sought;
 - (e) have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (f) if at the ATPL level:
 - (a) demonstrate an extent of knowledge determined by the Authority on the basis of the requirements specified in these Regulations;
 - (b) pass the required skill test, applying crew resource management concepts, applicable to the aircraft category, class and type rating being sought.
- (3) An applicant seeking a private or commercial licence in an aircraft that requires a type rating shall also-
- (a) complete the applicable portions of either the PPL or CPL skill test in conjunction with the ATPL skill test; and

(b) perform the skill test under instrument flight rules unless the aircraft used for the skill test is not capable of the instrument manoeuvres and procedures required for the skill test, in which case the applicant may -

(i) obtain a type rating limited to “VFR only,” and

(ii) remove the “VFR only” limitation for each aircraft type in which he or she demonstrates compliance with the ATPL skill test under instrument conditions.

(4) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a type rating are to act as a pilot on the type of aircraft specified in the rating.

(5) 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 flight, such limitation shall be endorsed on the rating.

(6) Subject to compliance with the requirements in this Part, the validity period of a type rating is one calendar year.

(7) For the renewal of a type rating, the pilot shall -

(a) within the preceding twelve calendar months, complete a proficiency check in the areas of operation listed in the skill test for the appropriate category, type and if applicable class of aircraft;

(b) have completed ten route sectors within the three months preceding the expiry date; and

(c) if he or she takes the proficiency check required in this regulation in the calendar month before or the calendar month after the month in which it is due, he or she is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.

(8) If the type rating has been expired the applicant shall -

(a) have received refresher training from an authorised instructor with an endorsement that he or she is prepared for the required skill test; and

(b) pass the required skill test for the appropriate category, type and if applicable class of aircraft.

38. Category II and III Authorisation

- (1) The Authority shall issue a Category II or Category III pilot authorisation by letter, to accompany the pilot's licence, when the pilot meets the requirements contained in Schedule 2.5.
- (2) A person not flying for an AOC holder under Part 9, **may shall** not act as pilot of an aircraft during Category II or III operations unless he or she holds a Category II or III pilot authorisation for that category, class or type of aircraft.
- (3) The applicant for a Category II or III pilot authorisation shall hold-
 - (a) a pilot licence with an instrument rating or an ATPL; and
 - (b) a category and class or type rating for the aircraft for which the authorisation is sought.
- (4) The applicant for a Category II or III pilot authorisation shall have completed the theoretical knowledge instruction on the subjects as listed in Schedule 2.5.
- (5) The applicant for a Category II or III pilot authorisation shall have at least -
 - (a) 50 hours of night flight time as PIC;
 - (b) 75 hours of instrument time under actual or simulated instrument conditions; and
 - (c) 250 hours of cross-country flight time as PIC.
- (6) The applicant for a Category II or III pilot authorisation shall have completed the flight instruction on the areas of operation listed in Schedule 2.5
- (7) The applicant for a Category II or III pilot authorisation shall pass a skill test including the areas of operation listed in Schedule 2.5
- (8) Subject to compliance with the requirements specified in this Part, the validity period of a Category II and III authorisation is six months.
- (9) For the renewal of a Category II or III pilot authorization, the pilot shall have completed a proficiency check including the areas of operation listed in Schedule 2.5
- (10) If the Category II or the Category III has expired, the applicant shall-
 - (a) have received refresher training from an authorised instructor

with an endorsement that he or she is prepared for the required skill test; and

- (b) pass the required skill test on the subjects listed in Schedule 2.5

39. Complex aeroplane endorsement

A person shall not act as pilot in command of a complex aeroplane, including a seaplane, unless he or she has -

- (a) received and logged ground and flight training from an authorised instructor in a complex aeroplane or flight simulation training device that is representative of a complex aeroplane and has been found proficient in the operation and systems of the aeroplane; and
- (b) received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies that he or she is proficient to operate a high performance aeroplane.

40. High performance aeroplane endorsement

A person shall not act as pilot in command of a high performance aeroplane unless he or she has -

- (a) received and logged ground and flight training from an authorised instructor in a high performance aeroplane or flight simulation training device that is representative of a high performance aeroplane and has been found proficient in the operation and systems of the aeroplane; and
- (b) received a one-time endorsement in the pilot's logbook from an authorised instructor who certifies that person is proficient to operate a complex aeroplane.

41. High altitude aircraft endorsement

A person shall not act as pilot in command of a pressurised aircraft capable of operating at high altitudes (an aircraft that has a service ceiling or maximum operating altitude, whichever is lower, above 25,000 MSL) unless he or she has -

- (a) received and logged ground training from an authorised instructor and received an endorsement in the logbook from the instructor certifying that he or she has satisfactorily

accomplished ground training in at least the in the following subjects -

- (i) high-altitude aerodynamics and meteorology;
 - (ii) Respiration;
 - (iii) effects, symptoms, and causes of hypoxia and any other high-altitude sickness;
 - (iv) duration of consciousness without supplemental oxygen;
 - (v) effects of prolonged usage of supplemental oxygen,
 - (vi) causes and effects of gas expansion and gas bubble formation;and
 - (vi) physical phenomena and incidents of decompression and any other physiological aspects of high-altitude flight.
- (b) received and logged flight training from an authorised instructor and received an endorsement in the logbook from the instructor certifying he or she has satisfactorily accomplished flight training in an aircraft or in a flight simulation training device that is representative of a pressurised aircraft, in at least the in the following subjects -
- (i) normal cruise flight operations while operating above 25,000 feet MSL,
 - (ii) proper emergency procedures for simulated rapid decompression without actually depressurising the aircraft, and
 - (iii) emergency descent procedures.

42. Night vision goggles endorsement

(1) A person shall not act as pilot of an aircraft using night vision goggles, unless he or she has received training from an authorised instructor and received an endorsement in the logbook from the instructor certifying that he or she has satisfactorily accomplished at least the following ground training -

- (a) applicable portions of Part 2 and Part 8 that relate to night vision goggle limitations and flight operations;

- (b) aeromedical factors related to the use of night vision goggles, including how to protect night vision, how the eyes adapt to night, self-imposed stresses that affect night vision, effects of lighting on night vision, cues used to estimate distance and depth perception at night, and visual illusions;
 - (c) normal, abnormal, and emergency operations of night vision goggle equipment;
 - (d) night vision goggle performance and scene interpretation; and
 - (e) night vision goggle operation flight planning, including night terrain interpretation and factors affecting terrain interpretation;
- (2) A person shall not act as pilot of an aircraft using night vision goggles, unless he or she has received training from an authorised instructor and received an endorsement in the logbook from the instructor certifying that he or she has satisfactorily accomplished at least the following flight training -
- (a) preflight and use of internal external aircraft light systems for night vision goggle operations;
 - (b) preflight preparation of night vision goggles for night vision goggle operations;
 - (c) proper piloting techniques when using night vision goggles during the takeoff, climb, enroute descent and landing phases of flight; and
 - (d) normal, abnormal, and emergency flight operations using night vision goggles.
- (3) The requirements under sub-regulation (1) and (2) do not apply if a person can document satisfactory completion of any of the following pilot proficiency checks using night vision goggles in an aircraft -
- (a) a pilot proficiency check on night vision goggle operations conducted by the military;
 - (b) a pilot proficiency check on night vision goggle operations under Part 2 or Part 8 conducted by an Examiner or Check Airman; and
 - (c) a pilot proficiency check on night vision goggle operations conducted by a night vision goggle manufacturer or authorized instructor, when the pilot—
 - (i) is employed by a government or law enforcement agency;

and

- (ii) has logged at least twenty hours as pilot in command in night vision goggle operations.

CHAPTER 4 – STUDENT PILOTS

43. General Requirements

(1) An applicant for a student pilot authorisation shall be not less than sixteen years of age.

(2) An applicant for a student pilot authorisation shall receive and log ground training from an authorised instructor on the following subjects -

- (a) applicable sections of Part 2 for the category of aircraft to be flown and Part 8;
- (b) airspace rules and procedures for the aerodrome where the student will perform solo flight; and
- (c) flight characteristics and operation limitations for the make and model of aircraft to be flown.

(3) Prior to conducting a solo flight, a student pilot shall have -

- (a) 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; and
- (b) 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.

(4) A student pilot shall not fly solo -

- (a) unless he or she holds at least a Class 2 Medical assessment;
- (b) except under the supervision of, or with the authority of a licensed flight instructor; and
- (c) in an international flight unless there is a special or general arrangement between The Gambia and the intended State of flight.

**44. Student pilot manoeuvres and procedures for Pre-Solo Flight Training-
Aeroplane Category**

An applicant for a student pilot authorisation in the aeroplane category shall receive training in the manoeuvres and procedures contained in Schedule 2.10.

**45. Student pilot manoeuvres and procedures for Pre-Solo Flight Training-
Helicopter Category**

An applicant for a student pilot authorisation in the helicopter category shall receive training in the manoeuvres and procedures contained in Schedule 2.11.

**46. Student pilot manoeuvres and procedures for Pre-Solo Flight Training-
Powered-Lift Category**

An applicant for a student pilot authorisation in the powered-lift category shall receive training in the manoeuvres and procedures contained in Schedule 2.12

**47. Student pilot manoeuvres and procedures for Pre-Solo Flight Training-
Airship Category**

An applicant for a student pilot authorisation in the airship category shall receive training in the manoeuvres and procedures contained in Schedule 2.13.

**48. Student pilot manoeuvres and procedures for Pre-Solo Flight
Training Balloon Category**

An applicant for a student pilot authorisation in the balloon category shall receive training in the manoeuvres and procedures contained in Schedule 2.14.

**49. Student pilot manoeuvres and procedures for Pre-Solo Flight Training—
Glider Category**

An applicant for a student pilot authorisation in the glider category shall receive training in the manoeuvres and procedures contained in Schedule 2.15

CHAPTER 5 – PRIVATE PILOT LICENCE

50. General Requirements

(1) The applicant –

- (a) for a PPL in all categories other than balloon and glider shall be not less than seventeen years of age.
- (b) for a PPL in the balloon or glider category shall be not less than sixteen years of age.

(2) The applicant for a PPL shall hold a current Class 2 Medical assessment as issued under this Part.

(3) The applicant for a PPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft to be included on the licence -

(a) Air law- rules and regulations relevant to the holder of a PPL; rules of the air; appropriate air traffic services practices and procedures;

(b) Aircraft general knowledge -

- (i) about principles of operation and functioning of power plants, systems and instruments,
- (ii) about operating limitations of aeroplanes and the relevant category of aircraft and power plants; relevant operational information from the flight manual or other appropriate document,
- (iii) for helicopter and powered lift, transmission (power-trains), where applicable, or
- (iv) for airship and balloon, physical properties of gases;

(c) Flight performance and planning relating to-

- (i) effects of loading and mass distribution on flight characteristics; mass and balance calculations,
- (ii) use and practical application of take-off or launching, landing and other performance data, or
- (iii) 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-

- (i) relevant to the appropriate category of aircraft, or
- (ii) relating to principles of threat and error management;

(e) Meteorology - application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information, altimetry, hazardous weather conditions;

(f) Navigation - practical aspects of air navigation and dead-reckoning techniques use of aeronautical charts;

(g) Operational procedures relating to-

- (i) application of threat and error management to operational procedures,
- (ii) altimeter setting procedures,
- (iii) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations,
- (iv) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards, or
- (v) in the case of the helicopter, and if applicable, powered lift, settling with power, ground resonance, retreating blade stall, dynamic roll-over and other operation hazards, safety procedures, associated with flight under visual meteorological conditions (VMC);

(h) Principles of flight relating to the appropriate category of aircraft;

(i) Radiotelephony- communications procedures and phraseology as applied to VFR operations, action to be taken in case of communication failure;

(4) The applicant for a PPL shall-

- (a) have received an endorsement for the knowledge test

from an authorised instructor who -

- (i) conducted the training on the knowledge subjects, or
 - (ii) certifies that he or she is prepared for the required knowledge test;
- (b) pass the required written knowledge test on the knowledge areas listed in sub-regulation (3).

(5) An applicant for a PPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.

(6) The applicant for a PPL shall -

- (a) have received an endorsement from an authorised instructor who certifies that he or she is prepared for the required skill test;
- (b) have demonstrated by passing a skill test, the ability to perform as PIC of an aircraft, within the appropriate category areas of operation described in the appropriate Schedule listed below, with a degree of competency appropriate to the privileges granted to the holder of a PPL;
- (c) have demonstrated the ability to -
 - (i) recognise and manage threats,
 - (ii) operate the aircraft within its limitations,
 - (iii) complete all manoeuvres with smoothness and accuracy,
 - (iv) exercise good judgment and airmanship,
 - (v) apply aeronautical knowledge; and
 - (vi) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

(7) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a PPL shall be to act, but not for remuneration, as PIC or co-pilot of an aircraft within the appropriate aircraft category engaged

in non-revenue flights.

(8) Subject to compliance with the requirements specified in this Part, the validity period of the licence is five years.

(9) A private pilot licence that has not expired may be renewed for an additional five years if the holder presents to the Authority satisfactory evidence that the licence, medical assessment, and recency of experience are current.

(10) If the private pilot licence has expired, the applicant shall have received refresher training acceptable to the Authority and passed the private pilot skill test.

51. Experience, flight instruction and skill test for the PPL – Aeroplane Category

(1) The applicant for a PPL(A) shall -

- (a) have completed not less than forty hours of flight time, or thirty five hours if completed during a course of approved training, as pilot of aeroplanes, appropriate to the class rating sought. The Authority shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of forty or thirty five hours, as the case may be. Credit for such experience shall be limited to a total of five hours if completed under instruction in flight simulation training device approved by the Authority;
- (b) have completed in aeroplanes, not less than ten hours of solo flight time under the supervision of an authorised flight instructor, including five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made;

(2) In respect of flight Instruction-

- (a) the applicant for a PPL(A) shall receive and log not less than twenty hours of dual instruction from an authorised instructor on the subjects listed in Schedule 2.16. These twenty hours may include five hours completed in a flight simulation training device. The twenty hours of dual instruction shall include at least five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes

shall be made;

(b) the instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot -

- (i) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing,
- (ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures,
- (iii) control of the aeroplane by external visual reference,
- (iv) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls,
- (v) flight at critically high airspeeds; recognition of, and recovery from, spiral dives,
- (vi) normal and cross-wind take-offs and landings,
- (vii) maximum performance (short field and obstacle clearance take-offs, short-field landings,
- (viii) flight by reference solely to instruments, including the completion of a level 180 degrees turn,
- (ix) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids,
- (x) emergency operations, including simulated aeroplane equipment malfunctions,
- (xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology, and
- (xii) any other experience specified in Schedule 2.16

(3) If the privileges of the PPL(A) are to be exercised at night, the applicant shall have received four hours dual instruction in aeroplanes in night flying, including take-offs, landings and 1 hour of navigation.

(4) The requirements for the skill test for the PPL(A) are included in Schedule

2.16

(5) The holder of pilot licences in other categories may be credited with ten hours of the total flight time as PIC towards a PPL(A).

52. Experience, flight instruction and skill test for the PPL—Helicopter Category

(1) The applicant for a PPL(H) shall –

- (a) have completed not less than forty hours of flight time, or thirty five hours if completed during a course of approved training, as a pilot of helicopters. The Authority shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of forty or thirty hours, as the case may be. Credit for such experience shall be limited to a total of five hours if completed under instruction in a flight simulation training device approved by the Authority; and
- (b) have completed in a helicopter, not less than ten hours of solo flight time under the supervision of an authorised flight instructor, including five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.

(2) In respect of flight Instruction-

- (a) the applicant for a PPL(H) shall receive and log not less than twenty hours of dual instruction from an authorised instructor on the subjects listed in Schedule 2.16. These twenty hours may include five hours completed in a flight simulation training device. The twenty hours of dual instruction shall include at least five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km (100 NM) in the course of which landings at two different points shall be made;
- (b) the instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot-
 - (i) recognise and manage threats and errors,
 - (ii) pre-flight operations, including mass and balance determination, helicopter inspection and servicing,
 - (iii) aerodrome and traffic pattern operations, collision

avoidance precautions and procedures,

- (iv) control of the helicopter by external visual reference,
- (v) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm,
- (vi) ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind and sloping ground,
- (vii) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques, restricted site operations, quick stops;
- (viii) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids including a flight of at least one hour;
- (ix) flight by reference solely to instruments, including the completion of a level 180 degrees turn in a suitably instrumented helicopter;
- (x) emergency operations, including simulated helicopter equipment malfunctions, autorotative approach and landing;
- (xi) operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology, and
- (xii) if the privileges of the PPL(H) are to be exercised at night, the applicant shall have received four hours dual instruction in helicopters in night flying, including take-offs, landings and 1 hour of navigation.

(3) The requirements for the skill test for the PPL(H) are included in Schedule 2.17

(4) The holder of pilot licences in other powered aircraft categories may be credited with ten hours of the total flight time as PIC towards a PPL(H).

53. Experience, flight instruction and skill test for the PPL – Powered-Lift

Category

(1) The applicant for a PPL- Powered Lift shall –

- (a) have completed not less than forty hours of flight time as pilot of powered lift. The Authority shall determine whether such experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of forty hours. 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 in sub-regulation (1) may be reduced;
- (b) have completed in a powered lift aircraft, not less than ten hours of solo flight time under the supervision of an authorised flight instructor, including five hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full stop landings at two different aerodromes shall be made.

(2) The applicant shall have received not less than twenty hours dual instruction from an authorised instructor in at least the following areas-

- (a) recognition of threat and error management;
- (b) pre-flight operations, including mass and balance determination, powered lift inspection and servicing;
- (c) aerodrome and traffic operations, collision avoidance precautions and procedures;
- (d) control of the powered lift by external visual reference;
- (e) ground manoeuvring and run-ups, hover and rolling take-offs and climb out, hover and rolling approach and landings – normal, out of wind and slopping ground;
- (f) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations, quick stops;
- (g) Cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
- (h) emergency operations, including simulated powered lift equipment malfunctions, power of reversion to autorotation

and autorotative approach, where applicable, transmission and interconnect driveshaft failure, where applicable; and

- (i) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.

(3) The requirements for the skill test for the PPL-powered-lift category are included in Schedule 2.38.

54. Experience, flight instruction and skill test for The PPL—Airship Category

(1) The applicant for a PPL- Airship shall have completed not less than twenty five hours of flight time as pilot of airships including at least-

- (a) three hours of cross-country flight training in an airship with a cross-country flight totaling not less than 45 kilometres (25 NM);
- (b) five take-offs and five landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern of an aerodrome;
- (c) three hours of instrument time; and
- (d) five hours as pilot assuming the duties of the PIC under the supervision of the PIC.

(2) In respect of flight instruction, the applicant shall have received dual instruction from an authorised instructor in at least the following areas:

- (a) pre-flight operations, including mass and balance determination, airships inspections and servicing;
- (b) ground reference manoeuvres;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
- (e) control of the airships by external visual reference;
- (f) take-offs and landings and go-around;

- (g) maximum performance (obstacle clearance) take-offs;
 - (h) flight by reference solely to instruments, including the completion of a level 180 degree turn;
 - (i) navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;
 - (j) emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and
 - (k) radiotelephony procedures and phraseology.
- (3) The requirements for the skill test for the PPL—Airship are included in Schedule 2.18.

55. Experience, flight instruction and skill Test for the PPL—Balloon Category

- (1) The applicant for a PPL- balloon shall have completed not less than sixteen hours of flight time as pilot of balloons including at least eight launches and accents, at least one of which must be solo.
- (2) In respect of flight instruction, the applicant shall have received dual instruction in free balloons from an authorised instructor in at least the following areas -
- (a) pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
 - (b) aerodrome operations, transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;
 - (c) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
 - (d) collision avoidance precautions;
 - (e) control of a free balloon by external visual references;
 - (f) recognition of and recovery from rapid descents;
 - (g) cross-country flying using visual reference and dead reckoning;

- (h) approaches and landings, including ground handling; and
- (i) emergency procedures.

(3) If the privileges of the license are to be exercised at night, the applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying.

(4) The requirements for the skill test for the PPL-Balloon category are included in Schedule 2.19.

56. Experience, flight instruction and skill test for the PPL—Glider Category

(1) The applicant for the PPL Glider Category shall have completed not less than six hours of flight time as a pilot of gliders including two hours solo flight time during which not less than twenty launches and landings have been performed.

(2) In respect of flight instruction, the applicant shall have received dual instruction in gliders from an authorised instructor in at least the following areas -

- (a) pre-flight operations, including glider assembly and inspection;
- (b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
- (c) traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the glider by external visual reference;
- (e) flight throughout the flight envelope;
- (f) recognition of, and recovery from, incipient and full stalls and spiral dives;
- (g) normal and cross-wind launches, approaches and landings;
- (h) cross-country flying using visual reference and dead reckoning; and
- (i) emergency procedures.

(3) The holder of a pilot licence in the aeroplane category may be credited

with three hours towards the six hours of flight time required for the glider licence.

(4) If passengers are to be carried, the holder shall have completed not less than ten hours of flight time as a pilot of gliders.

(5) The requirements for the skill test for the PPL—glider category are included in Schedule 2.20

CHAPTER 6 - COMMERCIAL PILOT LICENCE

57. General Requirements

(1) The applicant for a Commercial Pilot Licence shall –

(a) be not less than eighteen years of age; and

(b) hold a current Class 1 Medical assessment issued under this Part.

(2) The applicant shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft to be included on the licence-

(a) Air law-

(i) rules and regulations relevant to the holder of a CPL,

(ii) rules of the air; appropriate air traffic services practices and procedures,

(iii) aircraft general knowledge,

(iv) principles of operation and functioning of power plants, systems and instruments,

(v) operating limitations of the appropriate category of aircraft and power plants; relevant operational information from the flight manual or other appropriate document,

(vi) use and serviceability checks of equipment and systems of appropriate aircraft,

(vii) maintenance procedures for airframes, systems

- and power plants of appropriate aircraft,
- (viii) for helicopters and powered-lift, transmission (power-trains) where applicable, and
- (ix) for airships and balloons, physical properties and practical application of gases;
- (b) 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 take-off or launching, landing and other performance data,
 - (iii) 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, and
 - (iv) in the case of helicopter and powered-lift, effects of external loading;
- (c) Human performance-
 - (i) relevant to the appropriate aircraft type, and
 - (ii) relating to principles of threat and error management;
- (d) Meteorology-
 - (i) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry,
 - (ii) aeronautical meteorology, climatology of relevant areas in respect of the elements having an effect upon aviation; the moment of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions, and
 - (iii) causes, recognition and effects of icing; frontal

zone penetration procedures; hazardous weather avoidance;

(e) Navigation-

- (i) air navigation, including the use of aeronautical charts, instruments and navigation aids,
- (ii) understanding of the principles and characteristics of appropriate navigation systems,
- (iii) operation of air borne equipment,
- (iv) in the case of airships-
 - (A) use, limitation and serviceability of avionics and instruments necessary for the control and navigation,
 - (B) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids, and
 - (C) principles and characteristics of self-contained and external referenced navigation systems, operations of airborne equipment;

(f) Operation procedures-

- (i) application of threat and error management to operational performance,
- (ii) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations,
- (iii) altimeter setting procedures,
- (iv) appropriate precautionary and emergency procedures,
- (v) operational procedures for carriage of freight; potential hazards associated with dangerous goods,
- (vi) requirements and practices for safety briefing to passengers, including precautions to be observed

when embarking and disembarking from aircraft,
and

- (vii) in the case of the helicopter, and if applicable powered-lift, settling with power, ground resonance, retreating blade stall, dynamic roll-over and other operational hazards, safety procedures, associated with flight under VFR;

- (g) Principles of flight relating to the appropriate category of aircraft;

- (h) Radiotelephony-

- (i) communication procedures and phraseology as applied to VFR operations, action to be taken in case of communication failure, and

- (ii) as further specified in Schedule 2.21.

(3) The applicant for the CPL shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who:

- (i) conducted the training on the knowledge subjects; and

- (ii) certifies that the person is prepared for the required knowledge test.

- (b) pass the required knowledge test on the knowledge subjects listed in Schedule 2.21.

(4) An applicant for a CPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.

(5) The applicant for a CPL shall -

- (a) have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test;

- (b) have demonstrated by passing a skill test, the ability to perform as PIC of an aeroplane, the areas of operation described in Schedule 2.21 with a degree of competency appropriate to the privileges granted to the holder of a

CPL, and to

- (i) operate the aeroplane within its limitations,
- (ii) complete all manoeuvres with smoothness and accuracy,
- (iii) exercise good judgment and airmanship,
- (iv) apply aeronautical knowledge, and
- (v) maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(6) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a CPL shall be-

- (a) to exercise all the privileges of the holder of a PPL in an aircraft within the appropriate aircraft category;
- (b) to act as PIC in an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
- (c) to act as PIC in commercial air transportation in an aircraft within the appropriate aircraft category certificated for single-pilot operation;
- (d) to act as co-pilot in aircraft within the appropriate aircraft category required to be operated with a co-pilot; and
- (e) for the airship category, to pilot an airship under IFR.

(7) Subject to compliance with the requirements specified in this Part, the validity period of the licence is five years.

(8) A commercial pilot licence that has not expired may be renewed for an additional five years if the holder presents to the Authority satisfactory evidence that the licence, medical assessment, and recency of experience are current.

(9) If the commercial pilot licence has expired, the applicant shall receive refresher training acceptable to the Authority and pass the private pilot skill test.

58. Experience, flight instruction and skill test for the CPL—Aeroplane Category

(1) The applicant for a CPL(A) shall –

- (a) have completed not less than two hundred hours of flight time, or one hundred and fifty hours if completed during a CAA approved training course provided for in an Approved Training Organisation under Part 3, as a pilot of aeroplanes, of which ten hours may have been completed in a flight simulation training device;
- (b) have completed in aeroplanes, not less than-
 - (i) one hundred hours as PIC or, in the case of a course of approved training, seventy hours as PIC;
 - (ii) twenty hours of cross-country flight time as PIC including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
 - (iii) ten hours of instrument instruction time of which not more than five hours may be instrument ground time;
 - (iv) if the privileges of the licence are to be exercised at night, five hours of night flight time, including five take-offs and five landings as PIC.

(2) The holder of a pilot licence in another category may be credited towards the 200 hours of flight time as follows-

- (a) ten hours as PIC in a category other than helicopters;
- (b) thirty hours as PIC holding a PPL(H) on helicopters; or
- (c) one hundred hours as PIC holding a CPL(H) on helicopters.

(3) The applicant for a CPL(A) shall hold a PPL(A) issued under this Part.

(4) In respect of flight instruction-

- (a) the applicant for a CPL(A) shall receive and log not less than twenty five hours of dual instruction from an authorised instructor and these may include five hours completed in a flight simulation training device;

- (b) the instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot-
 - (i) recognise and manage threats and errors,
 - (ii) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing,
 - (iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures,
 - (iv) control of the aeroplane by external visual reference,
 - (v) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls,
 - (vi) flight with asymmetrical power for multi-engine class or type ratings;
 - (vii) flight at critically high airspeeds; recognition of, and recovery from, spiral dives,
 - (viii) normal and cross-wind take-offs and landings,
 - (ix) maximum performance (short field and obstacle clearance take-offs, short-field landings,
 - (x) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments,
 - (xi) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures,
 - (xii) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions,
 - (xiii) operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures,
 - (xiv) communication procedures and phraseology, and.
 - (xv) upset prevention and recovery training in actual flight;
- (c) if the privileges of the CPL(A) are to be exercised at night, the applicant shall have received four hours dual instruction in

aeroplanes in night flying, including take-offs, landings and one hour of navigation.

- (4) The requirement for the skill test for the commercial pilot licence—
aeroplane category are included in Schedule 2.21.

59. Experience, flight instruction and skill test for the CPL—Helicopter Category

- (1) The applicant for a CPL(H) licence shall –

- (a) have completed not less than one hundred and fifty hours of flight time, or one hundred hours if completed during an integrated course of approved training provided for in an Approved Training Organisation under Part 3, as a pilot of helicopters, of which ten hours may have been completed in a flight simulation training device;
- (b) have completed in helicopters, not less than-
 - (i) thirty five hours as PIC,
 - (ii) ten hours of cross-country flight time as PIC including a cross-country flight in the course of which full-stop landings at two different points shall be made,
 - (iii) ten hours of instrument instruction time, of which not more than five hours may be instrument ground time, and
 - (iv) if the privileges of the licence are to be exercised at night, five hours of night flight time, including five take-offs and five landings as PIC.

- (2) The holder of a pilot licence in another category may be credited towards the one hundred and fifty hours of flight time as follows-

- (a) twenty hours as PIC holding a PPL(A) in aeroplanes; or
- (b) fifty hours as PIC holding a CPL(A) in aeroplanes.

- (3) The applicant for a CPL(H) shall hold a PPL(H) under this Part.

- (4) In respect of flight instruction-

- (a) the applicant for a CPL(H) shall have received and log not less than thirty hours of dual instruction in helicopters from an authorised flight instructor on the subjects listed in Schedule

2.23;

- (b) the instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot-
- (i) recognise and manage threats and errors,
 - (ii) pre-flight operations, including mass and balance determination, helicopter inspection and servicing,
 - (iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures,
 - (iv) control of the helicopter by external visual reference,
 - (v) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm,
 - (vi) ground manoeuvring and run-ups, hovering, take-offs and landings – normal, out of wind and sloping ground, steep approaches,
 - (vii) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations, quick stops,
 - (viii) hovering out of ground effect, operations with external load, if applicable, flight at high altitude,
 - (ix) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments,
 - (x) cross-country flying using visual reference, dead reckoning and radio navigation aids, diversion procedures,
 - (xi) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing,
 - (xii) operations to, from and transmitting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and

phraseology, and

(xiii) as further specified in Schedule 2.23.

- (c) if the privileges of the licence are to be exercised at night, the applicant shall have received dual instruction in helicopters in night flying, including take-offs, landings and navigation.

(5) Skill test. The requirement for the skill test for the commercial pilot licence—helicopter category are included in Schedule 2.22.

60. Experience, flight instruction and skill test for the CPL—Powered-Lift Category

(1) The applicant for a CPL powered-lift category shall –

- (a) have completed not less than two hundred hours of flight time, or one hundred and fifty hours if completed during a course of approved training provided for in an Aviation Training Organisation under Part 3, as a pilot of aircraft. The Authority may determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of two hundred hours or one hundred and fifty hours, as the case may be;
- (b) have completed in a powered-lift aircraft, not less than-
 - (i) fifty hours as pilot in command,
 - (ii) ten hours in cross-country flying as pilot-in command including a cross-country flight totaling not less than 540 km (300 NM) in the course of which, full stop landing at two different aerodromes shall be made;
 - (iii) ten hours of instrument instruction, of which not more than five hours may be instrument ground time; and
 - (iv) if the privileges are to be exercised at night, five hours of night flight including five take-offs and landings as PIC.

(2) If the applicant has flight time as pilot of aircraft in other categories, the Authority may determine whether such experience is acceptable and if so, the extent to which the flight time requirements in sub-regulation (1) may be reduced.

(3) In respect of flight instruction, the applicant shall have received dual instruction in powered-lift from an authorised instructor in at least the following

areas to the level of performance required for the commercial pilot-

- (a) recognition and management of threats and errors to minimise their negative effects;
- (b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the powered-lift by external visual reference;
- (e) ground manoeuvring and run-ups; hover and rolling take-offs and climb out, hover and rolling approach and landings – normal, out of wind and stopping ground, steep approaches;
- (f) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations, quick stops;
- (g) hovering out of ground effect, operations with external load, if applicable, flight at high altitude;
- (h) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (i) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
- (j) emergency operations, including simulated powered-lift equipment malfunctions, where applicable; power of reconversion to autorotation; autorotative approach; transmission and interconnect driveshaft failure; and
- (k) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology.

61. Experience, flight instruction and skill test for the CPL – Airship Category

(1) The applicant for a CPL –Airship Category shall –

- (a) have completed not less than two hundred hours of flight time as a

pilot;

(b) have completed not less than:

(i) fifty hours as a pilot in airships,

(ii) thirty hours as PIC or PIC under supervision in airships, to include not less than ten hours of cross-country flight time and ten hours of night flight,

(iii) forty hours of instrument time, of which twenty hours shall be in flight and ten hours in flight in airships, and

(iv) twenty hours of flight training in airships on the areas of operation listed in sub-regulation (2) below.

(2) In respect of flight instruction, the applicant shall have received dual instruction in airships from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot-

(a) recognition and management of threats and errors;

(b) pre-flight operations, including mass and balance determination, airships inspection and servicing;

(c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;

(e) control of the airships by external visual reference;

(f) recognition of leak;

(g) normal take-offs and landings;

(h) maximum performance (short field and obstacle clearance) take-offs, short-field landings;

(i) flight under IFR;

(j) cross-country flying using visual reference, dead reckoning and, where applicable, radio navigation aids;

(k) emergency operations, including simulated airship equipment malfunctions;

- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
 - (m) communications procedures and phraseology.
- (3) The requirements for the skill test for the commercial pilot licence—airship category are included in Schedule 2.23.

62. Experience, flight instruction and skill test for the CPL—Balloon Category

- (1) The applicant for a CPL Balloon Category shall have completed at least-
- (a) thirty five hours flight time as a pilot, including at least-
 - (i) twenty hours as a pilot of free balloons,
 - (ii) ten flights in a free balloon, and
 - (iii) two flights in a free balloon as the pilot in command.
 - (b) ten hours of flight training that includes at least ten training flights in a free balloon on the areas of operation listed below, including at least-
 - (i) For a gas balloon rating-
 - (A) two training flights of two hours each in a gas balloon on the areas of operations appropriate to a gas balloon within sixty days prior to application for the rating,
 - (B) two flights performing the functions of PIC in a gas balloon on the appropriate areas of operation, and
 - (C) one flight involving a controlled ascent to 5,000 feet above the launch site.
 - (ii) For a hot air balloon rating-
 - (A) three training flights of one hour each in a balloon with an airborne heater on the areas of operation appropriate to a balloon with an airborne heater within sixty days prior to application for the rating,

- (B) two solo flights in a balloon with an airborne heater on the appropriate areas of operations, and
- (C) one flight involving a controlled ascent to 3,000 feet above the launch site.

(2) In respect of flight instruction, the applicant shall have received dual instruction in balloons from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot-

- (a) recognition and management of threats and errors;
- (b) technical subjects;
- (c) pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
- (d) pre-flight lesson on a manoeuvre to be performed in flight;
- (e) aerodrome operations, transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;
- (f) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
- (g) collision avoidance precautions;
- (h) control of a free balloon by external visual references;
- (i) recognition of and recovery from rapid descents;
- (j) navigation and cross-country flying using visual reference and dead reckoning;
- (k) approaches and landings, including ground handling;
- (l) emergency procedures; and
- (m) post-flight procedures.

(3) The requirements for the skill test for the commercial pilot licence—balloon category are included in Schedule 2.24.

63. Experience, flight instruction and skill test for the CPL—Glider

Category

- (1) The applicant for a CPL Glider Category shall have completed at least-
- (a) twenty five hours flight time as a pilot in a glider and that flight time must include at least one hundred flights in a glider as pilot in command, including at least-
 - (i) three hours of flight training or ten training flight in gliders on the areas of operation listed in (b) below, and
 - (ii) two hours of solo flight that includes not less than ten solo flights in gliders on the areas of operations listed in (b) below; or
 - (b) two hundred hours of flight time as a pilot in either aeroplane, helicopter or powered-lift aircraft, and twenty flights in gliders as pilot in command, including at least-
 - (i) three hours of flight training or ten training flights in gliders on the areas of operation listed in (b) below, and
 - (ii) five solo flights in a glider on the areas of operation listed in (b) above.
- (2) In respect of flight instruction, the applicant shall have received dual instruction in a glider from an authorised instructor in at least the following areas of operation to the level of performance required for a commercial pilot-
- (a) recognition and management of threats and errors;
 - (b) pre-flight preparation;
 - (c) pre-flight procedures
 - (d) aerodrome and gliderport operations;
 - (e) launches and landings;
 - (f) performance speeds;
 - (g) soaring techniques;
 - (h) performance manoeuvres;
 - (i) navigation;

- (j) slow flight and stalls;
- (k) emergency procedures; and
- (l) post-flight procedures.

(3) The requirements for the skill test for the commercial pilot licence—glider category are included in Schedule 2.25.

CHAPTER 7 – MULTI-CREW PILOT LICENCE—AEROPLANE

64. General Requirements

(1) The applicant for a Multi-Crew Pilot Licence (MPL) shall –

- (a) be not less than eighteen years of age; and
- (b) hold a current Class 1 Medical assessment issued under this Part.

(2) The applicant for a MPL shall meet the requirements specified this regulation for the ATPL appropriate to the aeroplane category.

(3) The applicant for a MPL shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who-
 - (i) conducted the training on the knowledge subjects, and
 - (ii) certifies that he or she is prepared for the required knowledge test;
- (b) pass the required written knowledge test on the knowledge areas specified this regulation.

(4) The applicant shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.

(5) The applicant shall demonstrate the skills required for fulfilling all the required competency units in Schedule 2.26 as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR, and have been continuously assessed in the training progress of acquiring the following skills-

- (a) recognition and management of threats and errors;
- (b) smoothly and accurately, manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
- (c) operate the aeroplane in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
- (d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight; and
- (e) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.

(6) The privileges of the holder of a multi-crew pilot licence shall be as follows

-

- (a) subject to compliance with the requirements specified in this Part, the privileges of the holder of a multi-crew pilot licence shall be-
 - (i) to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the private pilot experience requirements of these Regulations have been met;
 - (ii) to exercise the privileges of the instrument rating in a multi-crew operation; and
 - (iii) to act as co-pilot of an aeroplane required to be operated with a co-pilot.
- (b) before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the instrument rating skill requirement specified in these Regulations appropriate to the aeroplane category;
- (c) before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the

licence holder shall have-

- (i) completed in aeroplanes, seventy hours, either as pilot-in-command, or made up of not less than ten hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- (ii) completed twenty hours of cross-country flight time as pilot-in-command, or made up of not less than ten hours as pilot-in-command and ten hours as pilot-in-command under supervision, including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and
- (iii) met the requirements for the commercial pilot licence specified in this regulation (with the exception of (i)) appropriate to the aeroplane category.

(7) Subject to compliance with the requirements specified in this Part, the validity period of the licence is five years.

(8) A multi-crew pilot licence that has not expired may be renewed for an additional five years if the holder presents to the Authority satisfactory evidence that the licence, medical assessment, and recency of experience are current.

(9) If the multi-crew pilot licence has expired, the applicant shall have received refresher training acceptable to the Authority and passed the multi-crew pilot skill test.

65. Experience, flight instruction, and skill test for the Multi-Crew Pilot Licence—Aeroplane Category

(1) The applicant for a Multi Crew Pilot Licence-Aeroplane Category shall have completed in an approved training course, not less than two hundred and forty hours as pilot flying and pilot not flying of actual and simulated flight.

(2) The flight experience in actual flight shall include at least the experience for a PPL(A) at these Regulations, upset prevention and recovery training, night flying and flight by reference solely to instruments.

(3) In addition to meeting the provisions of this regulation, the applicant shall have gained, in a turbine-powered aeroplane certificated for operations

with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Authority, the experience necessary to achieve the advance level of competency defined in Schedule 2.26 .

(4) In respect of flight instruction, the applicant shall have received dual flight instruction in all the competency units specified in Schedule 2.26 to the level required for the issue of the multi-crew pilot licence, to include the competency units required to pilot under instrument flight rules.

(5) The requirements for the skill test for the multi-crew pilot licence— aeroplane category are included in Schedule 2.26.

CHAPTER 8 - Airline transport pilot licence

66. General Requirements

(1) The applicant for an ATPL shall –

- (a) be not less than twenty one years of age;
- (b) hold a current Class 1 Medical assessment issued under this Part.

(2) The applicant for an ATPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges of the ATPL and to the category of aircraft intended to be included on the licence-

- (a) air law- rules and regulations relevant to the holder of an ATPL; rules of the air; appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge-
 - (i) general characteristics and limitations of electrical, hydraulic, pressurisation and other aircraft systems; flight control systems, including autopilot and stability augmentation,
 - (ii) principles of operation, handling procedures and operating limitations of aircraft powerplants, effects of atmospheric conditions on engine performance, relevant operational information from the flight manual or other appropriate document,
 - (iii) operating procedures and limitations of appropriate aircraft, effects of atmospheric conditions on

- aircraft performance in accordance to the relevant operational information from the flight manual,
- (iv) use and serviceability checks of equipment and systems of the relevant category of aircraft,
 - (v) 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,
 - (vi) maintenance procedures for airframes, systems and power plants of appropriate aircraft, or
 - (vii) for helicopter, and if applicable, powered-lift transmission (power-trains);
- (c) 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 take-off, landing and other performance data, including procedures for cruise control,
 - (iii) 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, or
 - (iv) in the case of helicopter or powered-lift, effects of external loading on handling;
- (d) human performance including principles of threat error management.
- (e) meteorology-
- (i) 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,

- (ii) aeronautical meteorology, climatology of relevant areas in respect of the elements having an effect upon aviation, the moment 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,
 - (iii) causes, recognition and effects of icing, frontal zone penetration procedures, hazardous weather avoidance, or
 - (iv) in the case of aeroplane and powered-lift, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts, jetstreams;
- (f) navigation-
 - (i) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems, specific navigation requirements for long-range flights,
 - (ii) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft,
 - (iii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids, or
 - (iv) principles and characteristics of self-contained and external-referenced navigation systems, operation of airborne equipment;
- (g) operational procedures-
 - (i) application of threat and error management to operational performance,
 - (ii) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations,
 - (iii) precautionary and emergency procedures, safety

practices;

- (iv) operational procedures for carriage of freight and dangerous goods,
 - (v) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft, or
 - (vi) In the case of helicopter, and if applicable, powered-lift, settling with power; ground resonance; retreating blade stall, dynamic roll-over and other operational hazards, safety procedures, associated with flight under VFR;
- (h) Principles of flight relating to the appropriate aircraft category;
 - (i) Radiotelephony- Communication procedures and phraseology; action to be taken in case of communication failure.

(3) The applicant for the ATPL shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who-
 - (i) conducted the training on the knowledge subjects, and
 - (ii) certifies that he or she is prepared for the required knowledge test; and
- (b) pass the required written knowledge test on the knowledge subjects listed in sub-regulation (2) above.

(4) The applicant for an ATPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this Part.

(5) The applicant for an ATPL shall-

- (a) have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test; and
- (b) have demonstrated by passing a skill test, the ability to perform as PIC of an aircraft of the appropriate category

required to be operated with a co-pilot, the following procedures and manoeuvres-

- (i) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan,
 - (ii) normal flight procedures and manoeuvres during all phases of flight,
 - (iii) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems and airframe,
 - (iv) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists,
 - (v) in the case of the aeroplane and powered-lift, procedures and manoeuvres for instrument flight as described in this regulation, including simulated engine failure, and
 - (vi) in the case of aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in this paragraph as PIC in a multi-engine aircraft.
- (c) have demonstrated by passing a skill test, the ability to perform the areas of operation described in Schedule 2.27 or 2.28, with a degree of competency appropriate to the privileges granted to the holder of an ATPL, and to-
- (i) operate the aeroplane within its limitations recognise and manage threats and errors,
 - (ii) complete all manoeuvres with smoothness and accuracy smoothly and accurately manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured,
 - (iii) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation,

- (iv) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight,
- (v) exercise good judgment and airmanship, to include structured decision making and the maintenance of situational awareness, and
- (vi) communicate effectively with the other flight crewmembers and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists.

(6) Subject to compliance with the requirements specified in this Part, the privileges of the holder of an ATPL shall be-

- (a) to exercise all the privileges of the holder of a PPL and CPL of an aircraft within the appropriate aircraft category and class, if applicable;
- (b) in the case of the aeroplane and powered-lift categories, to exercise the privileges of the holder of an IR; and
- (c) to act as PIC and co-pilot in commercial air transportation in an aircraft of the appropriate category, and class if applicable.

(7) Subject to compliance with the requirements specified in this Part, the validity period of the licence is five years.

(8) An airline transport pilot licence that has not expired may be renewed for an additional five years if the holder presents to the Authority satisfactory evidence that the licence, medical assessment, and recency of experience and proficiency are current.

(9) If the airline transport pilot licence has expired, the applicant shall receive refresher training acceptable to the Authority and pass the airline transport pilot skill test.

(10) When the holder of an airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements established in this Regulation. Any limitation of privileges shall be endorsed on the licence.

67. Experience, flight instruction and skill test for the ATPL—Aeroplane Category

(1) The applicant for an ATPL (A) shall have completed not less than one thousand five hundred hours of flight time as a pilot of aeroplanes of which a maximum of one hundred hours may have been completed in a flight simulation training device.

(2) The applicant shall have completed in aeroplanes, not less than-

- (a) two hundred and fifty hours, either as PIC, or made up by not less than one hundred hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority,
- (b) two hundred hours of cross-country flight time, of which not less than one hundred hours shall be as PIC or as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority,
- (c) seventy five hours of instrument time, of which not more than thirty hours may be instrument ground time, or
- (d) one hundred hours of night flight as PIC or as co-pilot;

(3) The holder of a CPL(H) shall be credited with 50% of their helicopter flight time as PIC towards the flight time required in regulations (1);

(4) The applicant shall have completed a CRM course.

(5) The applicant for an ATPL(A) shall be the holder of a CPL(A) with instrument and multi-engine rating issued under this Part; and

(6) In respect of flight instruction, the applicant for an ATPL(A) shall have received the dual flight instruction required for the issue of the CPL and the IR or MPL.

(7) The requirements for the skill test for the ATPL—Aeroplane Category are included in Schedule 2.27.

68. Experience, flight instruction and skill test for the ATPL—Helicopter

Category

- (1) The applicant for an ATPL (H) shall have completed not less than one thousand hours of flight time as a pilot of helicopters, of which a maximum of one hundred hours may have been completed in a flight simulator.
- (2) The applicant shall have completed in helicopters, not less than-
 - (a) two hundred and fifty hours, either as PIC, or made up by not less than one hundred hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority,
 - (b) two hundred hours of cross-country flight time, of which not less than one hundred hours shall be as PIC or as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority;
 - (c) thirty hours of instrument time, of which not more than ten hours may be instrument ground time, or
 - (d) fifty hours of night flight as PIC or as co-pilot;
- (3) The holders of a CPL(A) shall be credited with 50 percent of their aeroplane flight time as PIC towards the flight time required in (1).
- (4) The applicant shall have completed a CRM course on the subjects listed in Schedule 2.28
- (5) The applicant for an ATPL(H) shall be the holder of a CPL(H) issued under this Part.
- (6) In respect of flight instruction, the applicant for an ATPL(H) shall have received the dual flight instruction required for the issue of the CPL.
- (7) The requirements for the skill test for the ATPL—helicopter category are included in Schedule 2.28

69. Experience, flight instruction and skill test for the ATPL—Powered-Lift Category

- (1) The applicant for an ATPL- powered-lift category shall have completed not less than one thousand five hundred hours of flight time as a pilot of powered-lift. The Authority may determine whether experience completed under

instruction in a flight simulator is acceptable as part of the total time of 1500 hours.

(2) The applicant shall have completed in powered-lift not less than-

- (a) two hundred and fifty hours, either as PIC, or made up by not less than one hundred hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of PIC, in a method acceptable to the Authority;
- (b) one hundred hours of cross-country flight time, of which not less than fifty hours shall be as PIC or as co-pilot performing under supervision of the PIC in a method acceptable to the Authority;
- (c) seventy five hours of instrument time, of which not more than thirty hours may be instrument ground time, or
- (d) twenty five hours of night time as PIC or co-pilot;

(3) The Authority may determine if pilot flight time in other aircraft categories may be credited toward meeting the one thousand five hundred hour flight time in sub-regulation (1) above.

(4) The applicant for an ATPL powered-lift shall be the holder of a CPL powered-lift issued under this Part.

(5) In respect of flight instruction, the applicant for an ATPL powered-lift category shall have received the dual flight instruction required for the issue of the CPL powered lift category and for the issue of the instrument rating.

CHAPTER 9 – INSTRUMENT RATING

70. General Requirements

(1) The applicant for an Instrument Rating (IR) shall be not less than seventeen years of age.

(2) The applicant for an IR shall –

- (a) hold either a Class 1 or 2 medical assessment issued under this Part as appropriate the level of licence held; and
- (b) have established his or her hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1

Medical assessment.

(3) The applicant for an IR shall receive and log ground training from an authorised instructor on the following subjects-

- (a) air law- rules and regulations relevant to flight under IFR, related air traffic services practices and procedures;
- (b) aircraft general knowledge for the aircraft category being sought-
 - (i) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aeroplanes under IFR and in instrument meteorological conditions; use and limitations of autopilot, or
 - (ii) compasses, turning and acceleration errors, gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments;
- (c) flight performance and planning for the aircraft category being sought-
 - (i) pre-flight preparations and checks appropriate to flight under IFR, or
 - (ii) operational flight planning, preparation and filing of air traffic services flight plans under IFR, altimeter setting procedures;
- (d) human performance for the aircraft category being sought-
 - (i) human performance relevant to instrument flight in aircraft, or
 - (ii) principles of threat and error management;
- (e) meteorology for the aircraft category being sought-
 - (i) application of aeronautical meteorology, interpretation and use of reports, charts and forecasts, codes and abbreviations, use of, and procedures for obtaining, meteorological information, altimetry,
 - (ii) causes, recognition and effects of icing, frontal zone penetration procedures, hazardous weather

avoidance, or

- (iii) in the case of helicopter and powered-lift, effects of rotor icing;
- (f) navigation for the aircraft category being sought:
 - (i) practical air navigation using radio navigation aids,
 - (ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;
- (g) operational procedures for the aircraft category being sought:
 - (i) application of threat and error management to operational principles,
 - (ii) 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,
 - (iii) Precautionary and emergency procedures, safety practices associated with flight under IFR; obstacle clearance criteria;
- (h) radiotelephony:

Communication procedures and phraseology as applied to aircraft operations under IFR, action to be taken in case of communication failure.

(4) An applicant for an IR shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who-
 - (i) conducted the training on the knowledge subjects,
 - (ii) certifies that he or she is prepared for the required knowledge test;
- (b) pass the required knowledge test on the knowledge subjects listed above.

(5) An applicant for an IR shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in

this Part.

(6) Subject to compliance with the requirements specified in this Part, the privileges of the holder of an IR shall be to pilot an aircraft of the appropriate category under IFR. Before exercising the privileges on multi-engine aircraft, the holder of the rating shall have complied with the requirements of (3)(g).

(7) Subject to compliance with the requirements specified in this Part, the validity period of an IR is one year.

(8) For the renewal of a single-engine instrument rating, the applicant shall have within the preceding twelve calendar months, completed a proficiency check on the subjects listed in Schedule 2.29 .

(9) For the renewal of a multi-engine instrument rating, the applicant shall have within the preceding twelve calendar months, completed a proficiency check on the subjects listed in Schedule 2.29.

(10) If a pilot takes the proficiency check required in this regulation in the calendar month before or the calendar month after the month in which it is due, the pilot shall be considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.

(11) If the instrument rating has been expired, the applicant shall -

(a) receive refresher training from an authorised instructor with an endorsement that he or she is prepared for the required skill test; and

(b) pass the required skill test on the subjects listed in Schedule 2.29.

71. Experience, flight instruction, skill test and proficiency check for the IR

(1) The applicant for an IR shall hold a pilot licence with an aircraft category, and class rating if applicable, for the instrument rating sought.

(2) The applicant shall have completed not less than-

(a) fifty hours of cross-country flight time as PIC of aircraft in categories acceptable to the Authority, of which not less than ten hours shall be in the aircraft category being sought; and

(b) forty hours of instrument time in aircraft, of which not more than twenty hours, or thirty hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorised instructor.

(3) In relation to flight instruction -

- (a) the applicant for an IR shall have not less than ten hours of the instrument flight time required this regulation while receiving and logging dual instruction in aircraft from an authorised flight instructor;
- (b) the instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:
 - (i) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan,
 - (ii) pre-flight inspection, use of checklists, taxiing and pre-take-off checks,
 - (iii) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least -
 - (A) transition to instrument flight on take-off;
 - (B) standard instrument departures and arrivals;
 - (C) en-route IFR procedures and navigation;
 - (D) holding procedures;
 - (E) instrument approaches to specified minima;
 - (F) missed approach procedures; and
 - (G) landings from instrument approaches;
 - (H) flight manoeuvres and particular flight characteristics.
- (c) if the privileges of the instrument rating are to be exercised on multi-engine aircraft, the applicant shall have received dual instrument flight instruction in such an aircraft from an authorised flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft solely by reference to instruments with one engine inoperative or simulated inoperative.

(4) The applicant for an IR shall-

- (a) have received an endorsement from an authorised instructor who certifies that he or she is prepared for the required skill test;
- (b) have demonstrated by passing a skill test, the ability to perform the areas of operation described in Schedule 2.29 with a degree of competency appropriate to the privileges granted to the holder of an IR, and to-
 - (i) recognise and manage threats and errors,
 - (ii) operate the aircraft within its limitations,
 - (iii) complete all manoeuvres with smoothness and accuracy,
 - (iv) exercise good judgment and airmanship,
 - (v) apply aeronautical knowledge,
 - (vi) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured,
 - (vii) understand and apply crew coordination and incapacitation procedures, and
 - (viii) communicate effectively with the other flight crewmembers;
- (c) have demonstrated by passing a skill test, the ability to operate multi-engine aircraft solely by reference to instruments with one engine inoperative, or simulated inoperative, described in Schedule 2.29, if the privileges of the instrument rating are to be exercised on such aircraft.

(5) The skill test and proficiency check for the instrument rating is included in Schedule 2.29.

CHAPTER 10 – INSTRUCTORS FOR PILOT LICENSING

72. General requirements

(1) This sub-part prescribes the requirements for the issuance of instructor licences, ratings or authorisations, the conditions under which those ratings

and authorisations are necessary, and the privileges and limitations on those ratings and authorisations.

(2) A person shall not act as a flight instructor unless such person holds a pilot licence with flight instructor rating.

(3) All instructors shall read, speak, write and understand English.

(4) The following instructor licences, ratings and authorisations are issued under this sub-part-

- (a) flight instructor authorization;
- (b) ground Instructor licence, with basic, advanced, and instrument ratings; and
- (c) Instructor Authorisation for Flight Simulation Training.

73. Flight instructor authorization requirements, skill test and proficiency check

(1) The applicant for a flight instructor authorization shall -

- (a) be of the appropriate age for the underlying licence to be held;
- (b) have a Class 1 medical assessment;
- (c) receive and log training from an authorised instructor and pass a flight instructor knowledge test on-
 - (i) the aeronautical knowledge areas for a student pilot authorisation, private, commercial and airline transport pilot licences applicable to the aircraft category for which flight instructor privileges are sought, and
 - (ii) the aeronautical knowledge areas for the instrument rating applicable to the category for which instrument flight instructor privileges are sought;
- (d) meet the requirements for fundamentals of knowledge instruction as listed this regulation.

(2) The applicant shall hold a licence with the aircraft category, and if applicable class and type rating, that is appropriate to the flight instructor rating sought as follows-

- (a) for an instructor licence in the aeroplane category, hold either a CPL or ATPL aeroplane category with instrument rating and

appropriate class or type ratings;

- (b) for an instructor licence in the powered-lift category, hold either a CPL or ATPL powered-lift category with instrument rating as applicable, class or type rating;
- (c) for an instructor licence in the helicopter category, hold either a CPL or ATPL helicopter category and any applicable class or type rating;
- (d) for an instructor licence in the balloon category, hold a CPL balloon category with applicable class rating;
- (e) for an instructor licence in the airship category, hold a CPL airship category and any applicable ratings;
- (f) for an instructor licence in the glider category, hold a CPL glider category and any applicable ratings; and
- (g) for an instructor instrument rating licence, hold an IR in the appropriate category of aircraft.

(3) In relation to flight instruction, the applicant shall -

- (a) have received flight instruction from an authorised instructor in the areas of flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
- (b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

(4) The applicant shall-

- (a) receive a logbook endorsement from an authorised instructor to indicate that the applicant is proficient on the areas of operation listed in item 2 below, appropriate to the flight instructor rating sought;
- (b) pass the required skill test that is appropriate to the flight instructor authorization sought on the areas of operation in Schedule 2.30 in an—
 - (i) aircraft that is representative of the category of aircraft, and if applicable class and type, for the aircraft rating sought; or
 - (ii) approved flight simulation training device that is representative of the category, and if applicable class and type of aircraft for the licence and rating sought, and used

in accordance with an approved course at an ATO certified under Part 3.

(5) A flight instructor is authorised within the limitations of his or her flight instructor authorization, and pilot licence and ratings, to give training and endorsements that are required for, and relate to:

- (a) a student pilot authorisation;
- (b) a pilot licence;
- (c) a flight instructor authorization;
- (d) a ground instructor licence;
- (e) an aircraft category rating;
- (f) an aircraft class rating;
- (g) an instrument rating;
- (h) a proficiency check or recency of experience requirement;
- (i) a knowledge test; and
- (j) a skill test.

(6) Subject to compliance with the requirements specified in this Part, the validity period of instructor licence shall be two years.

(7) A flight instructor authorization that has not expired may be renewed for an additional two years if the holder—

- (a) passes a skill test for—
 - (i) renewal of the flight instructor authorization; or
 - (ii) an additional flight instructor rating; or
- (b) presents to the Authority—
 - (i) a record of training students that shows during the preceding twenty four calendar months, the flight instructor has endorsed at least five students for a skill test for a licence or rating, and at least 80 percent of those students passed that test on the first attempt;
 - (ii) a record that shows that within the preceding twenty four calendar months, service as a company check pilot,

chief flight instructor, company check airman, or flight instructor in a Part 9 operation, or in a position involving the regular evaluation of pilots; or

- (iii) a graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training, or both, within the 90 days preceding the expiration month of his or her flight instructor authorization.

(8) If a flight instructor accomplishes the renewal requirements within the ninety days preceding the expiration month of his or her flight instructor authorization, the Authority shall-

- (a) consider that the flight instructor accomplished the renewal requirement in the month due; and
- (b) renew the current flight instructor rating for an additional twenty four calendar months from its expiration date.

(9) A flight instructor may accomplish the skill test required by this regulation in an approved course conducted by an ATO certified under Part 3.

(10) If the instructor licence has expired, the applicant shall-

- (a) receive refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
- (b) pass the prescribed skill test.

(11) An applicant for an additional flight instructor authorization shall meet the requirements listed in this regulation that apply to the flight instructor rating sought.

(12) A flight instructor shall—

- (a) sign the logbook of each person to whom that instructor has given flight training or ground training;
- (b) maintain a record in a logbook or separate document that contains the following—
 - (i) the name of each person whose logbook or student pilot licence that instructor has endorsed for solo flight privileges, and the date of the

endorsement; and

- (ii) the name of each person that instructor has endorsed for a knowledge test or skill test, and a record of the kind of test, the date, and the results.
- (c) retain the records required by this regulation for at least three years.

(13) The holder of a flight instructor authorization shall observe the following limitations and qualifications-

- (a) hours of training - in any 24-consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training;
- (b) required licence and ratings - a flight instructor may not conduct flight training in any aircraft for which the flight instructor does not hold a pilot licence and flight instructor authorization with the applicable category and if applicable class or type rating;
- (c) For instrument flight training or for training for a type rating not limited to VFR, an appropriate instrument rating on his or her flight instructor rating and pilot licence;
- (d) Limitations on endorsements - a flight instructor may not endorse the following-
 - (i) student pilot's licence or logbook for solo flight privileges, unless that flight instructor has—
 - (A) given that student the flight training required for solo flight privileges required by this chapter,
 - (B) determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight,
 - (C) given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to

be flown, and

- (D) endorsed the student pilot's logbook for the specific make and model aircraft to be flown;
- (ii) student pilot's licence and logbook for a solo cross country flight, unless that flight instructor has determined that—
 - (A) the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight, and
 - (B) the student has the appropriate solo cross country endorsement for the make and model of aircraft to be flown;
- (iii) student pilot's licence and logbook for solo flight in a Class B airspace area or at an airport within Class B airspace unless that flight instructor has—
 - (A) given that student ground and flight training in that Class B airspace or at that airport, and
 - (B) Determined that the student is proficient to operate the aircraft safely;
- (iv) logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements these Regulations or
- (v) logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements these Regulations;
- (e) training in a multi-engine aeroplane or a helicopter. A flight instructor may not give training required for the issuance of a licence or rating in a multiengine aeroplane or a helicopter, unless that flight instructor has

at least five flight hours of PIC time in the specific make and model of multiengine aeroplane or helicopter, as appropriate.

- (f) qualifications of the flight instructor for training first-time flight instructor applicants.
 - (i) no flight instructor may provide instruction to another pilot who has never held a flight instructor authorization unless that flight instructor—
 - (A) holds a current ground or flight instructor authorization with the appropriate rating, has held that licence for at least twenty four months, and has given at least forty hours of ground training, or
 - (B) holds a current ground or flight instructor authorization with the appropriate rating, and has given at least 100 hours of ground training in a course which has been approved by the Authority,
 - (C) meets the eligibility requirements prescribed in this regulation,
 - (ii) for training in preparation for an aeroplane or helicopter rating, has given at least two hundred hours of flight training as a flight instructor,
 - (iii) for training in preparation for a glider rating, has given at least 80 hours of flight training as a flight instructor;
- (g) Prohibition against self-endorsements: A flight instructor may not make any self-endorsement for a licence, rating, flight review, authorisation, operating privilege, skill test, or knowledge test that is required by Part 2;
- (h) Category II and Category III instructions: A flight instructor may not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations as applicable.

(14) The skill test and proficiency check for flight instructor ratings in the categories of aeroplane, helicopter, powered-lift, airship, balloon, and glider,

as well as instrument ratings (aeroplane, helicopter, and powered-lift) and additional type ratings are included in Schedule 2.30.

(15) The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.

74. Instructor authorisation for flight simulation training

(1) A current or former holder of a professional pilot licence, having instructional experience may apply for an authorisation to provide flight instruction in a flight simulation training device, provided he or she has at least one year experience as Instructor in flight simulation training devices.

(2) The applicant shall have demonstrated in a skill test, in the category and in the class or type of aircraft for which Instructor authorisation privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.

(3) Subject to compliance with the requirements specified in this Sub-Part, the privileges of the holder of an authorisation are to carry out instruction in a flight simulation training device for the issue of a class or type rating in the appropriate category of aircraft.

(4) Subject to compliance with the requirements specified in this Sub-Part, the validity period of an Instructor authorisation for flight simulation training is one year.

(5) Renewal of the authorisation requires the successful completion of a proficiency check.

(6) If the authorisation has expired, the applicant shall complete refresher training and successfully pass a skill test in the category and class or type of aircraft for which instructor authorisation privileges are sought.

75. Ground instructor licence

(1) The applicant for a ground instructor licence shall –

(a) be at least eighteen years of age;

(b) receive and log training from an authorised instructor and pass a knowledge test on the aeronautical knowledge areas appropriate to the aircraft category, for the licence and ratings below as applicable—

(i) for a basic rating, the knowledge for a student and private

pilot licence as listed in this Part,

- (ii) for an advanced rating, the student, private, commercial and airline transport pilot knowledge areas as listed in this Part,
- (iii) for an instrument rating, the knowledge for the instrument rating as listed in this Part; and

(c) meet the requirements of for fundamentals of knowledge instructing as listed in this regulation

(2) The holder of a ground instructor licence may exercise the privileges appropriate to the licence and rating held.

(3) A person who holds a ground instructor licence with a basic rating is authorised to provide -

- (a) ground training in the aeronautical knowledge areas required for the issuance of a student pilot authorisation or private pilot licence or associated ratings;
- (b) ground training required for a private pilot flight review; and
- (c) a recommendation for a knowledge test required for the issuance of a private pilot licence.

(4) A person who holds a ground instructor licence with an advanced rating is authorised to provide -

- (a) ground training in the aeronautical knowledge areas required for the issuance of any licence or rating;
- (b) ground training required for any flight review; and
- (d) a recommendation for a knowledge test required for the issuance of any licence.

(5) A person who holds an instrument ground instructor rating is authorised to provide -

- (a) ground training in the aeronautical knowledge areas required for the issuance of an instrument rating;
- (b) ground training required for an instrument proficiency check; and
- (c) a recommendation for a knowledge test required for the issuance

of an instrument rating.

(6) A person who holds a ground instructor licence is authorised, within the limitations of the licence and ratings on the ground instructor licence, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in this regulation.

(7) The validity period for a ground instructor licence is one year.

(8) The applicant for renewal of a ground instructor licence shall provide to the Authority satisfactory evidence of at least three months service as a ground instructor within the past twelve months.

(9) If the ground instructor licence has expired, the applicant for reissuance must complete refresher training acceptable to the Authority and receive an endorsement from a licensed ground or flight instructor certifying that the person has demonstrated satisfactory proficiency with the standards prescribed in this part for the licence and rating.

76. Designated pilot examiners

(1) An applicant for a designated pilot examiner shall -

- (a) be at least twenty one years of age;
- (b) have a Class 1 medical assessment;
- (c) hold at least the licence and class/ type ratings as applicable for which examining authority is sought;
- (d) hold at least the flight instructor ratings for which examining authority is sought or be serving in a comparable position as an air operator check airman or check pilot or comparable position in an Approved Training Organisation;
- (e) have a reputation for integrity and dependability in the industry and the community;
- (f) have a good record as a pilot and flight instructor in regard to accidents, incidents, and violations; and
- (g) have pilot and instructor licence or ratings that have never been revoked for falsification or forgery.

(2) The applicant for a designated pilot examiner shall pass a pre-designation knowledge test in the areas appropriate to the category of aircraft for which

designation is sought.

(3) The applicant for a designated pilot examiner shall pass a skill test conducted by an inspector of the Authority who holds a current and valid licence with appropriate category, and if applicable class and type ratings, in the areas of operation contained in Schedule 2.37.

(4) After designation, a designated pilot examiner shall maintain currency by-

- (a) attending initial and recurrent training provided by the Authority; and
- (b) maintain a current and valid-
 - (i) Pilot licence, and if applicable, class or type ratings appropriate to the designation,
 - (ii) Flight instructor authorization and ratings applicable to the designation, and
 - (iii) Class I medical assessment.

(5) Subject to compliance with the requirements specified in this Part, the privileges of the examiner's designation are to conduct skill tests and proficiency checks for a licence and rating(s) as listed on the designated pilot examiner's certificate of designation and identification card.

(6) Subject to compliance with the requirements specified in this Part, the validity period of an examiner's designation is three years.

(7) In case of renewals-

- (a) the renewal will be at the discretion of the Authority;
- (b) an applicant for renewal shall pass the appropriate skill test on the areas of operation listed in Schedule 2.37.

(8) Where the Authority deems it necessary for a designated pilot examiner to receive additional designations, the designated pilot examiner-

- (a) shall meet all the requirements in this Part for the designation;
- (b) need not take an additional knowledge test provided the designation is within the same aircraft category.

(9) The requirements for the designation of a pilot examiner are included in Schedule 2.37.

77. Experience requirements for Private Pilot Examiner (PPE)

- (1) The applicant for an Aeroplane Category shall have at least-
 - (a) a CPL(A), appropriate class rating(s) and in IR(A);
 - (b) a valid flight instructor authorization with an aeroplane category and appropriate class rating(s);
 - (c) two thousand hours as PIC which includes at least-
 - (i) one thousand hours in aeroplanes, of which three hundred hours were accrued within the past year,
 - (ii) three hundred hours in the class of airplane for which the designation is sought, and
 - (iii) one hundred hours in aeroplanes at night.
 - (d) Five hundred hours as a flight instructor in aeroplane which includes at least one hundred hours of flight instruction given in the class of aeroplane appropriate to the designation sought.
- (2) The applicant for a PPE-Helicopter Category shall have at least-
 - (a) a CPL(H), appropriate class rating(s);
 - (b) a valid flight instructor authorization with a helicopter category and appropriate class rating(s);
 - (c) one thousand hours as PIC which includes at least-
 - (i) five hundred hours in helicopters, of which one hundred hours were accrued within the past year, and
 - (ii) two hundred hours in helicopters as appropriate for the designation sought; and
 - (d) two hundred hours as a flight instructor in helicopters, as appropriate for the designation sought.
- (3) The applicant for a PPE-Powered Lift Category shall have at least-
 - (a) a CPL powered-lift category with an instrument powered-lift rating;

- (b) a valid flight instructor authorization with a powered-lift category;
- (c) two thousand hours as PIC which includes at least-
 - (i) one thousand hours in powered-lift, of which three hundred hours were accrued within the past year, and
 - (ii) one hundred hours in powered-lift at night;
- (d) Five hundred hours as a flight instructor in powered-lift.

(4) The applicant for a PPE –Airship Category shall have at least-

- (a) a CPL airship category and any applicable class rating(s);
- (b) a valid flight instructor authorization with an airship category and any applicable class rating(s);
- (c) one thousand hours as PIC which includes at least:
 - (i) five hundred hours in airships, of which two hundred hours were accrued within the past year, and
 - (ii) fifty hours in airships at night;
- (d) one hundred hours as a flight instructor in airships.

(5) The applicant for a PPE- Balloon Category shall have at least-

- (a) a CPL balloon category and applicable class rating(s);
- (b) a valid flight instructor authorization with a balloon category and appropriate class rating(s);
- (c) two hundred hours as PIC which includes at least:
 - (i) one hundred hours in balloons, and
 - (ii) twenty hours in balloons in the class for which the designation is sought within the past year, including ten flights in balloons of at least thirty minutes duration each,
 - (iii) fifty hours as a flight instructor in balloons in the class for which the designation is sought, of which ten hours were accrued within the past year.

(6) The applicant for a PPE-Glider Category shall have at least-

- (a) a CPL glider category rating;
- (b) a valid flight instructor authorization with a glider category rating;
- (c) five hundred hours as PIC, which includes at least-
 - (i) two hundred hours in gliders, and
 - (ii) ten hours in gliders within the past year that includes at least ten flights in gliders;
- (d) one hundred hours as a flight instructor in gliders.

78. Experience requirements for Commercial and Instrument Rating Pilot Examiner (CIRE)

(1) The examiner applicant for a CIRE-Aeroplane Category shall have at least-

- (a) a commercial pilot licence with an aeroplane category rating, appropriate class rating(s) and an Instrument –Aeroplane rating;
- (b) a valid flight instructor certificate with an aeroplane category rating, the appropriate class rating(s) and an Instrument-Aeroplane rating;
- (c) two thousand hours as PIC, which includes at least-
 - (i) one thousand hours in aeroplanes, of which three hundred hours were accrued within the past year,
 - (ii) five hundred hours in the class of aeroplane for which the designation is sought,
 - (iii) one hundred hours at night in aeroplanes,
 - (iv) one hundred hours of instrument flight time in actual or simulated conditions, and
 - (v) for authority to conduct skill tests in large or turbine-powered aeroplanes -
 - (A) three hundred hours in large or turbine-powered aeroplanes, of which fifty hours are in the type of aeroplane for which designation is sought, and

- (B) twenty five hours for each additional type of large aeroplane for which designation is sought.
- (d) five hundred hours as a flight instructor in aeroplanes which include at least:
 - (i) One hundred hours of flight instruction given in the class of aeroplane applicable to the designation sought, and
 - (ii) Two hundred and fifty hours of instrument flight instruction, of which two hundred hours were given in aeroplanes.

(2) The examiner applicant for a CIRE-Helicopter Category shall have at least-

- (a) a commercial pilot licence with a helicopter category rating, appropriate class rating(s) and an Instrument –Helicopter rating;
- (b) a valid flight instructor certificate with a helicopter category rating, the appropriate class rating(s) and an Instrument-Helicopter rating;
- (c) two thousand hours as PIC, which includes at least:
 - (i) five hundred hours in helicopters, of which one hundred hours were accrued within the past year,
 - (ii) one hundred hours of instrument flight time in actual or simulated conditions,
 - (iii) for authority to conduct skill tests in large or turbine-powered aeroplanes—
 - (A) one hundred hours in large helicopters, of which fifty hours are in the type of helicopter for which designation is sought, and
 - (B) twenty five hours for each additional type of large helicopter for which designation is sought;
- (d) two hundred and fifty hours as a flight instructor in helicopters, which include at least—
 - (i) one hundred hours of flight instruction given in the

helicopters, and

- (ii) fifty hours of instrument flight instruction in helicopters.

(3) The examiner applicant for a CIRE-Powered Lift Category shall have at least-

- (a) a commercial pilot licence with a powered-lift category rating, any applicable class rating(s) and an Instrument –Powered-lift rating;
- (b) A valid flight instructor certificate with a powered-lift category rating, any applicable class rating(s) and an Instrument-Powered-lift rating;
- (c) Two thousand hours as PIC, which includes at least:
 - (i) One thousand hours in powered-lifts, of which three hundred hours were accrued within the past year,
 - (ii) One hundred hours at night in powered-lifts,
 - (iii) One hundred hours of instrument flight time in actual or simulated conditions, and
 - (iv) for authority to conduct skill tests in large or turbine-engine powered-lifts—
 - (A) three hundred hours in large or turbine-engine powered-lifts, of which fifty hours are in the type of powered-lift for which designation is sought, and
 - (B) twenty five hours for each additional type of large aeroplane for which designation is sought.
- (d) five hundred hours as a flight instructor in powered-lifts, which include at least two hundred and fifty hours of instrument flight instruction, of which two hundred hours were given in powered-lifts.

79. Experience requirements for Commercial Pilot Examiners (CE)

(1) The examiner applicant for a CE-Helicopter Category shall have at least-

- (a) a commercial pilot licence with a helicopter category rating;
- (b) a valid flight instructor certificate with a helicopter category rating;
- (c) two thousand hours as PIC, which includes at least-
 - (i) five hundred hours in helicopters, of which one hundred hours were accrued within the past year,
 - (ii) for authority to conduct skill tests in large helicopters—
 - (A) one hundred hours in large helicopters, of which fifty hours are in the type of helicopter for which designation is sought, and
 - (B) twenty five hours for each additional type of large helicopter for which designation is sought.
- (d) Two hundred and fifty hours as a flight instructor in helicopters, which include at least fifty hours of instrument flight instruction in helicopters.

(2) The applicant for a CE-Airship Category shall have at least-

- (a) a CPL with airship category rating and any applicable class rating(s);
- (b) a valid flight instructor authorization with an airship category and any applicable class rating(s);
- (c) one thousand hours as PIC which includes at least-
 - (i) five hundred hours in airships, of which two hundred hours were accrued within the past year, and
 - (ii) fifty hours in airships at night;
- (d) one hundred hours as a flight instructor in airships.

(3) The applicant for a CE-Balloon Category shall have at least-

- (a) a CPL balloon category and applicable class rating(s);
- (b) a valid flight instructor authorization with a balloon category and applicable class rating(s);

- (c) two hundred hours as PIC which includes at least-
 - (i) one hundred hours in balloons; and
 - (ii) twenty hours in balloons in the class for which the designation is sought within the past year, including ten flights in balloons of at least thirty minutes duration each.
 - (d) held a commercial pilot licence with balloon category rating and applicable class rating for at least one year prior to designation;
 - (e) fifty hours as a flight instructor in balloons in the class for which the designation is sought, of which ten hours were accrued within the past year.
- (4) The applicant for a CE-Glider Category shall have at least-
- (a) a CPL with glider category rating;
 - (b) a valid flight instructor authorization with a glider category rating;
 - (c) five hundred hours as PIC which includes at least:
 - (i) two hundred and fifty hours in gliders, and
 - (ii) twenty hours in gliders within the past year that includes at least fifty flights in gliders.
 - (d) Two hundred hours as a flight instructor, including one hundred hours of flight instruction given in gliders.

80. Experience requirements for Airline Transport Pilot Examiners (ATPE)

- (1) The examiner applicant for a ATPE- Aeroplane Category shall have at least-
- (a) an ATPL with an aeroplane category rating, appropriate class rating(s) and an Instrument—Aeroplane rating;
 - (b) a valid flight instructor certificate with an aeroplane category rating, the appropriate class rating(s) and an Instrument-Aeroplane rating;
 - (c) two thousand hours as PIC, which includes at least-
 - (i) one thousand five hundred hours in aeroplanes, of which

three hundred hours were accrued within the past year,

- (ii) Five hundred hours in the class of aeroplane for which the designation is sought,
- (iii) One hundred hours at night in aeroplanes,
- (iv) Two hundred hours in complex aeroplanes,
- (v) One hundred hours of instrument flight time in actual or simulated conditions,
- (vi) for authority to conduct skill tests in large or turbine-powered aeroplanes,
 - (A) three hundred hours in large or turbine-powered aeroplanes, of which fifty hours are in the type of aeroplane for which designation is sought, and
 - (B) twenty five hours for each additional type of large aeroplane for which designation is sought.
- (d) five hundred hours as a flight instructor in aeroplanes which include at least-
 - (i) one hundred hours of flight instruction given in the class of aeroplane applicable to the designation sought,
 - (ii) two hundred and fifty hours of instrument flight instruction, of which two hundred hours were given in aeroplanes, and
 - (iii) one hundred and fifty hours flight instruction given for either a CPL(A) or ATPL(A) or an IR(A).

(2) The examiner applicant for an ATPE – Helicopter Category shall have at least-

- (a) an ATPL with a helicopter category rating, appropriate class rating(s) and an Instrument –Helicopter rating;
- (b) A valid flight instructor certificate with a helicopter category rating, the appropriate class rating(s) and an Instrument-Helicopter rating;
- (c) Two thousand hours as PIC, which includes at least:
 - (i) one thousand two hundred hours in helicopters, of which

- one hundred hours were accrued within the past year,
- (ii) one hundred hours of instrument flight time in actual or simulated conditions, and
- (iii) for authority to conduct skill tests in large helicopters –
 - (i) one hundred hours in large helicopters, of which fifty hours are in the type of helicopter for which designation is sought, and
 - (ii) twenty five hours for each additional type of large helicopter for which designation is sought.
- (d) Two hundred and fifty hours as a flight instructor in helicopters, which include at least:
 - (i) One hundred hours of flight instruction given in the helicopters; and
 - (ii) fifty hours of instrument flight instruction in helicopters.

(3) The examiner applicant for an ATPE –Powered Lift Category shall have at least-

- (a) an ATPL with a powered-lift category rating, any applicable class rating(s) and an Instrument –Powered-lift rating;
- (b) a valid flight instructor certificate with a powered-lift category rating, any applicable class rating(s) and an Instrument-Powered-lift rating;
- (c) two thousand hours as PIC, which includes at least:
 - (i) one thousand five hundred hours in powered-lifts, of which 300 hours were accrued within the past year,
 - (ii) one hundred hours at night in powered-lifts,
 - (iii) one hundred hours of instrument flight time in actual or simulated conditions, and
 - (iv) For authority to conduct skill tests in large or turbine-engine powered-lifts—
 - (A) three hundred hours in large or turbine-engine powered-lifts, of which 50 hours are in the type of

- powered-lift for which designation is sought, and
- (B) twenty five hours for each additional type of large aeroplane for which designation is sought;
- (d) five hundred hours as a flight instructor in powered-lifts, which include at least-
 - (i) two hundred and fifty hours of instrument flight instruction, of which two hundred hours were given in powered-lifts, and
 - (ii) one hundred and fifty hours flight instruction given for either a CPL- powered-lift, ATPL – powered-lift or IR- powered-lift.

81. Experience requirements for Flight Instructor Examiner (FIE)

The examiner applicant shall have at least-

- (a) the requirements for a commercial examiner or a commercial instrument rating examiner designation, as appropriate for the category and class of aircraft pertinent to the FIE designation sought; and
- (b) a Commercial Examiner or Commercial and Instrument Rating Examiner designation for at least a year prior to designation as a FIE.

CHAPTER 11 - FLIGHT ENGINEER LICENCE, RATINGS, INSTRUCTORS AND DESIGNATED FLIGHT ENGINEER EXAMINERS

82. Applicability

This sub-part prescribes the requirements for the issue, renewal and re-issue of a flight engineers licence and ratings and for designated flight engineer examiners.

83. General rule concerning flight engineer licences and ratings

(1) A person shall not act as a flight engineer of an aircraft registered in The Gambia unless a valid licence or a validation certificate is held showing compliance with the specifications of this Part and appropriate to the duties to be performed by that person.

(2) 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 in accordance with this Part. This authorisation will be limited in validity to the time needed to complete the specific flight.

(3) An applicant shall, before being issued with a flight engineer licence and class rating, meet such requirements in respect of age, knowledge, experience, skill, medical fitness and language proficiency as are specified for that licence or rating.

(4) An applicant for renewal or re-issue of an FE licence and class rating shall meet such requirements as are specified for the licence and rating in this Part.

84. Authority to act as a flight crewmember

(1) A person shall not act as a flight crewmember of an aircraft registered in The Gambia unless a valid licence or validation certificate is held showing compliance with the specifications of this Part and appropriate to the duties to be performed by that person.

(2) A person shall not act as a FE of an aircraft unless he or she holds the appropriate FE licence and class rating for the aircraft to be flown.

85. Flight engineer licence

(1) The applicant for a flight engineer licence and class rating shall -

- (a) not be less than eighteen years of age;
- (b) have a Class 2 medical assessment;

(2) The applicant for a flight engineer licence and class rating shall receive and log ground training from an authorised instructor on the following subjects-

- (a) Air law:

Rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operations of civil aircraft pertinent to the duties of a flight engineer;

- (b) Aircraft general knowledge:

- (i) basic principles of power plants, gas turbines 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 power plants, effects of atmospheric conditions on engine performance,
 - (iii) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life and identification of structural damage and defects,
 - (iv) ice and rain protection systems,
 - (v) pressurisation 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;
- (c) Flight performance and planning:
- (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations, and
 - (ii) use and practical application of performance data including procedures for cruise control;
- (d) Human performance and CRM relevant to the flight engineer, including principles of threat and error management.

- (e) 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;
- (f) Principles of flight: fundamentals of aerodynamics;
- (g) Radiotelephony procedures and phraseology;
- (h) Navigation:
 - (i) fundamentals of navigation,
 - (ii) principles and operation of self-contained systems;
- (i) Operational aspects of Meteorology.

(3) The applicant for a FE licence shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who-
 - (i) conducted the training on the knowledge subjects, and
 - (ii) certifies that the person is prepared for the required knowledge test;
- (b) pass the required knowledge test.

(4) The applicant for a flight engineer licence and class rating shall have completed under the supervision of a person accepted by the Authority for that purpose, not less than one hundred hours of flight time in the performance of the duties of a flight engineer, of which fifty hours may have been completed in a flight simulation training device approved by the Authority.

(5) This experience shall have been obtained-

- (a) on an aeroplane for which a flight engineer is required; and
- (b) on an aeroplane that has at least three engines that are rated at

least 800 horsepower each or the equivalent in turbine engine powered aircraft.

(6) The holder of a CPL/IR(A) or ATPL(A) may be credited with thirty hours towards the one hundred hours of flight time.

(7) 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:

(a) Normal procedures:

- (i) pre-flight inspections,
- (ii) fuelling procedures, fuel management,
- (iii) inspection of maintenance documents,
- (iv) normal flight deck procedures during all phases of flight,
- (v) crew coordination and procedures in case of crew incapacitation,
- (vi) defect reporting;

(b) Abnormal and alternate (standby) procedures:

- (i) recognition of abnormal functioning of aircraft systems,
- (ii) use of abnormal and alternate (standby) procedures;

(c) Emergency procedures:

- (i) recognition of emergency conditions,
- (ii) use of appropriate emergency procedures;

(8) The applicant for a flight engineer licence and class rating shall-

- (a) have received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test; and
- (b) have demonstrated by passing the required skill test, the ability to perform as flight engineer of an aircraft, the duties and procedures described above with a degree of competency appropriate to the privileges granted to the holder of a flight

engineer licence, and to-

- (i) use aircraft systems within the aircraft's capabilities and limitations,
- (ii) exercise good judgment and airmanship,
- (iii) apply aeronautical knowledge,
- (iv) perform all the duties as part of an integrated crew with the successful outcome never in doubt, and
- (v) communicate effectively with the other flight crewmembers.

(9) Requirements for the skill test are given at Schedule 2.38 .

(10) The use of a flight simulation training device for training or testing any of the required manoeuvres shall be appropriate to the task and approved by the Authority.

(11) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a flight engineer licence and class rating shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill.

(12) Subject to compliance with the requirements specified in this Part, the validity period of the flight engineer licence and class rating is five years.

(13) The Flight Engineer Licence may be renewed by presenting to the Authority, evidence of successfully passing a proficiency check on the areas of operation listed in Schedule 2.38 .

(14) If the Flight Engineer Licence has expired, the applicant shall have received refresher training acceptable to the Authority and pass the skill test on the areas of operation contained in Schedule 2.38 .

86. Flight engineer class ratings

(1) The Authority may issue the following class ratings to be placed on a flight engineer's licence when the applicant completes the requirements in this Part for the rating sought-

- (a) reciprocating engine powered;
- (b) turbopropeller powered; and

- (d) turbojet powered.
- (2) To be eligible for an additional class rating, an applicant shall-
- (a) successfully complete an approved flight engineer training course that is appropriate to the additional class rating sought;
 - (b) pass the knowledge test that is appropriate to the class for which an additional rating is sought; and
 - (c) pass the skill test that is appropriate to the class for which an additional rating is sought.

87. Recent experience requirements

(1) A person holding a flight engineer licence and class rating shall not exercise the privileges of the flight engineer licence unless he or she has completed within the past six calendar months-

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

88. Flight engineer: skill test and proficiency check

The requirements for the skill test and proficiency check for the flight engineer licence are included in Schedule 2.38.

89. Requirements for flight engineer instructor licence and class rating

- (1) An applicant for a flight engineer instructor licence and class rating shall be at least 18 years of age.
- (2) An applicant for a flight engineer instructor licence shall hold a Class 2 medical assessment.
- (3) An applicant for a flight engineer instructor licence shall have met the instructor requirements in this regulation; and any additional requirements as may be specified by the Authority.
- (4) The applicant for a flight engineer instructor licence and class rating shall hold at least a current and valid flight engineer licence and class rating for which the instructor licence is sought and have a minimum of one thousand five hundred hours flight time as a flight engineer.

(5) The applicant shall:

- (a) have received flight instruction from an authorised instructor in the areas of flight instructional techniques including demonstration, student performance, 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 flight instruction.

(6) The privileges of a flight engineer instructor licence and class rating are to give flight and ground instruction to flight engineer licence applicants and to endorse those applicants for a knowledge or skill test as applicable.

(7) Subject to compliance with the requirements specified in this Part, the validity period of the flight engineer instructor licence is two years.

(8) A flight engineer instructor licence that has not expired may be renewed for an additional twenty four calendar months if the holder presents to the Authority, evidence that he or she has within the past twelve months preceding the expiry date -

- (a) received refresher training acceptable to the Authority; or
- (b) conducted at least one of the following parts of an approved course for a flight engineer licence or class rating-
 - (i) one simulator session of at least three hours, or
 - (ii) one flight exercise of at least one hour, including at least two take-offs and landings.

(9) If the flight engineer instructor licence has expired, the applicant shall-

- (a) have received refresher training acceptable to the Authority; and
- (b) pass a skill test on the areas of operation listed in Schedule 2.38.

90. Instructor authorisation for flight simulation training

(1) Current or former holders of flight engineer licences, having instructional experience may apply for an authorisation to provide flight instruction in a flight simulation training device, provided the applicant has at least one year experience as instructor in flight simulation training devices.

(2) The applicant shall have demonstrated in a skill test, in the category and in the class or type of aircraft for which instructor authorisation privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.

(3) Subject to compliance with the requirements specified in this Part, the privileges of the holder of an authorisation are to carry out instruction in a flight simulation training device for the issue of a class or type rating in the appropriate category of aircraft.

(4) Subject to compliance with the requirements specified in this Part, the validity period of an instructor authorisation for flight simulation training is one year.

(5) Renewal of the authorisation requires the successful completion of a proficiency check.

(6) If the authorisation has expired, the applicant must complete refresher training and successfully pass a skill test in the category and class or type of aircraft for which instructor authorisation privileges are sought.

91. Designated flight engineer examiners

(1) An applicant for a designated flight engineer examiner shall -

- (a) be at least twenty one years of age; and
- (b) hold a Class 2 medical assessment.

(2) An applicant for a designated flight engineer examiner shall-

- (a) hold at least the flight engineer licence and class rating for which examining authority is sought;
- (b) have a minimum of one thousand five hundred hours flight time as a flight engineer;
- (c) have held a flight engineer instructor licence or company flight engineer check airman authorisation for preferably at least one year;
- (d) have a reputation for integrity and dependability in the industry and the community;
- (e) have a good record as a flight engineer in regard to accidents, incidents, and violations;

- (f) have flight engineer licence or class ratings and flight engineer instructor licence or check airman authorisation that have never been revoked for falsification or forgery.
- (3) The applicant for a designated flight engineer examiner shall pass a pre-designation knowledge test in the areas appropriate to the licence or class rating for which designation is sought.
- (4) The applicant for a designated flight engineer examiner shall pass a skill test on the items in Schedule 2.39 conducted by an inspector of the Authority who holds a current and valid flight engineer licence with appropriate class rating.
- (5) After designation, a designated flight engineer examiner shall maintain currency by-
 - (a) attending initial and recurrent training provided by the Authority; and
 - (b) maintaining a current and valid-
 - (i) flight engineer licence and applicable class rating; and
 - (ii) class 1 medical assessment.
- (6) Subject to compliance with the requirements specified in this Part, the privileges of the flight engineer examiner's designation are to conduct skill tests and proficiency checks for a flight engineer licence and applicable class rating as listed on the designated flight examiner's certificate of designation and identification card.
- (7) Subject to compliance with the requirements specified in this Part, the validity period of the designated flight engineer examiner's designation is three years.
- (8) The renewal of a designation is at the discretion of the Authority.
- (9) An applicant for renewal shall pass the appropriate skill test on the areas of operation listed in Schedule 2.39.
- (10) When the Authority deems it necessary for a designated flight engineer examiner to receive additional class rating designations, the designated flight engineer examiner shall meet all the requirements in this Part for the designation.

92. Skill test for designated flight engineer examiners

The requirements for the skill test for designated flight engineer examiners is included in Schedule 2.39 .

CHAPTER 12 - FLIGHT NAVIGATOR LICENCE INSTRUCTORS AND DESIGNATED EXAMINERS

93. Applicability

This sub-part prescribes the requirements for the issue, renewal and re-issue of a flight navigator licence.

94. General rule concerning flight navigator licences

(1) A person shall not act as a flight navigator of an aircraft registered in The Gambia unless a valid licence is held showing compliance with the specifications of this Part and appropriate to the duties to be performed by that person.

(2) An applicant shall, before being issued with a flight navigator licence, meet such requirements in respect of age, knowledge, experience, skill, medical fitness and language proficiency as are specified for that licence.

(3) An applicant for renewal or re-issue of a flight navigator licence, shall meet the requirements as are specified for that licence in this Part.

95. Authority to act as a flight crewmember

(1) A person shall not act as a flight crewmember of an aircraft registered in The Gambia unless a valid licence is held showing compliance with the specifications of this Part and appropriate to the duties to be performed by that person.

(2) A person shall not act as the flight navigator of an aircraft unless that person holds the appropriate flight navigator licence.

96. Flight navigator licence

(1) The applicant for a flight navigator licence shall –

- (a) be not less than eighteen years of age;
- (b) have a Class 2 medical assessment.

(2) The applicant for a flight navigator licence shall receive and log ground

training from an authorised instructor on the following subjects to the level of knowledge appropriate for the privileges of a flight navigator-

(a) Air Law:

Rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures.

(b) Flight performance and planning:

- (i) effects of loading and mass distribution on aircraft performance,
- (ii) use of take-off, landing and other performance data including procedures for cruise control, and
- (iii) 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;

(c) Human performance relevant to the flight navigator, including principles of threat and error management;

(d) Meteorology:

- (i) interpretation and practical 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, and
- (ii) 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;

(e) Navigation:

- (i) dead-reckoning, pressure-pattern and celestial navigation procedures, the use of aeronautical charts, radio navigation aids and area navigation systems, specific navigation requirements for long-range flights,

- (ii) use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft,
- (iii) use, accuracy and reliability of navigation systems used in departure, en-route and approach phases of flight, identification of radio navigation aids,
- (iv) principles, characteristics and use of self-contained and external-referenced navigation systems, operation of airborne equipment,
- (v) the celestial sphere including the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights, calibration of sextants, the completion of navigation documentation, and
- (vi) definitions, units and formulae used in air navigation;

(f) Operational procedures:

Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, descent and approach;

(g) Principles of flight;

(h) Radiotelephony procedures and phraseology.

(3) An applicant for a flight navigator licence shall have received an endorsement for the knowledge test from an authorised instructor who-

- (a) conducted the training on the knowledge subjects;
- (b) certifies that the person is prepared for the required knowledge test and pass the required knowledge test on the subjects listed in sub-regulation (2).

(4) The applicant for a flight navigator licence shall present satisfactory evidence, such as a logbook, of the following experience:

- (a) the applicant shall have completed in the performance of the duties of a flight navigator, not less than two hundred hours of flight time acceptable to the Authority, in aircraft engaged in cross-country flights, using celestial and radio navigation and

dead reckoning, including not less than thirty hours by night; and

- (b) the applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, as follows:
 - (i) by night – not less than twenty five times by celestial observations; and
 - (ii) by day – not less than twenty five times by celestial observations in conjunction with self-contained or external-referenced navigation systems.
- (c) may be credited with thirty hours of flight time as the holder of a pilot licence towards the two hundred hours of flight time required in paragraph (a).

(5) The applicant shall have demonstrated by passing the required skill test on the items in Schedule 2.40 the ability to perform as flight navigator of an aircraft with a degree of competency appropriate to the privileges granted to the holder of a flight navigator licence, and to-

- (a) recognise and manage threats and errors;
- (b) exercise good judgment and airmanship;
- (c) apply aeronautical knowledge;
- (d) perform all duties as part of an integrated crew; and
- (e) communicate effectively with the other flight crewmembers.

(6) Subject to compliance with the requirements specified in this Part, the privileges of the holder of a flight navigator licence shall be to act as flight navigator of any aircraft. If the privileges include radiotelephony communication, the licence holder shall comply with the requirements specified in Regulation 11 of this Part.

(7) Subject to compliance with the requirements specified in this Part, the validity period of the licence is five years.

(8) A person holding a flight navigator licence shall not exercise the privileges of the flight navigator licence unless he or she has completed within the past six calendar months –

- (a) at least thirty hours of flight time as a flight navigator; or

(b) completed a proficiency check.

(9) For renewal of the licence, the applicant shall pass a proficiency check on the areas of operation in Schedule 2.40

(10) If the Flight Navigator Licence has expired, the applicant shall have received refresher training acceptable to the Authority, and pass a skill test on the areas of operation contained in Schedule 2.40.

97. Flight navigator licence: skill test and proficiency check

The areas of operation for the skill test and proficiency check, are included in Schedule 2.40.

98. Requirements for flight navigator instructor licence

(1) An applicant for a flight navigator instructor licence shall –

(a) be at least 18 years of age; and

(b) hold a Class 2 medical assessment.

(2) An applicant for a flight navigator instructor licence shall –

(a) have met the instructor knowledge requirements in this regulation; and

(b) meet any additional requirements as may be specified by the Authority.

(3) The applicant for a flight navigator instructor licence shall hold at least a current and valid flight navigator licence for which the instructor licence is sought and have a minimum of one thousand five hundred hours flight time as a flight navigator.

(4) The applicant shall -

(a) have received flight instruction from an authorized Instructor in the areas of flight instructional techniques including demonstration, student performance, student practices, recognition and correction of common student errors; and

(b) have practised instructional techniques in those procedures in which it is intended to provide flight instruction.

(5) The privileges of a flight navigator instructor licence are to give flight and

ground instruction to flight navigator licence applicants and to endorse those applicants for a knowledge or skill test as applicable.

(6) Subject to compliance with the requirements specified in this Part, the validity period of the flight navigator instructor licence is two years.

(7) A flight navigator instructor licence that has not expired may be renewed for an additional twenty four calendar months if the holder presents to the Authority evidence that he or she has within the past twelve months preceding the expiry date —

(a) conducted at least two flight exercises in an approved course for a flight navigator licence or class rating in which the aircraft position was determined by use of celestial, ground based and electronic navigational systems; or

(b) received refresher training acceptable to the Authority.

(8) If the flight navigation instructor licence has expired, the applicant shall-

(a) have received refresher training acceptable to the Authority; and

(b) passed a skill test on the areas of operation listed in Schedule 2.40.

99. Requirements for designated flight navigator examiners

(1) An applicant for a designated flight navigator examiner shall –

(a) be at least twenty one years of age; and

(b) hold a Class 1 medical assessment.

(2) An applicant for a designated flight navigator examiner shall-

(a) hold the flight navigator licence for which examining authority is sought;

(b) have a reputation for integrity and dependability in the industry and the community;

(c) have a good record as a flight navigator in regard to accidents, incidents, and violations; and

(d) have a flight navigator licence that has never been revoked for falsification or forgery.

(3) The applicant for a designated flight navigator examiner shall pass a pre-

designation knowledge test in the areas appropriate to the licence rating for which designation is sought.

(4) The applicant for a designated flight navigator examiner shall pass a skill test on the areas of operation listed in Schedule 2.41 conducted by an Inspector of the Authority who holds a current and valid flight navigator licence.

(5) After designation, a designated flight navigator examiner shall maintain currency by-

(a) attending initial and recurrent training provided by the Authority; and

(b) maintaining a current and valid -

(i) flight navigator licence; and

(ii) class 2 medical assessment.

(6) Subject to compliance with the requirements specified in this Part, the privileges of the flight navigator examiner's designation are to conduct skill tests and proficiency checks for a flight navigator licence as listed on the designated flight navigator examiner's certificate of designation and identification card.

(7) Subject to compliance with the requirements specified in this Part, the validity period of the designated flight navigator examiner's designation is three years.

(8) The renewal of a designation shall be at the discretion of the Authority.

(9) An applicant for renewal shall pass the appropriate skill test on the areas of operation listed in Schedule 2.41.

100. Skill test for designated flight navigator examiner

The requirements for a skill test for designated flight navigator examiners are included in Schedule 2.41.

CHAPTER 13 - AIRCRAFT MAINTENANCE ENGINEER'S LICENCE

101. Aircraft Maintenance Engineer's Licence Eligibility Requirements

(1) An applicant for an aircraft maintenance engineer licence and any

associated Category shall—

- (a) be at least 18 years of age;
- (b) except as provided in these regulations, demonstrate the ability to read, write, speak, and understand the English language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
- (c) comply with the knowledge, experience, skill and competency requirements prescribed for the Category sought; and
- (d) pass all of the prescribed tests for the Category sought, within a period of 24 months.

(2) A licensed aircraft maintenance engineer who applies for an additional Category must meet the requirements of these Regulations, and, within a period of 24 months, pass the tests prescribed by these Regulations for the additional Category sought.

(3) Details of the certification privileges shall be endorsed on the licence directly.

102. Aircraft Maintenance Engineer Licence Categories

The following categories are issued, which permit the licence holder to issue “maintenance release” as follows—

- (a) for Category A, minor scheduled line maintenance and simple defect rectification, which the holder has personally performed;
- (b) for Category B1, line maintenance, including aircraft structure, powerplants, mechanical and electrical systems, and replacement of avionic line replaceable units requiring simple tests to prove their serviceability;
- (c) for Category B2, line maintenance on avionic and electrical systems; and
- (d) for Category C, base maintenance for the aircraft in its entirety, including all systems.

103. Aircraft Maintenance Engineer Licence Knowledge Requirements

(1) An applicant for an aircraft maintenance engineer licence shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence

holder, in at least the following subjects:

- (a) air law and airworthiness requirements, the rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures;
 - (b) natural science and aircraft general knowledge, the basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;
 - (c) aircraft engineering, characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques, engines 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;
 - (d) aircraft maintenance 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 Standards of airworthiness; and
 - (e) human performance and limitations including principles of threat and error management, relevant to aircraft maintenance.
- (2) The applicant shall pass each section of the knowledge test before applying for the oral and practical tests prescribed by these Regulations.

104. Aircraft Maintenance Engineer Licence Experience Requirements

An applicant for an AMEL shall have completed a course of training appropriate to the Categories sought and possess the following experience in the inspection, servicing and maintenance of aircraft or its components:

- (a) three years, for category A;
- (b) five years, for category B1 or B2;
- (c) three years, for category C and qualified
 - (i) as category B1 or B2 in line maintenance, or in base maintenance supporting Category C certifying staff, or a combination of both, or
 - (ii) by holding an academic degree in a technical discipline from a university or other higher educational institute accepted by the

Authority, on a representative selection of tasks directly associated with aircraft maintenance, including six months of observation of base maintenance tasks.

105. Aircraft Maintenance Engineer Licence Skill Requirements

- (1) An applicant shall have demonstrated the ability to perform those functions applicable to the privileges to be granted.
- (2) An applicant for an aircraft maintenance engineer licence or category must pass the prescribed test on the category he seeks.

106. Aircraft Maintenance Engineer Licence Privileges and Limitations

- (1) Subject to compliance with the requirements specified in these Regulation as, the privileges of the holder of an aircraft maintenance licence shall be to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory, instrument, item of equipment, and to sign a maintenance release following inspection, maintenance operations or routine servicing.
- (2) The privileges of the holder of an aircraft maintenance licence specified in this shall be exercised only:
 - a) in respect of such aircraft, engine or propeller as are entered on the licence in their entirety either specifically or under broad categories, and
 - b) 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, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy.
- (3) Except as specified in this regulation, a licensed aircraft maintenance engineer may perform or supervise the maintenance, preventive maintenance, or modification of, or after inspection, approve for return to service, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which he or she is typed, provided the licensed aircraft maintenance engineer has—
 - (a) satisfactorily performed the work at an earlier date;
 - (b) demonstrated the ability to perform the work to the satisfaction of the Authority;

- (c) received training acceptable to the Authority on the tasks to be performed; or
 - (d) performed the work while working under the direct supervision of a licensed aircraft maintenance engineer who is appropriately rated and has—
 - (i) had previous experience in the specific operation concerned; or
 - (ii) received training acceptable to the Authority on the task to be performed.
- (4) Except as specified in sub-regulation (6) of this regulation, a licensed aircraft maintenance engineer with Category B1 shall, after he or she has performed the 100-hour inspection required by these Regulations on an airframe, or any related part or appliance, issue a maintenance release.
- (5) Except as specified in sub-regulation (6) of this regulation, a licensed aircraft maintenance engineer with Category B1 shall perform the 100-hour inspection required by these Regulations on a powerplant or propeller or any related part or appliance, and issue a maintenance release.
- (6) An aircraft maintenance engineer with Category A, B1 or B2 shall not—
- (a) supervise the maintenance, preventive maintenance, or modification of, or issue a maintenance release, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which he or she is rated unless he or she has satisfactorily performed the work concerned at an earlier date;
 - (b) perform or supervise, unless under the direct supervision and control of an AOC holder that is authorised to perform maintenance, preventative maintenance, or modifications under an equivalent system in accordance with these Regulations, a major repair or major modification of a propeller;
 - (c) issue a maintenance release to any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major modification or major repair.
- (7) Where the Authority authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of this regulation, the person appointed shall meet the requirements specified in this chapter.

107. Aircraft maintenance engineer recent experience requirements

A licensed aircraft maintenance engineer shall not exercise the privileges of

his or her licence unless, within the preceding 24 months—

- (a) 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 6 months;
- (b) or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Authority;
- (c) provided aviation maintenance instruction or served as the direct supervisor of persons providing aviation maintenance instruction for an aircraft maintenance engineer course or programme acceptable to the Authority; or
- (d) supervised the maintenance, preventive maintenance, or alteration of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof;

108. Requirements for Aircraft Maintenance Engineer Instructor licence and rating

(1) An applicant for aircraft maintenance engineer instructor licence and rating shall -

- (a) be at least twenty one years of age;
- (b) have met the instructor requirements in this regulation and such any additional requirements as may be specified by the Authority.

(2) The applicant for an aircraft maintenance engineer instructor licence and rating shall hold at least a current and valid AMEL and rating for which the instructor licence is sought and have a minimum of three years experience as an AMEL.

(3) The privileges of aircraft maintenance engineer instructor licence are to give instruction to aviation mechanic licence applicants and to endorse those applicants for a knowledge or skill test as applicable.

(4) Subject to compliance with the requirements specified in this Part, the validity period of the aircraft maintenance engineer instructor licence is two years.

(5) An aircraft maintenance engineer instructor licence that has not expired may be renewed for an additional twenty four calendar months if the holder presents to the Authority evidence that he or she has within the past twelve

months preceding the expiry date –

- (a) conducted at least six exercises in an approved course for an AMEL or rating; or

- (b) received refresher training acceptable to the Authority.

(6) If the aircraft maintenance engineer instructor licence has expired, the applicant shall have received refresher training acceptable to the Authority and passed a skill test on the areas of operation contained in Schedule 2.42 for the AMEL General, and any associated ratings.

CHAPTER 14 - DESIGNATED AIRCRAFT MAINTENANCE EXAMINER (DAME)

109. General requirements

(1) An applicant for a designated aircraft maintenance examiner shall be at least twenty three years of age.

(2) There are no medical requirements for a mechanic examiner.

(3) An applicant for a designated aircraft maintenance examiner shall-

- (a) show evidence of a high level of aeronautical knowledge in the subject areas for AMEL certification in both reciprocating and turbine engine aircraft;

- (b) have held a valid AMEL for five years with the ratings for which a designation is to be issued;

- (c) have been actively exercising the privileges of that AMEL certificate in the previous three years;

- (d) have a good record as an AMEL and a person engaged in the industry and community with a reputation for honesty and dependability;

- (e) have a fixed base of operations adequately equipped to support testing--

- (i) in each subject area in a required section for the designation held, and

- (ii) in all of the core competencies elements identified in objective 2 of each subject area in the STS for General,

Airframe and Powerplant ratings;

- (f) have a fixed base of operation with adequate equipment and materials to demonstrate the basic skills of the rating sought;
- (g) have an airworthy aircraft, other aircraft, aircraft sub-assemblies, operational mock-ups, and other aids that may be used for testing;
- (h) have tools, equipment, material, current publications and the necessary apparatus, recommended by the aircraft manufacturers or accepted in the aviation industry, required to complete project assignments

110. Knowledge requirements

The applicant shall pass a pre-designation test on the following-

- (a) air Law and Regulations for AMEL personnel;
- (b) current practices for the fleet of aircraft to be utilized;
- (c) best industry practices;
- (d) recent improvement in technology, testing and tooling.

111. Skill requirements

The applicant shall be observed –

- (a) conducting a complete, actual skill test using the approved STS in a satisfactory manner;
- (b) completing the required documentation required by the Authority in a satisfactory manner.

112. Currency requirements

(1) After designation, DAME shall maintain currency by -

- (a) attending initial and recurrent training conducted by the Authority; and
- (b) maintaining a current and valid AMEL and applicable ratings.

(2) The DAME shall conduct at least six skill tests during any twelve calendar

month period in order for the designation to remain current.

(3) The DAME shall be observed by the Authority in the conduct of skill test at least once each twelve calendar months.

113. Privileges

The DAME may conduct AMEL skill tests for which he or she is designated in accordance with the STS standards.

114. Validity

The DAME designation shall be valid for three years.

115. Renewal

The DAME designation may be renewed by Authority if-

- (a) the need for the designation remains valid;
- (b) the performance of the DAME has been satisfactory;
- (c) the DAME has attended the DAME training conducted by the Authority in the previous 12 calendar months.

CHAPTER 15 - AIR TRAFFIC CONTROLLER LICENCES, CATEGORIES AND RATINGS

116. Applicability

This sub-part prescribes the requirements for the issue, renewal and re-issue of an air traffic controller licence and ratings.

117. General requirements

(1) An applicant shall, before being issued with an air traffic controllers licence, meet such requirements in respect of age, knowledge, experience, skill, medical fitness and language proficiency as are specified for that licence or rating.

(2) An applicant shall for renewal or re-issue of a licence, rating or authorization, meet such requirements as are specified for that licence, rating or authorisation.

118. Student air traffic controller

- (1) The Authority shall take the appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.
- (2) 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.

119. Air traffic controller licence

- (1) The applicant for an air traffic controller licence shall –
 - (a) not be less than twenty one years of age;
 - (b) hold a Class 3 medical assessment issued under this Part.
- (2) The applicant for an air traffic controller licence shall receive knowledge instruction through an approved training course on the following knowledge areas appropriate to the holder of an air traffic controller licence-
 - (a) Air law:
Rules and regulations relevant to the air traffic controller;
 - (b) Air traffic control equipment:
Principles, use and limitations of equipment used in air traffic control.
 - (c) General knowledge:
Principles of flight; principles of operation and functioning of aircraft, powerplants and systems, aircraft performances relevant to air traffic control operations;
 - (d) Human performance including principles of threat and error management;
 - (e) Aeronautical meteorology use and appreciation of meteorological documentation and information, origin and characteristics of weather phenomena affecting flight operations and safety altimetry.
 - (f) Principles of air navigation, principle, limitation and accuracy of navigation systems and visual aids.

(g) Operational procedures:

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

(3) An applicant for an air traffic controller licence shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) conducted the training on the knowledge areas, and
 - (ii) certifies that the person is prepared for the required knowledge test;
- (b) pass the required knowledge test.

(4) The applicant shall have completed an approved training course and not less than three months satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller. The experience requirements specified for air traffic controller ratings in this regulation will be credited as part of the experience specified in this paragraph.

(5) Subject to compliance with the requirement specified in this Part, the validity period of the licence is five years.

120. Air traffic controller ratings

(1) Air traffic controller ratings shall comprise the following categories-

- (a) Aerodrome control rating;
- (b) Approach control procedural rating;
- (c) Approach control surveillance rating;
- (d) Approach precision radar control rating;
- (e) Area control procedural rating; and
- (f) Area surveillance control rating.

(2) The applicant for an air traffic controller rating shall receive knowledge instruction through an approved training course on the knowledge areas appropriate to the holder of an air traffic controller rating on the subjects as

specified below for each rating sought-

- (a) Aerodrome control rating:
 - i. Aerodrome layout, physical characteristics and visual aids,
 - ii. Airspace structure,
 - iii. Applicable rules, procedures and source of information,
 - iv. Air navigation facilities,
 - v. Air traffic control equipment and its use,
 - vi. Terrain and prominent landmarks,
 - vii. Characteristics of air traffic,
 - viii. Weather phenomena,
 - ix. Emergency and search and rescue plans;
- (b) Approach control procedural and area 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,
 - viii. Emergency and search and rescue plans;
- (c) Approach control surveillance, approach precision radar control and area control surveillance ratings.

(3) The applicant shall meet the requirements specified in sub-regulation (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-

- (a) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
- (b) procedures for the provision of ATS surveillance services, as appropriate, including procedures to ensure appropriate terrain clearance.

(4) An applicant for an air traffic controller rating shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who-
 - i. conducted the training on the knowledge areas; and
 - ii. certifies that the person is prepared for the required knowledge test; and
- (b) pass the required knowledge test.

(5) The applicant for an air traffic controller licence shall have-

- (a) satisfactorily completed an approved training course;
- (b) provided satisfactorily, under the supervision of an appropriately rated air traffic controller-
 - i. 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.
 - ii. approach control procedural, approach control surveillance, area control procedural or area control surveillance rating, the control service for which the rating is sought, for a period of not less than one hundred and eighty hours or three months, whichever is greater, at the unit for which the rating is sought.
 - iii. approach precision radar control rating, not less than two hundred precision approaches of which not more than one hundred shall have been carried out on a radar simulator approved for that purpose by the Authority. Not less than fifty of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought.

(6) If the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than twenty five plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.

(7) The experience specified in this regulation shall have been completed within the six month period immediately preceding application.

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

(9) Where 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.

(10) Subject to compliance with the requirements specified in this Part, the privileges of the holder of an air traffic controller licence with the following applicable rating(s) shall be-

- (a) Aerodrome control rating: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated.
- (b) 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.
- (c) Approach control surveillance rating: to provide 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.
- (d) Approach precision radar control rating: to provide or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated.
- (e) Area control procedural rating: to provide or supervise the provision of area control service within the control area or

portion thereof, for which the licence holder is rated.

- (f) Area radar control surveillance rating: to provide or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.

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

(12) A holder of an air traffic controller licence and ratings(s) shall not provide instruction in an operational environment unless the licence holder has received proper authorisation from the Authority.

(13) 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.

(14) A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

(15) When the holder of an invalid rating wishes to re-establish his or her rating within two years of expiry of the rating, he or she shall demonstrate competence as prescribed by the Authority.

(16) The holder of an ATC licence or rating who has not exercised the privileges of his or her licence or rating for more than two years, may only resume exercising its privileges after an assessment of his or her competence has been conducted at an ATO.

CHAPTER 16 - FLIGHT DISPATCHER LICENCE, INSTRUCTORS, AND DESIGNATED EXAMINERS

121. Applicability

This sub-part prescribes the requirements for the issue, renewal and re-issue of a Flight dispatcher licence, instructors for Flight dispatcher licences and designation of Flight dispatcher examiner.

122. General

(1) An applicant shall, before being issued with a Flight dispatcher licence, meet such requirements in respect of age, knowledge, experience, skill, medical fitness and language proficiency as are specified for that licence.

(2) An applicant shall for renewal or re-issue of a licence meet the

requirements as are specified for that licence.

(3) An applicant shall demonstrate the ability to read, write, speak, and understand English.

123. Eligibility requirements

(1) An applicant for a Flight dispatcher licence shall not be less than twenty one years of age.

(2) An applicant for a Flight dispatcher licence shall receive and log training from an authorised instructor on the following subjects appropriate to the privileges of the Flight dispatcher-

- (a) Air Law:
 - (i) rules and regulations relevant to the holder of a Flight dispatcher licence, and
 - (ii) appropriate air traffic services practices and procedures;
- (b) Aircraft general knowledge:
 - (i) principles of operation of aeroplane powerplants, systems and instruments,
 - (ii) operating limitations of aeroplanes and powerplants, and
 - (iii) Minimum equipment list;
- (c) Flight performance calculation, planning procedures and loading:
 - (i) effects of loading and mass distribution on aircraft performance and flight characteristics, mass and balance calculations;
 - (ii) operational flight planning, fuel consumption and endurance calculations, alternate airport selection procedures, en-route cruise control, extended range operation,
 - (iii) Preparation and filing of air traffic services flight plans, and

- (iv) Basic principles of computer-assisted planning systems;
- (d) Human performance relevant to dispatch duties, including principles of threat and error management;
- (e) Meteorology:
 - (i) aeronautical meteorology, the moment 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,
 - (ii) Interpretation and application of aeronautical meteorological reports, charts and forecasts, codes and abbreviations; use of, and procedures for obtaining, meteorological information;
- (f) Navigation: principles of air navigation with particular reference to instrument flight;
- (g) Operational procedures:
 - (i) use of aeronautical documentation,
 - (ii) operational procedures for the carriage of freight and dangerous goods,
 - (iii) procedures relating to aircraft accidents and incidents emergency flight procedures;
 - (iv) procedures relating to unlawful interference and sabotage of aircraft;
- (h) Principles of flight relating to the appropriate category of aircraft;
- (i) Radio communication procedures for communicating with aircraft and relevant ground stations.

(3) The applicant for the Flight Dispatcher licence shall-

- (a) have received an endorsement for the knowledge test from an authorised instructor who-
 - (i) conducted the training on the knowledge areas,

and

- (ii) certifies that the person is prepared for the required knowledge test;

- (b) pass the required knowledge test.

(4) The applicant for a Flight dispatcher licence shall have gained the following experience-

- (a) a total of two years service in any one or in any combination of the capacities specified in subparagraphs (i) and (ii) below, provided that in any combination of experience the period serviced in any capacity shall be at least one year:

- (i) a flight crewmember in air transportation, or
- (ii) a meteorologist in an organisation dispatching aircraft in air transportation, or
- (iii) an air traffic controller or a technical supervisor of Flight dispatchers or air transportation flight operations systems;

- (b) at least one year as an assistant in the dispatching of air transport;

- (c) have satisfactorily completed a course of approved training.

(5) The applicant shall have served under the supervision of a Flight dispatcher for at least ninety working days within the six months immediately preceding the application.

(6) The applicant shall have demonstrated the ability, by passing a skill test on the subjects listed in Schedule 2.43 to-

- (a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports, provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route, forecast weather trends pertinent to air transportation with particular reference to destination and alternates,
- (b) determine the optimum flight path for a given segment, and

create accurate manual or computer generated flight plans,

- (c) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions as appropriate to the duties of the holder of a Flight dispatcher licence, and
- (d) recognise and manage threats and errors.

(7) Subject to compliance with the requirements specified in this Part, 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 in ICAO Annex 6, as contained in Parts 8 and 9 of these regulations.

(8) The validity period of the licence is five years and it shall become invalid when a Flight dispatcher has ceased to exercise the privileges of the licence for a period of six months.

(9) The Authority shall renew flight dispatcher license if the holder has actively exercised the privileges of the licence for 3 months out of the preceding 6 months.

(10) A licence shall remain invalid until the Flight dispatcher's ability to exercise the privileges of the licence has been re-established.

(11) The Flight dispatcher Licence may be renewed by presenting to the authority evidence of successfully passing a competency check on the areas of operation listed in Schedule 2.43.

(12) If the Flight dispatcher Licence has expired, the applicant shall have received refresher training acceptable to the Authority, and passed a skill test on the areas of operation contained in Schedule 2.43.

124. Skill Test for the Flight Dispatcher Licence

The list of operations included in the Flight dispatcher Licence skill test is contained in Schedule 2.43

125. Requirements for Flight Dispatcher Instructor Licence

(1) An applicant for Flight dispatcher instructor licence and rating shall be at least twenty one years of age.

(2) An applicant for a Flight dispatcher instructor licence shall have met the

instructor requirements in this regulation and any additional requirements as may be specified by the Authority.

(3) The applicant for a Flight dispatcher instructor licence shall hold at least a current and valid Flight dispatcher licence and have a minimum of three years experience as a Flight dispatcher.

(4) The privileges of a Flight dispatcher instructor licence are to give instruction to Flight dispatcher licence applicants and to endorse those applicants for a knowledge or skill test as applicable.

(5) Subject to compliance with the requirements specified in this Part, the validity period of the Flight dispatcher instructor licence is two years.

(6) A Flight dispatcher instructor licence that has not expired may be renewed for an additional twenty four calendar months if the holder presents to the Authority evidence that he or she has within the past twelve months preceding the expiry date -

(a) conducted at least six exercises in an approved course for a Flight dispatcher licence; or

(b) received refresher training acceptable to the Authority.

(5) If the Flight dispatcher instructor licence has expired, the applicant shall have received refresher training acceptable to the Authority.

CHAPTER 17 - DESIGNATED EXAMINERS FOR FLIGHT DISPATCHERS

126. General requirements

(1) An applicant for a Flight dispatcher Examiner shall be at least twenty three years of age.

(2) An applicant for a Flight dispatcher Examiner shall -

(a) show evidence of a high level of aeronautical knowledge in the subject areas for the Flight dispatcher certification;

(b) have held a FD license for at least five years prior to the designation;

(c) have been actively exercising the privileges of the FD license in commercial air transport in the previous three years;

(d) have a good record as a FD and a person engaged in the industry and community with a reputation for honesty and

dependability;

- (e) have satisfactorily completed the FD examiner orientation programme with the Authority.

(3) The applicant must have available a test site that is fully capable of doing all items required for the proper dispatch of a commercial flight in accordance with the regulatory requirements. This may be the Flight Dispatcher of an active commercial airline.

127. Knowledge requirements

The applicant shall have passed a pre-designation test on the following:

- (a) air Law and Regulations for FD personnel;
- (b) aircraft knowledge on the aircraft used for testing;
- (c) flight performance calculation and planning procedures;
- (d) human performance;
- (e) meteorology;
- (f) navigation;
- (g) radio communication;
- (h) recent changes in technology to include fly by wire aircraft systems, GPS navigation, required navigation performance (RNP) requirements, TCAS, ADS-B, as well and Enhanced Wind Shear Systems.

128. Skill requirements

(1) The Authority shall observe the applicant conducting a complete actual FD certification using the approved STS in a satisfactory manner.

(2) The applicant shall complete all required paper work for the certification as required by the Authority.

129. Currency

(1) After designation, a FD examiner shall maintain currency by -

- (a) attending initial and recurrent training conducted by the

Authority; and

- (b) maintaining a current and valid FD licence.

(2) The FD examiner shall conduct at least 6 skill tests during any 12 calendar month period in order for the designation to remain current.

(3) The FD examiner shall be observed by the Authority in the conduct of a skill test at least once each 12 calendar months.

130. Privilege

(1) The FD examiner may conduct skill test for the Flight Dispatcher licence in accordance with approved STS standard.

(2) The FD examiner may conduct or monitor any portion of a computerised knowledge test.

131. Validity

The FD examiner licence shall be valid for three years.

132. Renewal

The FD examiner designation may be renewed by the Authority if-

- (a) the need for the designation remains valid;
- (b) the performance of the examiner has been satisfactory.

CHAPTER 18 - MEDICAL PROVISIONS FOR LICENSING

133. Applicability

(1) This Chapter prescribes the requirements and procedures for issuing, renewing and reissuing Class 1, Class 2 and Class 3 medical assessments.

(2) The Authority shall apply, as part of its State Safety Programme, basic Safety management principles to the medical assessment process of licence holders that as a minimum include:

- (a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and

- (b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increases medical risk.

134. Medical fitness

- (1) An applicant for a flight crew licence and air traffic controller licence shall hold a medical assessment issued in accordance with this Part.
- (2) The flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current medical assessment appropriate to the licence.

135. Aviation Medical Examiners (AME)

- (1) Subject to compliance with the requirements specified in this sub-part, the Authority may designate qualified and licensed physicians in the practice of medicine, to be authorised as an AME and conduct medical examinations of fitness of applicants for the issue, renewal or re-issue of the licences or ratings specified in this Part. AMEs may be designated outside of The Gambia.
- (2) AMEs shall have had, or shall receive initial and recurrent training in aviation medicine. Initial training shall include-
 - (a) basic training in aviation medicine for Class 2 and 3 medical examinations on the subjects listed in Schedule 2.44 and
 - (b) advanced training in aviation medicine for Class 1 medical examinations on the subjects listed in Schedule 2.44
- (3) AMEs shall acquire knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties
- (4) The AME shall be required to submit sufficient information to the Licensing Authority to enable that Authority to undertake Medical Assessments audits.
- (5) The authorisation of an AME is valid for three years. The AME shall have completed at least ten examinations for a medical assessment per year. Renewal of the AME designation will be at the discretion of the Authority.
- (6) Having completed the medical examination of an applicant in accordance with this regulation, the AME shall submit a signed report to the Authority, detailing the results of the examination.
- (7) If the medical report is submitted to the Authority in electronic format, adequate identification of the examiner shall be established.

(8) If the medical examination is carried out by a constituted group of AMEs, the head of the group shall be appointed by the Authority, who will be responsible for coordinating the results of the examination and signing the report.

(9) The Authority retains the right to reconsider any action of an AME.

136. Aviation medical examinations

(1) Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner, a declaration stating whether they have previously undergone such an examination and, if so, the date, place and results of last examination.

(2) The applicant shall indicate to the medical examiner whether a medical assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.

(3) Each applicant for a medical assessment shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history.

(4) Each applicant for a medical assessment shall produce proof of identification.

(5) Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the Authority for such action as may be considered appropriate.

(6) The applicant shall complete the appropriate application form as prescribed by the Authority.

137. Special circumstances

(1) If the medical requirements prescribed in this Part for a particular licence are not met, the appropriate medical assessment will not be issued, renewed or re-issued unless the following conditions are fulfilled-

(a) accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardise flight safety;

(b) relevant ability, skill and experience of the applicant and

operational conditions have been given due consideration; and

- (c) the licence is endorsed by the Authority with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

(2) The AME shall report to the Authority any individual case where, in the AME's judgment, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held, is not likely to jeopardise flight safety.

138. Decrease of Medical Fitness

(1) Holders of licences provided for in this Chapter shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.

(2) Licence holders shall inform the Authority of any decrease in medical fitness of a duration of more than 20 days or which requires continued treatment with prescribed medication or which has required hospital treatment.

(3) The Authority shall ensure that licence holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a DME or the Authority.

(4) The Authority shall, as far as practicable, ensure that licence holders do not exercise the privileges of their licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.

139. Use of Psychoactive Substances

(1) Holders of licences provided for in this sub-part shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

(2) Holders of licences provided for in this sub-part shall not engage in any problematic use of substances.

(3) The Authority will ensure, as far as practicable, that all licence holders who are engaged in any kind of problematic use of substances are identified and

removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

140. Medical Assessment

(1) The medical assessment shall--

(a) be in a form and manner prescribed by the Authority. The items required on the licence are indicated in Schedule 2.45, and

(b) be carried in the possession of the personnel licence holder at all times while exercising the privileges of a personnel licence.

(2) A medical assessment will be issued to any person who meets the medical requirements prescribed in this Sub-part, based on medical examination and evaluation of the applicant's history and condition.

(3) The issue of the Class 1 medical assessment may be specifically delegated to an AME.

(4) The issue of Class 2 and 3 medical assessments may be delegated to any authorised AME.

(5) Each person to be issued a medical assessment shall undergo a medical examination based on the physical and mental requirements contained in this Sub-part.

(6) A person who does not meet the medical requirements of this Sub-part may apply for the discretionary issuance of a certificate.

(7) The validity period of the medical assessment shall be-

(a) twelve months for the Class 1 for the CPL, MPL, and ATPL licences;

(b) twelve months for the Class 2 for the FE and FN licences;

(c) sixty months for the Class 2 for the PPL licences;

(d) forty eight months for the Class 3 for the air traffic controller licence.

(8) The exceptions for the validity period of the medical assessment are-

(a) when the holders have passed their 40th birthday:

- (i) the 60 month interval specified for the PPL and the 48th month interval specified for the air traffic controller licence shall be reduced to 24 months, and
- (ii) the 12-month interval specified for the CPL and ATPL who are carrying passengers in single-pilot operations shall be reduced to 6 months.

(b) when holders have passed their 50th birthday:

The 24-month interval specified for the PPL and air traffic controller licence shall be reduced to 12 months.

(c) when holders have passed their 60th birthday:

The 12-month interval specified for the CPL, MPL, and ATPL who are engaged in commercial air transport operations shall be reduced to 6 months.

(9) For initial issuance of the medical assessment, the period of validity shall begin on the date the medical examination is performed. The period of validity shall for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.

(10) The period of validity of a Medical assessment may be extended at the discretion of the Licensing Authority, up to forty five days.

(11) The period of validity of a medical assessment may be reduced when clinically indicated.

(12) The requirements to be met for the renewal or re-issue of a medical assessment are the same as those for the initial certificate except where otherwise specifically stated.

(13) The renewal of the Class 1, 2 and 3 medical assessments may be delegated to the AME.

(14) Re-issue of the Class 1 medical assessment will either be done by the Authority or specifically delegated to an AME.

(15) Re-issue of the Class 2 and 3 medical assessments may be delegated to an AME.

(16) The Authority may, for medical reasons justified and notified to the

applicant, limit or deny a medical assessment.

(17) The Authority may in accordance with these Regulations suspend or revoke a medical assessment issued, if it is established that an applicant or a certificate holder has not met, or no longer meets the requirements of Part 2.

141. Medical Assessor

(1) The CAA medical assessor shall periodically evaluate the competence of each AME.

(2) The Authority shall use the services of a medical assessor to evaluate reports submitted to the Authority by medical examiners.

142. Medical Confidentiality

(1) The AME shall respect medical confidentiality at all times.

(2) The AME shall securely hold all medical reports and records with accessibility restricted to authorised personnel.

(3) When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Authority.

143. Circumstances in Which a Medical Examination may be Deferred

The prescribed re-examination of a licence holder operating in an area distant from Authorised Aviation medical examination facilities may be deferred at the discretion of the Authority, provided that such deferment shall only be made as an exception and shall not exceed :

- (a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by an Authorised Aviation medical examiner of the area concerned, or, in cases where such an Authorised Aviation medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to the Authority;
- (c) in the case of a private pilot, a single period not exceeding 24

months where the medical examination is carried out by a medical examiner whose designation meets the requirement of these Regulations in which the applicant is temporarily located. A report of the medical examination shall be sent to the Authority.

CHAPTER 19 - MEDICAL REQUIREMENTS

144. General Requirements

An applicant for a Medical assessment issued in accordance with this sub-part, shall undergo a medical examination based on the following requirements-

- (a) physical and mental;
- (b) visual and colour perception; and
- (c) hearing.

145. Physical and Mental Requirements

(1) An applicant for any class of Medical Assessment shall be free from-

- (a) any abnormality, congenital or acquired;
- (b) any active, latent, acute or chronic disability;
- (c) any wound, injury or sequelae from operation; or
- (d) any effect or side-effect of any prescribed or non-prescribed therapeutic medication taken, such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.

(2) An applicant with depression or being treated with antidepressant medication shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges

146. Visual Acuity Test Requirements

(1) Visual acuity tests shall be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60cd/m²).

(2) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

147. Colour Perception Requirements

(1) The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

(2) The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission of Illumination (CIE).

(3) An applicant obtaining a satisfactory result as prescribed by the Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction, valid daytime only.

(4) Sunglasses worn during the exercise of the privileges of the licence or rating held shall be non-polarizing and of a neutral grey tint.

148. Hearing Test Requirements

(1) Applicants shall be required to demonstrate hearing performance sufficient for the safe exercise of their licence and rating privileges.

(2) The hearing test may be conducted using a pure tone audiometer or alternate method that will provide equivalent results. This test shall be performed at the first medical examination and then at specified intervals according to the class of medical examination and age of the applicant.

(3) If a pure tone audiometer is used, the reference zero for calibration is that of the International Organisation for Standardisation (ISO) Recommendation R389, 1964.

(4) For hearing tests where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests under the following conditions-

- (a) a quiet room is a room in which the intensity of the background noise is less than 35 dB(A) when measured on “slow” response

of an “A”-weighted sound level meter; and

- (b) the sound level of an average conversational voice at 1 m from the point of output is 60dB(A) and that of a whispered voice is 45dB(A). At 2 m from the speaker, the sound is 6 dB(A) lower.

(5) The holder of a PPL with an instrument rating shall meet the hearing requirements for the Class 1 medical assessment.

CHAPTER 20 - CLASS 1 MEDICAL ASSESSMENT

149. Certificate Issue and Renewal

(1) The level of medical fitness to be met for the renewal of a medical assessment shall be the same as that for the initial assessment except where otherwise specifically stated.

(2) An applicant for a CPL or ATPL shall undergo an initial medical examination for the issue of a Class 1 Medical assessment.

(3) Except where otherwise stated in this chapter, holders of CPL or ATPL shall have their Class 1 medical assessment renewed at intervals not exceeding those specified below.

(4) In alternate years, for Class 1 applicants under forty years of age, the Authority may, at its discretion, allow medical examiners to omit certain routine examination items related to the assessment of physical fitness, while increasing the emphasis on health education and prevention of ill health.

(5) A Class 1 medical assessment will be issued when the applicant complies with the requirements of this Part.

150. Physical and Mental Requirements

(1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held-

- (a) an organic mental disorder;
- (b) a mental or behavioural disorder due to use of psychoactive substances; this induces dependence syndrome induced by

- alcohol or other psychoactive substances;
- (c) schizophrenia or a schizotypal or delusional disorder;
- (d) a mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (g) mental retardation;
- (h) a disorder of psychological development;
- (i) a behavioural or emotional disorder, with onset in childhood or adolescence; or
- (j) a mental disorder not otherwise specified.

(3) The applicant shall have no established medical history or clinical diagnosis of any of the following-

- (a) a progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(4) The applicant shall not have suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.

(5) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.

(6) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit, unless the applicant's cardiac condition has been investigated and evaluated in accordance with best

medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(7) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with the safe exercise of the applicant's licence or rating privileges.

(8) Electrocardiography shall form part of the heart examination for the first issue of a medical assessment.

(9) Electrocardiography shall be included in re-examination of applicants over the age of fifty, at least annually.

(10) The systolic and diastolic blood pressures shall be within normal limits.

(11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion is compatible with the safe

(12) There shall be no significant functional or structural abnormality of the circulatory system.

(13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.

(14) Radiography should form a part of the initial chest examination.

(15) Applicant's with chronic obstructive pulmonary disease shall be assessed as unfit, unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(16) Applicant's with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(17) The use of drugs for control of asthma shall be disqualifying, except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

(18) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(19) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

(20) Applicants with significant impairment of the function of the

gastrointestinal tract or its adnexa shall be assessed as unfit.

(21) The applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.

(22) Applicants with sequela of disease of, or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.

(23) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs shall be assessed as unfit, until such time as the medical authority designated for the purpose by the Authority and having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.

(24) Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.

(25) Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.

(26) Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit, unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

(27) Applicants with disease of the blood or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(28) Applicants with renal or genitourinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(29) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

(30) Applicants with sequelae of disease or surgical procedures on the kidneys or the genitourinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise

of the applicant's licence or rating privileges.

(31) Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

(32) Applicants who are seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit, unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(33) Applicants who are pregnant shall be assessed as unfit, unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy. The fit assessment period may be limited from the end of the 12th week until the end of the 26th week of gestation.

(34) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.

(35) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(36) The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(37) The applicant shall not suffer from-

(a) a disturbance of vestibular function;

(b) significant dysfunction of the Eustachian tubes; and

(c) unhealed perforation of the tympanic membranes.

(38) A single dry perforation of the tympanic membrane need not render the applicant unfit.

(39) There shall no nasal obstruction and no malformation or disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(40) Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

151. Hearing Requirements

(1) The applicant shall be tested by pure-tone audiometry-

- (a) at the initial medical examination;
- (b) at least once every five years up to the age of forty years;
- (c) at least once every three years after the age of forty years.

(2) The applicant shall not have a hearing loss in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz. However, an applicant with a hearing loss greater than the above may be declared fit provided that-

- (a) the applicant has a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate the masking properties of flight deck noise upon speech and beacon signals; and
- (b) the applicant has the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner.

(3) Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used.

152. Visual Requirements

(1) The function of the eyes and their adnexae shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

(2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit, provided that -

- (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (b) in addition, a pair of suitable correcting spectacles is kept readily

available during the exercise of the privileges of the applicant's licence.

(3) Applicants may use contact lenses to meet this regulation provided that-

- (a) the lenses are monofocal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(4) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

(5) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical assessment and every five years thereafter.

(6) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit, unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

(7) The applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correcting already prescribed in accordance with this paragraph; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(8) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

(9) The applicant shall be required to have normal fields of vision.

(10) The applicant shall be required to have normal binocular function.

(11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

CHAPTER 21 - CLASS 2 MEDICAL ASSESSMENT

153. Certificate Issue and Renewal

- (1) An applicant for a PPL, a FE or FN licence shall undergo an initial medical examination for the issue of a Class 2 Medical assessment.
- (2) Except where otherwise stated in this chapter, holders of a PPL, a FE or a FN licence shall have their Class 2 Medical assessment renewed at intervals not exceeding those specified in this sub-part.
- (3) A Class 2 Medical assessment shall be issued when the applicant complies with the requirements of this Part.

154. Physical and Mental Requirements

- (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
- (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held-
 - (a) an organic mental disorder;
 - (b) a mental or behavioural disorder due to use of psychoactive substances; this induces dependence syndrome induced by alcohol or other psychoactive substances;
 - (c) schizophrenia or a schizotypal or delusional disorder;
 - (d) a mood (affective) disorder;
 - (e) a neurotic, stress-related or somatoform disorder;
 - (f) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (g) mental retardation;
 - (h) a disorder of psychological development;
 - (i) a behavioural or emotional disorder, with onset in childhood or

adolescence; or

(j) a mental disorder not otherwise specified.

(3) An applicant with depression or being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, have access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(4) The applicant shall have no established medical history or clinical diagnosis of any of the following-

(a) a progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;

(b) epilepsy; or

(c) any disturbance of consciousness without satisfactory medical explanation of cause.

(5) The applicant shall not have suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.

(6) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.

(7) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(8) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(9) Electrocardiography shall form part of the heart examination for the first

issue of a medical assessment-

(a) after the age of forty; and

(b) in re-examinations every two years after the age of fifty.

(10) The systolic and diastolic blood pressures shall be within normal limits.

(11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion is compatible with the safe exercise of the applicant's licence and rating privileges.

(12) There shall be no significant functional or structural abnormality of the circulatory system.

(13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.

(14) Radiography shall form a part of the initial chest examination.

(15) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(16) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(17) The use of drugs for control of asthma shall be a cause of disqualification, except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

(18) An applicant with active pulmonary tuberculosis shall be assessed as unfit.

(19) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

(20) An applicant with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.

(21) An applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.

(22) An applicant with sequelae of disease of, or surgical intervention on any

part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.

(23) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical authority designated for the purpose by the Authority and having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.

(24) An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.

(25) An applicant with insulin-treated diabetes mellitus shall be assessed as unfit.

(26) An applicant with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

(27) An applicant with disease of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(28) An applicant with renal or genitor-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(29) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

(30) An applicant with sequelae of disease or surgical procedures on the kidneys or the genitourinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(31) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

(32) An applicant who is seropositive for human immunodeficiency virus (HIV)

shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(33) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy.

(34) For an applicant with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with regulation 33 above, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(35) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.

(36) An applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(37) The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(38) The applicant shall not suffer from any of the following-

- (a) disturbance of vestibular function;
- (b) significant dysfunction of the Eustachian tubes; and
- (c) unhealed perforation of the tympanic membranes.

(39) A single dry perforation of the tympanic membrane need not render the applicant unfit.

(40) There shall no nasal obstruction and no malformation nor disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(41) An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

155. Visual requirements

(1) The function of the eyes and their adnexae shall be normal and there shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

(2) Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit, provided that-

- (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

(3) An applicant may use contact lenses to meet the requirement of (b) provided that-

- (a) the lenses are monofocal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(4) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.

(5) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical assessment and every five years thereafter.

(6) An applicant who has undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

(7) The applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this

near correction is added to the spectacle correcting already prescribed in accordance with this paragraph, if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(8) When near correction is required in accordance with this regulation, a second pair of near-correction spectacles shall be kept available for immediate use.

(9) The applicant shall be required to have normal fields of vision.

(10) The applicant shall be required to have normal binocular function.

(11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

156. Hearing Requirements

(1) The applicant shall be tested by pure-tone audiometry-

- (a) at the initial medical examination; and
- (b) at least once every two years after the age of fifty years.

(2) When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.

(3) The applicant shall have the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner or be assessed as unfit.

(4) The applicant who holds a PPL with an IR shall meet the hearing requirements for a Class 1 medical assessment.

CHAPTER 22 - CLASS 3 MEDICAL ASSESSMENT

157. Certificate Issue and Renewal

(1) An applicant for an Air Traffic Controller licence shall undergo an initial medical examination for the issue of a Class 3 Medical assessment.

(2) Except where otherwise stated in this sub-part, holders of an Air Traffic

Controller licence shall have their Class 3 Medical assessment renewed at intervals not exceeding those specified in this chapter.

(3) A Class 3 Medical assessment will be issued when the applicant complies with the requirements of this Part.

158. Physical and Mental Requirements

(1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held-

- (a) an organic mental disorder;
- (b) a mental or behavioural disorder due to use of psychoactive substances, this induces dependence syndrome induced by alcohol or other psychoactive substances;
- (c) schizophrenia or a schizotypal or delusional disorder;
- (d) a mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (g) mental retardation;
- (h) a disorder of psychological development;
- (i) a behavioural or emotional disorder, with onset in childhood or adolescence; or
- (j) a mental disorder not otherwise specified.

(3) An applicant with depression or being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, have access to the details of the case concerned, considers the applicants, condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(4) The applicant shall have no established medical history or clinical

diagnosis of any of the following-

- (a) a progressive or non-progressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(5) The applicant shall not have suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.

(6) The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying factor.

(7) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(8) An applicant with an abnormal cardiac rhythm shall be assessed as unfit, unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(9) Electrocardiography shall form part of the heart examination for the first issue of a medical assessment and in re-examinations every two years after the age of thirty.

(10) The systolic and diastolic blood pressures shall be within normal limits.

(11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion is compatible with the safe exercise of the applicant's licence and rating privileges.

(12) There shall be no significant functional or structural abnormality of the

circulatory system.

(13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations. Radiography should form a part of the initial chest examination.

(14) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(15) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(16) The use of drugs for control of asthma shall be a disqualifying factor except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

(17) An applicant with active pulmonary tuberculosis shall be assessed as unfit.

(18) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

(19) An applicant with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.

(20) An applicant with sequelae of disease of, or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression shall be assessed as unfit.

(21) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, with a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as the medical authority designated for the purpose by the Authority and having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.

(22) An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.

(23) An applicant with insulin-treated diabetes mellitus shall be assessed as

unfit.

(24) An applicant with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

(25) An applicant with disease of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(26) An applicant with renal or genitor-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

(27) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

(28) An applicant with sequelae of disease or surgical procedures on the kidneys or the genito-urinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(29) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

(30) An applicant who is seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(31) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy.

(32) During the gestational period, precautions shall be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications

(33) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance sub-regulation (31), the fit assessment should be

limited to the period until the end of the 34th week of gestation.

(34) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.

(35) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(36) The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(37) There shall no malformation or any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(38) Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

159. Visual Requirements

(1) The function of an applicant's eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

(2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that-

- (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

(3) An applicant may use contact lenses to meet the requirement of sub-regulation (2) provided that-

- (a) the lenses are monofocal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(4) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.

(5) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical assessment and every five years thereafter.

(6) An applicant who has undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

(7) The applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correcting already prescribed; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(8) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

(9) The applicant shall be required to have normal fields of vision.

(10) The applicant shall be required to have normal binocular function.

(11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

160. Hearing Requirements

(1) An applicant shall be tested by pure-tone audiometry-

- (a) at the initial medical examination;
- (b) at least once every four years up to the age of forty years;
- (c) at least once every two years after the age of forty years.

(2) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

(3) An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that will reproduces or simulates that experience in a normal air traffic control working environment.

(4) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.

SCHEDULE

SUPPLEMENTARY PROVISIONS RELATING TO PART 2

2.1 Language Proficiency

(1) To meet the language proficiency requirements contained In this Part, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, compliance with the holistic descriptors in sub-regulation (2) and with the Operational Level (Level 4) of the Language Proficiency Rating Scale as mentioned in sub-regulation (3).

(2) For the Holistic descriptors, proficient speakers shall-

- (a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
- (b) communicate on common, concrete and work-related topics with accuracy and clarity;
- (c) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;
- (d) handle successfully and with relative ease, the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- (e) use a dialect or accent which is intelligible to the aeronautical community.

(3) For a Rating scale, the following shall apply-

- (a) pre-elementary Level (Level 1)-
 - (i) pronunciation: performs at a level below the Elementary Level,
 - (ii) structure: performs at a level below the Elementary Level,
 - (iii) vocabulary: performs at a level below the Elementary Level,
 - (iv) fluency: performs at a level below the Elementary Level.,
 - (v) comprehension: performs at a level below the

Elementary Level,

- (vi) interactions: performs at a level below the Elementary Level;

(b) Elementary Level (Level 2)-

- (i) pronunciation: pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding,
- (ii) structure: shows only limited control of a few simple memorised grammatical structures and sentence patterns,
- (iii) vocabulary: limited vocabulary range consisting only of isolated words and memorised phrases,
- (iv) fluency: can produce very short, isolated, memorised utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words,
- (v) comprehension: comprehension is limited to isolated, memorised phrases when they are carefully and slowly articulated,
- (vi) interactions: response time is slow and often inappropriate. Interaction is limited to simple routine exchanges,

(c) Pre-operational Level (Level 3):

- (i) pronunciation: pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding,
- (ii) structure: basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning,
- (iii) vocabulary: vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice

often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary,

- (iv) fluency: produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting,
- (v) comprehension: comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events,
- (vi) interaction: responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events;

(d) Operational Level (Level 4)-

- (i) pronunciation: pronunciation, stress, rhythm and intonation are influenced by the first language or regional variation but only sometimes interfere with understanding,
- (ii) structure: 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,
- (iii) vocabulary: vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.
- (iv) fluency: produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting,

- (v) comprehension: comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies,
 - (v) interactions: responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming or clarifying;
- (e) Extended Level (Level 5):
- (i) pronunciation: pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding,
 - (ii) structure: basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning,
 - (iii) vocabulary: vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic,
 - (iv) fluency: 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,
 - (v) comprehension: comprehension is accurate on common, concrete, and work related topics and 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,
 - (vi) interactions: responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively;

- (f) Expert Level (Level 6):
- (i) pronunciation: pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding,
 - (ii) structure: both basic and complex grammatical structures and sentence patterns are consistently well controlled,
 - (iii) vocabulary: 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,
 - (iv) fluency: 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,
 - (v) comprehension: comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties,
 - (vi) interactions: interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.

2.2 Credit for a military pilot

(1) The holder of a military pilot licence (or certificate) who has been on active flying status within the twelve months before applying shall:

- (a) pass a knowledge test on the appropriate parts of these regulations that apply to pilot privileges and limitations, air traffic and general operating rules, and accident reporting rules;
- (b) present documentation showing compliance with the requirements of paragraph (c) of this regulation for at least one aircraft category rating; and
- (c) present documentation showing that the applicant is or was, at any time during the twelve calendar months before the month of application, the holder of a military pilot licence (or certificate) on active flying status in an armed force of The

Gambia.

(2) The Authority may issue to the holder of a military pilot licence (or certificate) an aircraft category, class or type rating to a commercial pilot licence if the pilot present documentary evidence that shows satisfactory accomplishment of-

- (a) a military pilot check and instrument proficiency check of The Gambia in that aircraft category, class or type, if applicable, as PIC during the twelve calendar months before the month of application; and
- (b) at least ten hours of PIC time in that aircraft category, class or type, if applicable, during the twelve calendar months before the month of application.

(3) The holder of a military pilot licence (or certificate) may apply for an aeroplane or helicopter instrument rating to be added to his or her commercial pilot licence if the pilot has, within the twelve calendar months preceding the month of application-

- (a) passed an instrument proficiency check by an armed force of The Gambia in the aircraft category for the instrument rating sought; and
- (b) received authorisation from an armed force of The Gambia to conduct IFR flights on airways in that aircraft category and class for the instrument rating sought.

(4) The Authority shall issue an aircraft type rating only for aircraft types that the Authority has certified for civil operations.

(5) The Authority may issue to the holder of a military pilot licence (or certificate) who holds an airline transport pilot licence, an aircraft type rating provided that the pilot-

- (a) holds a category and type rating for that type of aircraft at the airline transport pilot licence level; and
- (b) passed an official military pilot of The Gambia check and instrument proficiency check in that type of aircraft as PIC during the twelve calendar months before the month of application.

(6) The Authority may accept the following documents as satisfactory evidence of military pilot status-

- (a) an official identification card issued to the pilot by an armed

force to demonstrate membership in the armed forces;

- (b) an original or a copy of a certificate of discharge or release from an armed force of The Gambia;
- (c) at least one of the following-
 - (i) an order of an armed force of The Gambia to flight status as a military pilot,
 - (ii) an armed force form or logbook showing military pilot status, or
 - (iii) an order showing that the applicant graduated from a military pilot school of The Gambia and received a rating as a military pilot;
- (d) a certified armed force logbook or an appropriate official armed force form or summary to demonstrate flight time in military aircraft as a member of an armed force of The Gambia;
- (e) an official armed force of The Gambia record of a military designation as PIC;
- (f) an official record of satisfactory accomplishment of an instrument proficiency check during the twelve calendar months preceding the month of application

2.3 Specifications and format of the licence

(1) The following details shall appear on the licence and the numbering scheme shall be in Roman numerals-

- (a) Name of STATE (in bold type);
- (b) Title of licence (in very bold type)
- (c) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;
- (d) Name of holder in full;
- (e) Date of birth;
- (f) Address of holder;
- (g) Nationality of holder;

- (h) Signature of holder;
 - (i) Authority and, where necessary, conditions under which the licence is issued;
 - (j) Certification concerning validity and authorisation for holder to exercise privileges appropriate to the licence;
 - (k) Signature of officer issuing the licence and the date of such issue;
 - (l) Seal or stamp of authority issuing the licence;
 - (m) Ratings, (e.g. Category, class, type of aircraft, airframe, aerodrome control, etc.);
 - (n) Remarks, (i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 March 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention);
 - (o) Any other details desired by the State issuing the licence.
- (2) The privileges and ratings shall be clearly identified on the licence in items (a) (IX) and (XII).

2.4 Recording of Flight Time

- (1) The details in the records of flights flown as pilot shall contain the information below.
- (2) For the purpose of meeting these Regulations, each person shall enter the following information for each flight or lesson logged-
- (a) Personal details:
 - (i) Name of the holder.
 - (ii) Address of the holder.
 - (b) For each flight:
 - (i) Name of PIC.
 - (ii) Date of flight.

- (iii) Place and time of departure and arrival.
 - (iv) Type of aircraft and registration.
- (c) For each session in a flight simulation training device:
 - (i) Type and qualification number of flight simulation training device.
 - (ii) Flight simulation training device instruction.
 - (iii) Date.
 - (iv) Total time of session.
- (d) Pilot function:
 - (i) Solo.
 - (ii) PIC.
 - (iii) Co-pilot.
 - (iv) Dual.
 - (v) Flight instructor.

(3) When logging flight time:

- (a) a student pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft;
- (b) an applicant or the holder of a pilot licence may log as PIC time, all that flight time during which that person is-
 - i. the sole manipulator of the controls of an aircraft for which the pilot is rated; and
 - ii. acting as PIC of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.
- (c) an authorised instructor may log as PIC time all of the flight time while acting as an authorised instructor;
- (d) a student pilot may log as PIC time all solo flight time and flight time as student pilot-in-command provided that such time is countersigned by the instructor;

- (e) a person may log co-pilot time only when occupying a pilot seat as co-pilot in an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted;
- (f) a person may log instrument flight time only for that flight when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions;
- (g) a person may log instruction time when that person receives training from an authorised instructor in an aircraft or flight simulation training device;
- (h) the instruction time shall be logged in a record (e.g. logbook) and shall be endorsed by the authorised instructor;

2.5 Category II and III Authorisation

(1) The Authority shall issue a Category II or Category III pilot authorisation by letter, as a part of an applicant's instrument rating or airline transport pilot certificate.

(2) Upon original issue, the authorisation will contain the following limitations -

- (a) for Category II operations, 1,600 feet RVR and a 150-foot decision height; and
- (b) for Category III operations, as specified in the authorisation document.

(3) To remove the limitations on a Category II or Category III pilot authorization -

- (a) a Category II limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three Category II ILS approaches with a 150-foot decision height to a landing under actual or simulated instrument conditions; or
- (b) a Category III limitation holder may remove the limitation by showing experience as specified in the authorisation.

(4) An authorisation holder or an applicant for an authorisation may use a flight simulator or flight training device if it is approved by the Authority for such use, to meet the experience requirement of paragraph (e) of this

subsection, or for the practical test required by Part 2 for a Category II or a Category III pilot authorisation, as applicable.

2.6 Category II: Skill Test Requirements

(1) An applicant for the following authorisations shall pass a skill test-

- (a) issuance or renewal of a Category II pilot authorization;
- (b) the addition of another type aircraft to a Category II pilot authorisation.

(2) To be eligible for the skill test for an authorisation under this subsection, an applicant shall—

- (a) meet the requirements of this regulation; and
- (b) If the applicant has not passed a skill test for this authorisation during the twelve calendar months preceding the month of the test—
 - (i) meet the requirements of these Regulations; and
 - (ii) have performed at least six ILS approaches during the six calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(3) An applicant shall accomplish the approaches specified in this regulation-

- (a) under actual or simulated instrument flight conditions;
- (b) to the minimum decision height for the ILS approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
- (c) to the decision height authorised for Category II operations only if conducted in an approved flight simulator or an approved flight training device; and
- (d) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—
 - (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation

is sought; and

- (ii) is used in accordance with an approved course conducted by an ATO certified under Part 3.

(4) The flight time acquired in meeting the requirements of this regulation may be used to meet the requirements of Schedule 2.7.

2.7 Category II: skill test procedures

The category II skill test consists of an oral increment and a flight increment-

- (a) oral increment: in the oral increment of the practical test an applicant shall demonstrate knowledge of the following—
 - (i) required landing distance,
 - (ii) recognition of the decision height,
 - (iii) missed approach procedures and techniques using computed or fixed attitude guidance displays,
 - (iv) use and limitations of RVR,
 - (v) use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR readings,
 - (vi) procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR,
 - (vii) effects of vertical and horizontal windshear,
 - (viii) characteristics and limitations of the ILS and runway lighting system,
 - (ix) characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment,
 - (x) assigned duties of the SIC during Category II approaches, unless the aircraft for which authorisation is sought does not require an SIC,

and

- (xi) instrument and equipment failure warning systems;
- (b) flight increment: the following requirements apply to the flight increment of the practical test—
 - (i) the flight increment shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved flight simulator that—
 - (A) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought, and
 - (B) Is used in accordance with an approved course conducted by an ATO certified under Part 3;
 - (ii) the flight increment shall consist of at least two ILS approaches to 100 feet AGL including at least one landing and one missed approach,
 - (iii) all approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands,
 - (iv) if a multiengine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker,
 - (v) if an approved multiengine flight simulator or approved multiengine flight training device is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed,
 - (vi) for an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a SIC who holds a type rating

- in the aircraft in which the authorisation is sought,
- (vii) an inspector or evaluator may conduct oral questioning at any time during a practical test.

2.8 Category III: Skill Test Requirements

(1) The Authority shall require that an applicant pass a skill test for—

- (a) issuance or renewal of a Category III pilot authorization;
- (b) the addition of another type of aircraft to a Category III pilot authorisation.

(2) To be eligible for the skill test an applicant shall-

- (a) meet the requirements of these Regulations; and
- (b) if the applicant has not passed a practical test for this authorisation during the twelve calendar months preceding the month of the test—
 - (i) meet the requirements of these Regulations; and
 - (ii) have performed at least six ILS approaches during the six calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(3) An applicant shall conduct the approaches specified in sub-regulation (2)-

- (a) under actual or simulated instrument flight conditions;
- (b) to the alert height or decision height for the ILS approach in the type aircraft in which the practical test is to be conducted;
- (c) not necessarily to the decision height authorised for Category III operations;
- (d) to the alert height or decision height, as applicable, authorised for Category III operations only if conducted in an approved flight simulator or approved flight training device; and
- (e) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—

- (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and
- (ii) is used in accordance with an approved course conducted by an ATO certified under these Regulations.

(4) An applicant shall demonstrate knowledge of the following-

- (a) required landing distance;
- (b) determination and recognition of the alert height or decision height, as applicable, including use of a radar altimeter;
- (c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;
- (d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go around or automatic go around, and initiation altitude, as applicable;
- (e) use and limitations of RVR, including determination of controlling RVR and required transmissometers;
- (f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings, including—
 - (i) unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout,
 - (ii) demonstration of expected visual references with weather at minimum conditions,
 - (iii) the expected sequence of visual cues during an approach in which visibility is at or above landing minima, and
 - (iv) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR;
- (g) effects of vertical and horizontal windshear;
- (h) characteristics and limitations of the ILS and runway lighting

system;

- (i) characteristics and limitations of the flight director system auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other Category III equipment;
- (j) assigned duties of the SIC during Category III operations, unless the aircraft for which authorisation is sought does not require a SIC;
- (k) recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout;
- (l) recognition of, and reaction to airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

(i) Flight skill requirements -

(5) An applicant may conduct the practical test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in an approved flight simulator that -

(a) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and

(b) is used in accordance with an approved course conducted by an ATO certified under Part 3.

(6) The practical test shall consist of at least two ILS approaches to one hundred feet AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go around manoeuvre.

(7) The applicant shall perform all approaches during the practical test with the approved automatic landing system or an equivalent landing system approved by the Authority.

(8) If a multi-engine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the practical test shall include the performance of one missed approach with the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker.

(9) If an approved multi-engine flight simulator or approved multiengine flight training device is used, the applicant shall execute a missed approach

with an engine, which shall be the most critical engine, if applicable, failed.

(10) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a SIC who holds a type rating in the aircraft in which the authorisation is sought.

(11) Subject to the limitations of this regulation, for Category IIIB operations predicated on the use of a fail passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references. The applicant shall initiate this manoeuvre by a fail passive disconnect of the rollout control system-

- (a) after main gear touchdown;
- (b) prior to nose gear touchdown;
- (c) in conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and
- (d) in weather conditions anticipated in Category IIIB operations

(12) An inspector or evaluator may conduct oral questioning at any time during the practical test.

2.9 Student Pilots

A student pilot who is receiving training for solo flight shall receive and log flight training for the manoeuvres and procedures, as applicable for each category and class rating as specified in the applicable subsection to this Schedule.

2.10 Student Pilots: Manoeuvres and Procedures for Pre-Solo Flight Training—Aeroplane Category

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-

- (a) proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems;
- (b) taxiing, or surface operations, including runups;

- (c) takeoffs and landings, including normal and crosswind;
- (d) straight and level flight and turns in both directions;
- (e) climbs and climbing turns;
- (f) aerodrome traffic patterns including entry and departure procedures;
- (g) collision avoidance, windshear avoidance and wake turbulence avoidance;
- (h) descents, with and without turns, using high and low drag configurations;
- (i) flight at various airspeeds from cruise to slow flight;
- (j) stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall and recovery from a full stall;
- (k) emergency procedures and equipment malfunctions;
- (l) ground reference manoeuvres;
- (m) approaches to a landing area with simulated engine malfunctions;
- (n) slips to a landing (SE only);
- (o) go-arounds.

2.11 Student pilots: manoeuvres and procedures for pre-solo flight training—helicopter category

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-

- (a) proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems;
- (b) taxiing, or surface operations, including runups;
- (c) takeoffs and landings, including normal and crosswind;

- (d) straight and level flight and turns in both directions;
- (e) climbs and climbing turns;
- (f) aerodrome traffic patterns including entry and departure procedures;
- (g) collision avoidance, windshear avoidance and wake turbulence avoidance;
- (h) descents, with and without turns, using high and low drag configurations;
- (i) flight at various airspeeds;
- (j) emergency procedures and equipment malfunctions;
- (k) ground reference manoeuvres;
- (l) approaches to the landing area;
- (m) hovering and hovering turns;
- (n) go-arounds;
- (o) simulated emergency procedures, including autorotational descents with a power recovery and power recovery to hover;
- (p) rapid decelerations;
- (q) simulated one-engine-inoperative approaches and landings for multi-engine helicopters (ME).

2.12 Student pilots: manoeuvres and procedures for pre-solo flight training—powered-lift category

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-

- (a) proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems;
- (b) taxiing, or surface operations, including runups;

- (c) takeoffs and landings, including normal and crosswind;
- (d) straight and level flight and turns in both directions;
- (e) climbs and climbing turns;
- (f) aerodrome traffic patterns including entry and departure procedures;
- (g) collision avoidance, windshear avoidance and wake turbulence avoidance;
- (h) descents, with and without turn;
- (i) flight at various airspeeds from cruise to slow flight.
- (j) stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
- (k) emergency procedures and equipment malfunctions;
- (l) ground reference manoeuvres;
- (m) approaches to a landing area with simulated engine failure;
- (n) go-arounds;
- (o) approaches to the landing area;
- (p) hovering and hovering turns;
- (q) simulated one-engine-inoperative approaches and landings for multi-engine powered-lift (ME).

2.13 Student pilots: manoeuvres and procedures for pre-solo flight training—airship category

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—

- (a) proper flight preparation procedures, including preflight planning and preparation, powerplant operation and aircraft systems;
- (b) taxiing, or surface operations, including runups;

- (c) takeoffs and landings, including normal and crosswind;
- (d) straight and level flight and turns in both directions;
- (e) climbs and climbing turns;
- (f) aerodrome traffic patterns including entry and departure procedures;
- (g) collision avoidance, windshear avoidance and wake turbulence avoidance;
- (h) descents, with and without turn;
- (i) flight at various airspeeds from cruise to slow flight;
- (j) emergency procedures and equipment malfunctions;
- (k) ground reference manoeuvres;
- (l) rigging, ballasting, and controlling pressure in the ballonets, and superheating.;
- (m) landings with positive and with negative static trim.

2.14 Student pilots: manoeuvres and procedures for pre-solo flight training—balloon category

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-

- (a) layout and assembly procedures;
- (b) proper flight preparation procedures, including preflight planning and preparation, and aircraft systems;
- (c) ascents and descents;
- (d) landing and recovery procedures;
- (e) emergency procedures and equipment malfunctions;
- (f) operation of hot air or gas source, ballast, valves, vents, and rip panels as appropriate;
- (g) use of deflation valves or rip panels for simulating an

emergency;

- (h) the effects of wind on climb and approach angles; and
- (i) obstruction detection and avoidance technique.

2.15 Student pilots: manoeuvres and procedures for pre-solo flight training—glider category

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-

- (a) proper flight preparation procedures, including preflight planning and preparation, aircraft systems, and is applicable, powerplant operations;
- (b) taxiing or surface operations, including runups, if applicable;
- (c) launches, including normal and crosswind;
- (d) straight and level flight, and turns in both directions, if applicable;
- (e) aerodrome traffic patterns, including entry procedures;
- (f) collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (g) descents with and without turns using high and low drag configurations;
- (h) flight at various airspeeds;
- (i) emergency procedures and equipment malfunctions;
- (j) ground reference manoeuvres;
- (k) inspection of towline rigging and review of signals and release procedures, if applicable;
- (l) aerotow, ground tow, or self-launch procedures;
- (m) procedures for disassembly and assembly of the glider;
- (n) stall entry, stall, and stall recovery;

- (o) straight glides, turns, and spirals;
- (p) landings, including normal and crosswind;
- (q) slips to a landing;
- (r) procedures and techniques for thermalling; and
- (s) emergency operations, including towline break procedures.

2.16 PPL skill test—airplane category

The skill test for the single-engine and multi-engine private pilot licence – airplane shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) preflight preparation; including the applicant's knowledge and performance of the following tasks -
 - (i) licences and documents,
 - (ii) Airworthiness requirements,
 - (iii) Weather information,
 - (iv) Cross-country flight planning,
 - (v) National airspace system,
 - (vi) Performance and limitations,
 - (vii) Operation of system,
 - (viii) Principles of flight,
 - (ix) Water and Seaplane Characteristics (S),
 - (x) Seaplane bases, maritime rules and aids to marine navigation (S),
 - (xi) Aeromedical factors;
- (b) preflight procedures; including the applicant's knowledge and performance of the following tasks -
 - (i) preflight inspection,

- (ii) cockpit management,
 - (iii) engine Starting,
 - (iv) taxiing (L),
 - (v) taxiing and Sailing (S),
 - (vi) Before takeoff check;
- (c) aerodrome and seaplane operations; including the applicant's knowledge and performance of the following tasks—
- (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) Aerodrome/Seaplane Base, runway and taxiway signs, markings and lighting;
- (d) takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
- (i) normal and crosswind takeoff and climb,
 - (ii) normal and crosswind approach and landing,
 - (iii) soft-field takeoff and climb (SE) (L),
 - (iv) soft-field approach and landing (SE) (L),
 - (v) short-field (Confined area (S)) takeoff and maximum performance climb,
 - (vi) short-field approach (Confined area (S)) and landing,
 - (vii) glassy water takeoff and climb (S),
 - (viii) glassy water approach and landing (S),
 - (ix) rough water takeoff and climb (S),
 - (x) rough water approach and landing (S),
 - (xi) forward slip to a landing (SE),
 - (xii) go-around or rejected landing;

- (e) performance manoeuvre: including the applicant's knowledge and performance of steep turns.
- (f) ground reference manoeuvres: including the applicant's knowledge and performance of the following tasks—
 - (i) rectangular course,
 - (ii) S-turns,
 - (iii) turns around a point;
- (g) navigation: including the applicant's knowledge and performance of the following tasks—
 - (i) pilotage and dead reckoning,
 - (ii) navigation systems and radar services,
 - (iii) diversion,
 - (iv) lost procedures;
- (h) slow flight and stalls: including the applicant's knowledge and performance of the following tasks—
 - (i) manoeuvring during slow flight,
 - (ii) power-off stalls,
 - (iii) power-on stalls,
 - (iv) spin awareness;
- (i) basic instrument manoeuvres: including the applicant's knowledge and performance of the following tasks—
 - (i) straight-and-level flight,
 - (ii) constant airspeed climbs,
 - (iii) constant airspeed descents.
 - (iv) turns to headings,
 - (v) recovery from unusual flight;
- (j) radio Communications, navigation systems or facilities and

radar services; including the applicant's knowledge and performance of the tasks in paragraphs (k) to (n).

- (k) emergency operations: including the applicant's knowledge and performance of the following tasks—
 - (i) emergency approach and landing,
 - (ii) emergency descent (ME),
 - (iii) engine failure during takeoff before minimum controllable airspeed (VMC) (simulated) (ME),
 - (iv) engine failure after lift-off (simulated) (ME),
 - (v) approach and landing with an inoperative engine (simulated) (ME),
 - (vi) systems and equipment malfunctions,
 - (vii) emergency equipment and survival gear;
- (l) multi-engine operations (ME): including the applicant's knowledge and performance of the following tasks—
 - (i) manoeuvring with one engine inoperative,
 - (ii) VMC demonstration,
 - (iii) Engine failure during flight (by reference to instruments),
 - (iv) Instrument approach – one engine inoperative (by reference to instruments);
- (m) night operation: including the applicant's knowledge and performance of night preparation;
- (n) post-flight procedures: including the applicant's knowledge and performance of the following tasks—
 - (i) after landing, parking and securing,
 - (ii) anchoring (S),
 - (iii) docking and mooring (S),

- (iv) ramping/Beaching (S).

2.17 PPL skill test—helicopter category

(1) The skill test for the private pilot licence - helicopter shall include at least the following areas of operation with CRM competencies applied and evident in all tasks:

- (a) pre-flight preparation: including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) cross-country flight planning,
 - (iv) national airspace system,
 - (v) performance and limitations,
 - (vi) operation of system,
 - (vii) minimum equipment list,
 - (viii) Aeromedical factors;
- (b) Pre-flight procedures: including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,
 - (iii) engine Starting and rotor engagement,
 - (iv) before takeoff check;
- (c) aerodrome and heliport operations: including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) aerodrome and heliport markings and

lighting;

- (d) hovering manoeuvres: including the applicant's knowledge and performance of the following tasks—
 - (i) vertical takeoff and landing,
 - (ii) slope operations,
 - (iii) surface taxi,
 - (iv) hover taxi,
 - (v) air taxi;
- (e) takeoffs, landings and go-arounds: including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind takeoff and climb,
 - (ii) normal and crosswind approach,
 - (iii) maximum performance takeoff and climb,
 - (iv) steep approach,
 - (v) rolling takeoff,
 - (vi) shallow approach and running/roll-on landing,
 - (vii) go-around;
- (f) performance manoeuvre: including the applicant's knowledge and performance of the following tasks—
 - (i) rapid deceleration, and
 - (ii) straight in autorotation;
- (g) navigation: including the applicant's knowledge and performance of the following tasks—
 - (i) pilotage and dead reckoning,
 - (ii) radio navigation and radar services,

- (iii) diversion,
 - (iv) lost procedures;
- (h) emergency operations: including the applicant's knowledge and performance of the following tasks—
 - (i) power failure at a hover,
 - (ii) power failure at altitude,
 - (iii) systems and equipment malfunctions,
 - (iv) settling-with-power,
 - (v) low rotor RPM recovery,
 - (vi) dynamic rollover,
 - (vii) ground resonance,
 - (viii) low G conditions,
 - (ix) emergency equipment and survival gear;
- (i) night operation: including the applicant's knowledge and performance of the following tasks—
 - (i) physiological aspects of night flying,
 - (ii) lighting and equipment for night flying;
- (j) post-flight procedures: including the applicant's knowledge and performance of after landing and securing.

2.18 PPL skill test—airship category

The skill test for the private pilot licence- airship category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) pre-flight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) certificates and documents,

- (ii) weather information,
 - (iii) cross-country flight planning,
 - (iv) national airspace system,
 - (v) performance and limitations,
 - (vi) operation of systems,
 - (vii) aeromedical factors;
- (b) pre-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,
 - (iii) engine starting,
 - (iv) unmastering and positioning for takeoff,
 - (v) Ground handling,
 - (vi) Before takeoff check;
- (c) aerodrome operations, including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) airport and runway markings and lighting;
- (d) takeoffs, landings and go-arounds, including the applicant's knowledge and performance of the following tasks—
 - (i) ground weigh-off,
 - (ii) up-ship takeoff,
 - (iii) wheel takeoff,
 - (iv) approach and landing,
 - (v) go-around;

- (e) performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) straight-and-level flight,
 - (ii) ascents and descents,
 - (iii) level turns,
 - (iv) in-flight weigh-off,
 - (v) manual pressure control,
 - (vi) static and dynamic trim;
- (f) ground reference manoeuvres, including the applicant's knowledge and performance of the following tasks-
 - (i) rectangular course,
 - (ii) turns around a point;
- (g) navigation, including the applicant's knowledge and performance of the following tasks-
 - (i) pilotage and dead reckoning,
 - (ii) navigation systems and radar services,
 - (iii) diversion,
 - (iv) lost procedures;
- (h) emergency operations, including the applicant's knowledge and performance of the following tasks-
 - (i) engine fire during flight,
 - (ii) envelope emergencies,
 - (iii) free ballooning,
 - (iv) ditching and emergency landing,
 - (v) systems and equipment malfunctions;
- (i) post-flight procedures, including the applicant's knowledge and performance of post masting.

2.19 PPL Skill Test—Balloon Category

The skill test for the private pilot licence – balloon category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) certificates and documents,
 - (ii) weather information,
 - (iii) flight planning,
 - (iv) national airspace system,
 - (v) performance and limitations,
 - (vi) operation of systems,
 - (vii) aeromedical factors;
- (b) preflight procedures, including the applicant's knowledge and performance of the following tasks -
 - (i) launch site selection,
 - (ii) crew briefing and preparation,
 - (iii) layout and assembly,
 - (iv) preflight inspection,
 - (v) inflation,
 - (vi) basket or gondola management,
 - (vii) pre-launch check;
- (c) aerodrome operations, including the applicant's knowledge and performance of radio communications and ATC light signals;
- (d) launches and landing, including the applicant's knowledge and performance of the following tasks -

- (i) normal launch,
 - (ii) launch over obstacle,
 - (iii) approach to landing,
 - (iv) normal landing,
 - (v) high-wind landing;
- (e) performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) ascents,
 - (ii) altitude control (level flight),
 - (iii) descents, to include recognition of, and recovery from, rapid descents,
 - (iv) contour flying,
 - (v) obstacle clearance,
 - (vi) tethering,
 - (vii) winter flying,
 - (viii) collision and avoidance pre-cautions,
 - (ix) mountain flying;
- (f) navigation, including the applicant's knowledge and performance of navigation, including cross country flying and dead reckoning;
- (g) emergency operations, including the applicant's knowledge and performance of the following tasks -
 - (i) systems and equipment malfunctions,
 - (ii) emergency equipment and survival gear,
 - (iii) water landing,
 - (iv) thermal flight;
- (h) post-flight procedures, including the applicant's knowledge

and performance of the following tasks -

- (i) recovery,
- (ii) deflation and packing,
- (iii) re-fuelling,

2.20 PPL Skill Test—Glider Category

The skill test for the private pilot licence—glider category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) operation of systems,
 - (iv) performance and limitations,
 - (v) aeromedical factors;
- (b) preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) assembly,
 - (ii) ground handling,
 - (iii) preflight inspection,
 - (iv) cockpit management,
 - (v) visual signals;
- (c) aerodrome and gliderport operations, including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications,
 - (ii) traffic patterns,

- (iii) aerodrome, runway, and taxiway signs, markings, and lighting;
- (d) launches— aero tow, including the applicant's knowledge and performance of the following tasks—
 - (i) before takeoff checks,
 - (ii) normal and crosswind takeoff,
 - (iii) maintaining tow positions,
 - (iv) slack line,
 - (v) boxing the wake,
 - (vi) tow release,
 - (vii) abnormal occurrences;
- (e) launches— ground tow, including the applicant's knowledge and performance of the following tasks—
 - (i) before takeoff check,
 - (ii) normal and crosswind takeoff,
 - (iii) abnormal occurrences;
- (f) launches— self-launch, including the applicant's knowledge and performance of the following tasks—
 - (i) engine starting,
 - (ii) taxiing,
 - (iii) before takeoff check,
 - (iv) normal and crosswind takeoff and climb,
 - (v) engine shutdown in flight,
 - (vi) abnormal occurrences;
- (g) landings, including the applicant's knowledge and performance of the following tasks—

- (i) Normal and cross wind landing,
 - (ii) Slips to landing,
 - (iii) Downwind landing;
- (h) performance airspeeds, including the applicant's knowledge and performance of the following tasks—
 - (i) Minimum sink airspeed,
 - (ii) Speed-to-fly;
- (i) Soaring techniques, including the applicant's knowledge and performance of the following tasks—
 - (i) Thermal soaring,
 - (ii) Ridge and slope soaring,
 - (iii) Wave soaring;
- (j) Performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) Straight glides.
 - (ii) Turns to headings.
 - (iii) Steep turns.
- (k) Navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) Flight preparation and planning.
 - (ii) National airspace system.
- (l) Slow flight and stalls, including the applicant's knowledge and performance of the following tasks—
 - (i) Manoeuvring at minimum control airspeed.
 - (ii) Stall recognition and recovery.
- (m) Emergency operations, including the applicant's knowledge and performance of the following tasks—

- (i) Simulated off-airport landing.
- (ii) Emergency equipment and survival gear.
- (n) Post-flight procedures, including the applicant's knowledge and performance of after-landing and securing.

2.21 CPL Skill Test—Aeroplane Category

The skill test for the single-engine and multi-engine commercial pilot licence - aeroplane shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) pre-flight preparation: including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) airworthiness requirements,
 - (iii) weather information,
 - (iv) cross-country flight planning,
 - (v) national airspace system,
 - (vi) performance and limitations,
 - (vii) operation of system,
 - (viii) principles of flight (ME),
 - (ix) water and Seaplane characteristics (S),
 - (x) seaplane bases, maritime rules and aids to marine navigation (S),
 - (xi) aeromedical factors;
- (b) pre-flight procedures: including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,

- (iii) engine Starting,
 - (iv) taxiing (L),
 - (v) taxiing and sailing (S),
 - (vi) before takeoff check;
- (c) aerodrome and seaplane base operations: including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) aerodrome or Seaplane base, runway and taxiway signs, markings and lighting;
- (d) takeoffs, landings and go-arounds: including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind takeoff and climb,
 - (ii) normal and crosswind approach and landing,
 - (iii) soft-field takeoff and climb (SE),
 - (iv) soft-field approach and landing (SE),
 - (v) short-field (Confined area (S)) takeoff and maximum performance climb,
 - (vi) short-field (Confined area (S)) approach and landing,
 - (vii) glassy water takeoff and climb (S),
 - (viii) glassy water approach and landing (S),
 - (ix) rough water takeoff and climb (S),
 - (x) rough water approach and landing (S),
 - (xi) power-off 180 degrees accuracy

- approach and landing (SE),
- (xii) go-around or rejected landing;
- (e) performance manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) steep turns,
 - (ii) steep spiral (SE),
 - (iii) chandelles (SE),
 - (iv) lazy eights (SE);
- (f) ground reference manoeuvres: including the applicant's knowledge and performance of Eights on pylons (SE);
- (g) navigation: including the applicant's knowledge and performance of the following tasks—
 - (i) pilotage and dead reckoning,
 - (ii) navigation systems and radar services,
 - (iii) diversion,
 - (iv) lost procedures;
- (h) slow flight and stalls; including the applicant's knowledge and performance of the following tasks—
 - (i) manoeuvring during slow flight,
 - (ii) power-off stalls,
 - (iii) power-on stalls,
 - (iv) spin awareness;
- (i) emergency operations: including the applicant's knowledge and performance of the following tasks—
 - (i) emergency approach and landing,
 - (ii) emergency descent (ME),
 - (iii) engine failure during takeoff before VMC

- (simulated) (ME),
- (iv) engine failure after lift-off (simulated) (ME),
- (v) approach and landing with an inoperative engine (simulated) (ME),
- (vi) systems and equipment malfunctions,
- (vii) emergency equipment and survival gear;
- (j) high altitude operations; including the applicant's knowledge and performance of the following tasks—
 - (i) supplemental oxygen,
 - (ii) pressurization;
- (k) multi-engine operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) manoeuvring with one engine inoperative,
 - (ii) VMC demonstration,
 - (iii) engine failure during flight (by reference to instruments,
 - (iv) instrument approach – one engine inoperative (by reference to instruments);
- (l) post-flight procedures: including the applicant's knowledge and performance of the following tasks—
 - (i) after landing, parking and securing,
 - (ii) anchoring (S),
 - (iii) docking and mooring (S),
 - (iv) ramping or beaching (S);

2.22 MCPL Skill Test—Helicopter Category

The skill test for the commercial pilot licence – helicopter shall include at least the following areas of operation with CRM competencies applied and

evident in all tasks:

- (a) preflight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) cross-country flight planning,
 - (iv) national airspace system,
 - (v) performance and limitations,
 - (vi) operation of system,
 - (vii) minimum equipment list,
 - (viii) aeromedical factors,
 - (ix) physiological aspects of night flying,
 - (x) lighting and equipment for night flying,
- (b) preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,
 - (iii) engine Starting and rotor engagement,
 - (iv) before takeoff check.;
- (c) aerodrome and heliport operations; including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) aerodrome and heliport markings and lighting;
- (d) hovering manoeuvres; including the applicant's knowledge

and performance of the following tasks—

- (i) vertical takeoff and landing,
 - (ii) slope operations,
 - (iii) surface taxi,
 - (iv) hover taxi,
 - (v) air taxi;
- (e) takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind takeoff and climb,
 - (ii) normal and crosswind approach and landing,
 - (iii) maximum performance takeoff and climb,
 - (iv) steep approach,
 - (v) rolling takeoff,
 - (vi) shallow approach and running/roll-on landing,
 - (vii) go-around;
- (f) performance manoeuvre; including the applicant's knowledge and performance of the following tasks—
 - (i) rapid deceleration,
 - (ii) 180 Degrees autorotation;
- (g) navigation; including the applicant's knowledge and performance of the following tasks—
 - (i) pilotage and dead reckoning,
 - (ii) radio navigation and radar services,
 - (iii) diversion,

- (iv) lost procedures;
- (h) emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) power failure at a hover,
 - (ii) power failure at altitude,
 - (iii) systems and equipment malfunctions,
 - (iv) settling-with-power,
 - (v) low rotor RPM recovery,
 - (vi) dynamic rollover,
 - (vii) ground resonance,
 - (viii) low G conditions,
 - (ix) emergency equipment and survival gear;
- (i) special operations; including the applicant's knowledge and performance of the following tasks—
 - (i) confined area operation,
 - (ii) pinnacle or platform operations;
- (j) post-flight procedures; including the applicant's knowledge and performance of after landing, parking and securing.

2.23 CPL Skill Test—Airship Category

The skill test for the commercial pilot licence – airship shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) technical subjects, including the applicant's knowledge and performance of the following tasks—
 - (i) aeromedical factors,

- (ii) visual scanning and collision avoidance,
 - (iii) use of distractions during flight training,
 - (iv) principles of flight,
 - (v) airship weight-off, ballast, and trim,
 - (vi) night operations,
 - (vii) regulations and publications,
 - (viii) national airspace system,
 - (ix) logbook entries and licence endorsement;
- (b) preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) cross-country flight planning,
 - (iv) performance and limitations,
 - (v) operations of systems;
- (c) preflight lesson on a manoeuvre to be performed in flight, including the applicant's knowledge and performance of Manoeuvre lesson;
- (d) preflight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,
 - (iii) engine starting,
 - (iv) unmasting and positioning for takeoff,
 - (v) ground handling,
 - (vi) before takeoff check;

- (e) aerodrome operations, including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications,
 - (ii) traffic pattern operations,
 - (iii) aerodrome, runway, and taxiway markings and lighting;
- (f) performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) flight to, from, and at pressure height,
 - (ii) in-flight weigh-off,
 - (iii) manual pressure control,
 - (iv) static and dynamic trim;
- (g) navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) pilotage and dead reckoning,
 - (ii) diversion,
 - (iii) lost procedures,
 - (iv) navigation systems and air traffic control radar services,
- (h) emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) aborted takeoff,
 - (ii) engine failure during takeoff,
 - (iii) engine failure during flight,
 - (iv) engine fire during flight,
 - (v) envelope emergencies,
 - (vi) free ballooning,

- (vii) ditching and emergency landing,
- (viii) systems and equipment malfunctions;
- (i) post-flight procedures, including the applicant's knowledge and performance of post-masting.

2.24 CPL Skill Test—Balloon Category

The skill test for the commercial pilot licence – balloon shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) technical subjects, including the applicant's knowledge and performance of the following tasks—
 - (i) aeromedical factors,
 - (ii) visual scanning and collision avoidance,
 - (iii) principles of flight,
 - (iv) regulations and publications,
 - (v) national airspace system,
 - (vi) logbook entries and licence endorsement;
- (b) preflight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) flight planning,
 - (iv) performance and limitations,
 - (v) operations of systems;
- (c) preflight lesson on a manoeuvre to be performed in flight, including the applicant's knowledge and performance of Manoeuvre lesson.
- (d) preflight procedures, including the applicant's knowledge and

performance of the following tasks—

- (i) launch site selection,
 - (ii) crew briefing and preparation,
 - (iii) layout and assembly,
 - (iv) preflight inspection,
 - (v) inflation,
 - (vi) basket or gondola management,
 - (vii) pre-launch check;
- (e) aerodrome operations, including the applicant's knowledge and performance of Radio communications;
- (f) launches and landings, including the applicant's knowledge and performance of the following tasks—
 - (i) normal launch,
 - (ii) launch over obstacle,
 - (iii) approach to landing,
 - (iv) steep approach to landing,
 - (v) normal landing,
 - (vi) high-wind landing;
- (g) performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) ascents,
 - (ii) altitude control (level flight),
 - (iii) descents,
 - (iv) rapid ascent and descent,
 - (v) contour flying (BH),
 - (vi) high altitude flight, (BG)

- (vii) obstacle avoidance (BH),
 - (viii) tethering (BH),
 - (ix) winter flying,
 - (x) mountain flying;
- (h) navigation, including the applicant's knowledge and performance of Navigation;
- (i) emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) systems and equipment malfunctions,
 - (ii) emergency equipment and survival gear,
 - (iii) water landing,
 - (iv) thermal flight;
- (j) post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) recovery,
 - (ii) deflation and pack-up,
 - (iii) re-fueling (BH).

2.25. CPL Skill Test—Glider Category

The skill test for the commercial pilot licence – glider category shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) pre-flight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) operation of systems,

- (iv) performance and limitations,
 - (v) aeromedical factors;
- (b) pre-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) assembly,
 - (ii) ground handling,
 - (iii) preflight inspection,
 - (iv) cockpit management,
 - (v) visual signals;
- (c) aerodrome and gliderport operations, including the applicant's knowledge and performance of the following tasks—
 - (i) radio communications,
 - (ii) traffic patterns,
 - (iii) aerodrome, runway, and taxiway signs, markings, and lighting;
- (d) launches— aero tow, including the applicant's knowledge and performance of the following tasks—
 - (i) before takeoff checks,
 - (ii) normal and crosswind takeoff,
 - (iii) maintaining tow positions,
 - (iv) slack line,
 - (v) boxing the wake,
 - (vi) tow release,
 - (vii) abnormal occurrences;
- (e) launches— ground tow, including the applicant's knowledge and performance of the following tasks—

- (i) before takeoff check,
 - (ii) normal and crosswind takeoff,
 - (iii) abnormal occurrences;
- (f) launches— self-launch, including the applicant's knowledge and performance of the following tasks—
 - (i) engine starting,
 - (ii) taxiing,
 - (iii) before takeoff check,
 - (iv) normal and crosswind takeoff and climb,
 - (v) engine shutdown in flight,
 - (vi) abnormal occurrences;
- (g) landings, including the applicant's knowledge and performance of the following tasks—
 - (i) normal and cross wind landing,
 - (ii) slips to landing.,
 - (iii) downwind landing;
- (h) performance airspeeds, including the applicant's knowledge and performance of the following tasks—
 - (i) minimum sink airspeed,
 - (ii) speed-to-fly;
- (i) soaring techniques, including the applicant's knowledge and performance of the following tasks—
 - (i) thermal soaring,
 - (ii) ridge and slope soaring,
 - (iii) wave soaring;

- (j) performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) straight glides,
 - (ii) turns to headings,
 - (iii) steep turns;
- (k) navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) flight preparation and planning,
 - (ii) national airspace system;
- (l) slow flight and stalls, including the applicant's knowledge and performance of the following tasks—
 - (i) manoeuvring at minimum control airspeed.
 - (ii) stall recognition and recovery.
- (m) emergency operations, including the applicant's knowledge and performance of the following tasks—
 - (i) simulated off-aerodrome landing,
 - (ii) emergency equipment and survival gear;
- (n) post-flight procedures, including the applicant's knowledge and performance of After-landing and securing.

2.26 Multi-Crew Pilot Licence Skill Test – Aeroplane Category

The skill test for the multicrew pilot licence shall determine that the applicant, as pilot flying and pilot not flying, possesses the required skills in the following competency areas to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with at least two pilots under VFR and IFR-

- (a) apply threat and error management principles;
- (b) perform aeroplane ground operations;

- (c) perform take-off;
- (d) perform climb;
- (e) perform cruise;
- (f) perform descent;
- (g) perform approach;
- (h) perform landing; and perform after-landing and aeroplane post-flight operations.

2.27 ATPL and Aircraft Type Rating Skill Test—Aeroplane Category

The skill test for the airline transport pilot licence - aeroplanes shall include at least the following areas of operation with CRM competencies applied and evident in all tasks-

- (a) pre-flight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) equipment examination,
 - (ii) performance and limitations;
- (b) pre-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) powerplant start,
 - (iii) taxiing,
 - (iv) before takeoff checks;
- (c) takeoffs and departure phase; including the applicant's knowledge and performance of the following tasks—
 - (i) normal takeoffs with different flap settings, including expedited takeoff,
 - (ii) instrument takeoff,
 - (iii) powerplant failure during takeoff,

- (iv) rejected takeoff,
 - (v) departure procedures;
- (d) in-flight manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) steep turns,
 - (ii) approach to stalls,
 - (iii) powerplant failure,
 - (iv) specific flight characteristics,
 - (v) recovery from unusual altitudes;
- (e) instrument procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) standard terminal arrival/flight management system procedures,
 - (ii) holding procedures,
 - (iii) precision instrument approaches,
 - (iv) non-precision instrument approaches,
 - (v) circling approach,
 - (vi) missed approach,
- (f) landings and approaches to landings; including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind approaches and landings,
 - (ii) landing from a precision approach,
 - (iii) approach and landing with (simulated) powerplant failure,
 - (iv) landing from a circling approach,
 - (v) rejected landing,
 - (vi) landing from a no-flap or a non-standard flap

- approach,
 - (vii) normal and abnormal procedures,
 - (viii) emergency procedures;
 - (g) post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) after landing procedures,
 - (ii) parking and securing.

2.28 ATPL and Aircraft Type Rating Skill Test—Helicopter Category

The skill test for the airline transport pilot licence for helicopters shall include at least the following areas of operation with CRM competencies applied and evident in all tasks—

- (a) preflight preparations and checks; including the applicant's knowledge and performance of the following tasks—
 - (i) equipment examination,
 - (ii) performance and limitations;
- (b) preflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) powerplant start,
 - (iii) taxiing,
 - (iv) pre-takeoff checks;
- (c) takeoff and departure phase; including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind takeoff,
 - (ii) instrument takeoff,
 - (iii) powerplant failure during takeoff,

- (iv) rejected takeoff,
 - (v) instrument departure;
- (d) in-flight manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) steep turns,
 - (ii) powerplant failure-multi-engine helicopter,
 - (iii) powerplant failure-single-engine helicopter,
 - (iv) recovery from unusual altitudes,
 - (v) settling with power;
- (e) instrument procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) instrument arrival,
 - (ii) holding,
 - (iii) precision instrument approaches,
 - (iv) non-precision instrument approaches,
 - (v) missed approach;
- (f) landings and approaches to landings; including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind approaches and landings,
 - (ii) approach and landing with simulated powerplant failure-multiengine helicopter,
 - (iii) rejected landing;
- (g) normal and abnormal procedures; including the applicant's knowledge and performance of the tasks;
- (h) emergency procedures; including the applicant's knowledge

and performance;

- (i) postflight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) after landing procedures
 - (ii) parking and securing.

2.29 Instrument Rating Skill Test and Proficiency Check

The skill test and proficiency check for the instrument rating shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft-

- (a) pre-flight preparation; including the applicant's knowledge and performance of the following tasks—
 - (i) weather information,
 - (ii) cross-country flight planning;
- (b) pre-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) aircraft systems related to IFR operations,
 - (ii) aircraft flight instruments and navigation equipment,
 - (iii) instrument cockpit check;
- (c) air traffic control clearances and procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) air traffic control clearances,
 - (ii) compliance with departure, en route and arrival procedures and clearances,
 - (iii) holding procedures;
- (d) flight by reference to instruments; including the applicant's knowledge and performance of the following tasks—

- (i) straight-and-level flight,
 - (ii) change of airspeed,
 - (iii) constant airspeed climbs and descents,
 - (iv) rate climbs and descents,
 - (v) timed turns to magnetic compass headings,
 - (vi) steep turns,
 - (vii) recovery from unusual flight attitudes;
- (e) navigation systems; including the applicant's knowledge and performance of intercepting and tracking navigational systems and DME Arcs;
- (f) instrument approach procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) non-precision instrument approach,
 - (ii) precision ILS instrument approach,
 - (iii) missed approach,
 - (iv) Circling approach,
 - (v) Landing from a straight-in or circling approach,
- (g) emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) loss of communications,
 - (ii) one engine inoperative during straight-and-level flight and turns (ME),
 - (iii) one engine inoperative – instrument approach (ME),
 - (iv) loss of gyro attitude or heading indicators;
- (h) post-flight procedures; including the applicant's knowledge

and performance of Checking instruments and equipment.

2.30 Flight Instructor Skill Test and Proficiency Check- Aeroplane Category

The skill test and proficiency check for the flight instructor rating - aeroplane shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category and class of aircraft-

- (a) fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) the learning process,
 - (ii) the teaching process,
 - (iii) teaching methods,
 - (iv) evaluation,
 - (v) flight instructor characteristics and responsibilities,
 - (vi) human factors,
 - (vii) planning instructional activity;
- (b) technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) aeromedical factors,
 - (ii) visual Scanning and collision avoidance,
 - (iii) principles of flight,
 - (iv) aeroplane flight controls,
 - (v) aeroplane weight and balance,
 - (vi) navigation and flight planning,
 - (vii) night operations,
 - (viii) high altitude operations,

- (ix) regulations and publications,
 - (x) use of minimum equipment list,
 - (xi) national airspace system,
 - (xii) navigation aids and radar services,
 - (xiii) logbook entries and licence endorsements,
 - (xiv) water and seaplane characteristics (S),
 - (xv) seaplane bases, rules and aids to marine navigation (S);
- (c) pre-flight preparation; including the applicant's knowledge and performance of the following tasks—
- (i) licences and documents,
 - (ii) weather information,
 - (iii) operation of systems (SE),
 - (iv) performance and limitations (SE),
 - (v) airworthiness requirements,
- (d) pre-flight lesson on a manoeuvre to be performed in flight; including the applicant's knowledge and performance of Manoeuvre lesson;
- (e) pre-flight procedures; including the applicant's knowledge and performance of the following tasks—
- (i) pre-flight inspection,
 - (ii) cockpit management,
 - (iii) engine starting,
 - (iv) taxiing (L),
 - (v) taxiing (S),
 - (vi) sailing (S),

- (vii) before takeoff check;
- (f) aerodrome and seaplane base operations; including the applicant's knowledge and performance of the following tasks
 -
 - (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) aerodrome and runway markings and lighting;
- (g) takeoffs, landings and go-arounds; including the applicant's knowledge and performance of the following tasks—
 - (i) normal and crosswind takeoff and climb,
 - (ii) short field (Confined area (S)) takeoff and maximum performance climb,
 - (iii) soft field takeoff and climb (SE),
 - (iv) glossy water takeoff and climb (S),
 - (v) rough water takeoff and climb (S),
 - (vi) normal and crosswind approach and landing,
 - (vii) slip to a landing (SE),
 - (viii) go-around or rejected landing,
 - (ix) short field (Confined area (S)) approach and landing,
 - (x) soft field approach and landing (SEL),
 - (xi) power-off 180 degrees accuracy approach and landing (SEL),
 - (xii) glassy water approach and landing (S),
 - (xiii) rough water approach and landing (S);
- (h) fundamentals of flight; including the applicant's knowledge

and performance of the following tasks—

- (i) straight-and-level flight,
 - (ii) level turns,
 - (iii) straight climbs and climbing turns,
 - (iv) straight descents and descending turns;
- (i) performance manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) steep turns,
 - (ii) steep spirals (SE),
 - (iii) chandelles (SE),
 - (iv) lazy eights (SE);
- (j) ground reference manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) rectangular course,
 - (ii) S-turns across a road,
 - (iii) turns around a point,
 - (iv) eights on pylons (SE);
- (k) slow flight, stalls and spins; including the applicant's knowledge and performance of the following tasks—
 - (i) manoeuvring during slow flight,
 - (ii) power-on stalls (proficiency),
 - (iii) power-off stalls (proficiency),
 - (iv) crossed-control stalls (demonstration) (SE),
 - (v) elevator trim stalls (demonstration) (SE),

- (vi) secondary stalls (demonstration) (SE),
 - (vii) spins (SEL);
- (l) basic instrument manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) straight-and-level flight,
 - (ii) constant airspeed climbs,
 - (iii) constant airspeed descents,
 - (iv) turns to headings,
 - (v) recovery from unusual flight attitudes;
- (m) emergency operations (SE); including the applicant's knowledge and performance of the following tasks—
 - (i) emergency approach and landing (simulated),
 - (ii) systems and equipment malfunctions,
 - (iii) emergency equipment and survival gear;
- (n) emergency operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) systems and equipment malfunctions,
 - (ii) engine failure during takeoff before VMC,
 - (iii) engine failure after lift-off,
 - (iv) approach and landing with an inoperative engine,
 - (v) emergency descent,
 - (vi) emergency equipment and survival gear;
- (o) multi-engine operations (ME); including the applicant's knowledge and performance of the following tasks—
 - (i) operation of systems,

- (ii) performance and limitations,
 - (iii) flight principles – engine inoperative,
 - (iv) manoeuvring with one engine inoperative,
 - (v) VMC demonstration,
 - (vi) demonstrating the effects of various airspeeds and configurations during engine inoperative performance;
- (p) post-flight procedures; including the applicant's knowledge and performance of the following tasks—
 - (i) post-flight procedures,
 - (ii) anchoring (S),
 - (iii) docking and mooring (S),
 - (iv) beaching (S),
 - (v) ramping (S).

2.31 Flight Instructor Skill Test and Proficiency Check- Helicopter Category

The skill test and proficiency check for the flight instructor rating - helicopter shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category, and if applicable, class or type, of aircraft-

- (a) fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) the learning process,
 - (ii) the teaching process,
 - (iii) teaching methods,
 - (iv) evaluation,
 - (v) flight instructor characteristics and responsibilities,

- (vi) human factors,
 - (vii) planning instructional activity;
- (b) technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) aeromedical factors,
 - (ii) visual Scanning and collision avoidance,
 - (iii) use of distractions during flight training,
 - (iv) principles of flight,
 - (v) helicopter flight controls,
 - (vi) helicopter weight and balance,
 - (vii) navigation and flight planning,
 - (viii) night operations,
 - (ix) regulations and publications,
 - (x) use of minimum equipment list,
 - (xi) national airspace system,
 - (xii) logbook entries and licence endorsements,
- (c) pre-flight preparation including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) operation of systems,
 - (iv) performance and limitations,
 - (v) airworthiness requirements;
- (d) pre-flight lesson on a manoeuvre to be performed in flight. including the applicant's knowledge and performance of

Manoeuvre lesson.

- (e) Pre-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,
 - (iii) engine starting and rotor engagement,
 - (iv) before takeoff check,
- (f) aerodrome operations and Heliport operations; including the applicant's knowledge and performance of the following tasks -
 - (i) radio communications and ATC light signals,
 - (ii) traffic patterns,
 - (iii) aerodrome and Heliport Markings and lighting;
- (g) hovering Manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) vertical takeoff and landing,
 - (ii) surface taxi,
 - (iii) hover taxi,
 - (iv) air taxi,
 - (v) slope operation;
- (h) takeoffs, landings and go-arounds, including the applicant's knowledge and performance of the following tasks -
 - (i) normal and crosswind takeoff and climb,
 - (ii) maximum performance takeoff and climb,
 - (iii) rolling takeoff,

- (iv) normal and crosswind approach,
 - (v) steep approach,
 - (vi) shallow approach and running/roll-on landing,
 - (vii) go-around;
- (i) fundamentals of flight; including the applicant's knowledge and performance of the following tasks—
 - (i) straight-and-level flight,
 - (ii) level turns,
 - (iii) straight climbs and climbing turns,
 - (iv) straight descents and descending turns;
- (j) performance manoeuvres; including the applicant's knowledge and performance of the following tasks—
 - (i) rapid deceleration,
 - (ii) straight-in autorotation,
 - (iii) 180 degrees autorotation;
- (k) emergency operations; including the applicant's knowledge and performance of the following tasks—
 - (i) power failure at a hover,
 - (ii) power failure at altitude,
 - (iii) settling-with-power,
 - (iv) low rotor RPM recovery,
 - (v) antitorque system failure,
 - (vi) dynamic rollover,
 - (vii) ground resonance,
 - (viii) low "G" conditions,

- (ix) systems and equipment malfunctions,
 - (x) emergency equipment and survival gear;
- (l) special operations; including the applicant's knowledge and performance of the following tasks -
 - (i) confined area operation,
 - (ii) pinnacle or platform operation;
- (m) post-flight procedures; including the applicant's knowledge and performance of After-landing and securing.

2.32 Flight Instructor Skill Test and Proficiency Check- Airship Category

The skill test and proficiency check for the flight instructor rating - airship shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft-

- (a) fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - (i) the learning process,
 - (ii) the teaching process,
 - (iii) teaching methods,
 - (iv) evaluation,
 - (v) flight instructor characteristics and responsibilities,
 - (vi) human factors,
 - (vii) planning instructional activity;
- (b) technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - (i) aeromedical factors,
 - (ii) visual Scanning and collision avoidance,

- (iii) use of distractions during flight training,
 - (iv) principles of flight,
 - (v) airship weight-off, ballast, and trim,
 - (vi) night operations,
 - (vii) regulations and publications,
 - (viii) national airspace system,
 - (ix) logbook entries and licence endorsement;
- (c) pre-flight preparation, including the applicant's knowledge and performance of the following tasks—
 - (i) licences and documents,
 - (ii) weather information,
 - (iii) cross-country flight planning,
 - (iv) performance and limitations,
 - (v) operations of systems;
- (d) pre-flight lesson on a manoeuvre to be performed in flight, including the applicant's and performance of Manoeuvre lesson;
- (e) pre-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) preflight inspection,
 - (ii) cockpit management,
 - (iii) engine starting,
 - (iv) unmasting and positioning for takeoff,
 - (v) ground handling,
 - (vi) before takeoff check;
- (f) aerodrome operations, including the applicant's knowledge

and performance of the following tasks—

- (i) radio communications,
 - (ii) traffic pattern operations,
 - (iii) aerodrome, runway and taxiway markings and lighting;
- (g) performance manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) flight to, from, and at pressure height,
 - (ii) in-flight weigh-off,
 - (iii) manual pressure control,
 - (iv) static and dynamic trim;
- (h) navigation, including the applicant's knowledge and performance of the following tasks—
 - (i) pilotage and dead reckoning,
 - (ii) diversion,
 - (iii) lost procedures,
 - (iv) navigation systems and air traffic control radar services;
- (i) basic instrument manoeuvres, including the applicant's knowledge and performance of the following tasks—
 - (i) straight-and level flight,
 - (ii) constant airspeed climbs,
 - (iii) constant airspeed descents,
 - (iv) turns to headings,
 - (v) recovery from unusual flight attitudes;
- (j) emergency operations, including the applicant's knowledge and performance of the following tasks—

- (i) aborted takeoff,
 - (ii) engine failure during takeoff,
 - (iii) engine failure during flight,
 - (iv) engine fire during flight,
 - (v) envelope emergencies,
 - (vi) free ballooning,
 - (vii) ditching and emergency landing,
 - (viii) systems and equipment malfunctions;
- (k) post-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - (i) masting,
 - (ii) post-masting.

2.33 Flight instructor Skill Test and Proficiency Check- Balloon Category

The skill test and proficiency check for the flight instructor authorization with balloon instructor rating shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category and class of aircraft-

- (a) fundamentals of instruction; including the applicant's knowledge and performance of the following tasks—
 - i. the learning process,
 - ii. the teaching process,
 - iii. teaching methods,
 - iv. evaluation,
 - v. flight instructor characteristics and responsibilities,
 - vi. human factors,

- vii. planning instructional activity;
- (b) technical subject areas; including the applicant's knowledge and performance of the following tasks—
 - i. aeromedical factors,
 - ii. visual Scanning and collision avoidance,
 - iii. use of distractions during flight training,
 - iv. principles of flight,
 - v. regulations and publications,
 - vi. national airspace system,
 - vii. logbook entries and licence endorsement;
- (c) pre-flight preparation, including the applicant's knowledge and performance of the following tasks -
 - i. licences and documents;
 - ii. weather information;
 - iii. cross-country flight planning;
 - iv. performance and limitations;
 - v. operations of systems.
- (d) pre-flight lesson on a manoeuvre to be performed in flight, including the applicant's and performance of Manoeuvre lesson.
- (e) Pre-flight procedures, including the applicant's knowledge and performance of the following tasks—
 - i. launch site selection;
 - ii. crew briefing and preparation;
 - iii. layout and assembly;
 - iv. preflight inspection;

- v. inflation;
 - vi. basket or gondola management;
 - vii. pre-launch check.
- (f) aerodrome operations, including the applicant's knowledge and performance of Radio communications;
- (g) launches and landings, including the applicant's knowledge and performance of the following tasks -
- i. normal launch;
 - ii. launch over obstacle;
 - iii. approach to landing;
 - iv. steep approach to landing;
 - v. normal landing;
 - vi. high-wind landing.
- (h) performance manoeuvres, including the applicant's knowledge and performance of the following tasks -
- i. ascents;
 - ii. altitude control (level flight);
 - iii. descents;
 - iv. rapid ascent and descent;
 - v. contour flying (BH);
 - vi. high altitude flight (BG);
 - vii. obstacle avoidance (BH);
 - viii. tethering (BH);
 - ix. winter flying;
 - x. mountain flying.
- (i) navigation, including the applicant's knowledge and

performance of Navigation;

- (j) emergency operations, including the applicant's knowledge and performance of the following tasks -
 - i. systems and equipment malfunctions;
 - ii. emergency equipment and survival gear;
 - iii. water landing;
 - iv. thermal flight;
- (k) post-flight procedures, including the applicant's knowledge and performance of the task of Recovery;
- (l) deflation and pack-up;
- (m) re-fueling (BH).

2.34 Flight Instructor Skill Test and Proficiency Check- Glider Category

The skill test and proficiency check for the flight instructor rating - glider shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft-

- (a) fundamentals of instruction; including the applicant's knowledge and performance of the following tasks -
 - (i) the learning process;
 - (ii) the teaching process;
 - (iii) teaching methods;
 - (iv) evaluation;
 - (v) flight instructor characteristics and responsibilities;
 - (vi) human factors;
 - (vii) planning instructional activity.
- (b) technical subject areas; including the applicant's knowledge

and performance of the following tasks -

- (i) aeromedical factors;
 - (ii) visual Scanning and collision avoidance;
 - (iii) use of distractions during flight training;
 - (iv) principles of flight;
 - (v) elevators, ailerons, and rudder;
 - (vi) trim, lift and drag devices;
 - (vii) glider weight and balance;
 - (viii) navigation and flight planning;
 - (ix) regulations and publications;
 - (x) national airspace system.
 - (xi) logbook entries and licence endorsements;
- (c) pre-flight preparation; including the applicant's knowledge and performance of the following tasks -
- (i) licences and documents;
 - (ii) weather information;
 - (iii) operation of systems;
 - (iv) performance and limitations.
- (d) pre-flight lesson on a manoeuvre to be performed in flight; including the applicant's knowledge and performance of Manoeuvre lesson;
- (e) pre-flight procedures; including the applicant's knowledge and performance of the following tasks -
- (i) assembly;
 - (ii) ground handling;
 - (iii) preflight inspection;

- (iv) cockpit management;
 - (v) visual signals.
- (f) aerodrome operations and gliderport operations; including the applicant's knowledge and performance of the following tasks -
 - (i) radio communications;
 - (ii) traffic patterns;
 - (iii) aerodrome, runway, and taxiway signs, markings and lighting.
- (g) launches– aero tow, including the applicant's knowledge and performance of the following tasks -
 - (i) before takeoff checks;
 - (ii) normal and crosswind takeoff;
 - (iii) maintaining tow positions;
 - (iv) slack line;
 - (v) boxing the wake;
 - (vi) tow release;
 - (vii) abnormal occurrences.
- (h) launches– ground tow (auto or winch), including the applicant's knowledge and performance of the following tasks -
 - (i) before takeoff check;
 - (ii) normal and crosswind takeoff;
 - (iii) abnormal occurrences.
- (i) launches-self-launch, including the applicant's knowledge and performance of the following tasks -
 - (i) engine starting;

- (ii) taxiing;
 - (iii) before takeoff check;
 - (iv) normal and crosswind takeoff and climb;
 - (v) engine shutdown in flight;
 - (vi) abnormal occurrences.
- (j) landings, including the applicant's knowledge and performance of the following tasks -
- (i) normal and cross wind landing,
 - (ii) slips to landing;
 - (iii) downwind landing.
- (k) fundamentals of flight, including the applicant's knowledge and performance of the following tasks -
- (i) straight glides;
 - (ii) turns to headings.
- (l) performance airspeeds, including the applicant's knowledge and performance of the following tasks -
- (i) minimum sink airspeed;
 - (ii) speed-to-fly.
- (m) soaring techniques, including the applicant's knowledge and performance of the following tasks -
- (i) thermal soaring;
 - (ii) ridge and slope soaring;
 - (iii) wave soaring.
- (n) performance manoeuvres, including the applicant's knowledge and performance of the following tasks -
- (i) steep turns;

- (ii) recovery from a spiral dive.
- (o) slow flight and stalls, including the applicant's knowledge and performance of the following tasks -
 - (i) manoeuvring at minimum control airspeed,
 - (ii) stall recognition and recovery;
 - (iii) spins.
- (p) emergency operations, including the applicant's knowledge and performance of the following tasks -
 - (i) simulated off-aerodrome landing;
 - (ii) emergency equipment and survival gear.
- (q) post-flight procedures, including the applicant's knowledge and performance of After-landing and securing.

2.35 Flight Instructor for Instrument Ratings (A, H, and PL).

The skill test and proficiency for the flight instructor for instrument ratings - aeroplane, helicopter and powered-lift shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category, and if applicable class, of aircraft-

- (a) fundamentals of instructing; including the applicant's knowledge and performance of the following tasks -
 - (i) the learning process;
 - (ii) human behaviour and effective communication;
 - (iii) the teaching process;
 - (iv) teaching methods;
 - (v) critique and evaluation;
 - (vi) flight instructor characteristics and responsibilities;
 - (vii) planning instructional activity.
- (b) technical subject areas; including the applicant's knowledge

and performance of the following tasks -

- (i) aircraft flight instruments and navigation equipment;
 - (ii) aeromedical factors;
 - (iii) regulations and publications related to IFR operations;
 - (iv) logbook entries related to instrument instruction.
- (c) pre-flight preparation; including the applicant's knowledge and performance of the following tasks -
- (i) weather information;
 - (ii) cross-country flight planning;
 - (iii) instrument cockpit check.
- (d) pre-flight lesson on a manoeuvre to be performed in flight; including the applicant's knowledge and performance of Manoeuvre lesson;
- (e) air traffic control clearances and procedures; including the applicant's knowledge and performance of the following tasks -
- (i) air traffic control clearances;
 - (ii) compliance with departure, en-route and arrival procedures and clearances.
- (f) flight by reference to instruments; including the applicant's knowledge and performance of the following tasks -
- (i) straight-and-level flight;
 - (ii) turns, change of airspeed in straight-and-level and turning flight;
 - (iii) constant airspeed climbs and descents;
 - (iv) constant rate climbs and descents;
 - (v) timed turns to magnetic compass headings;
 - (vi) steep turns;

- (vii) recovery from unusual flight altitudes.
- (g) navigation systems; including the applicant's knowledge and performance of the following tasks -
 - (i) intercepting and tracking navigational systems and DME Arcs;
 - (ii) holding procedures.
- (h) instrument approach procedures; including the applicant's knowledge and performance of the following tasks -
 - (i) non-precision instrument approach;
 - (ii) precision instrument approach;
 - (iii) missed approach;
 - (iv) circling approach (A);
 - (v) landing from a straight-in approach.
- (i) emergency operations; including the applicant's knowledge and performance of the following tasks -
 - (i) loss of communications;
 - (ii) loss of gyro attitude and heading indicators;
 - (iii) engine failure during straight-and-level flight and turns;
 - (iv) instrument approach – one engine inoperative;
- (j) post-flight procedures; including the applicant's knowledge and performance of the task of Checking instruments and equipment.

2.36 Flight Instructor for Additional Type Ratings.

(1) The skill test and proficiency checks for instructors for additional type ratings - aeroplane and helicopter shall include at least the following technical subject areas-

- (a) the content of the technical subject areas shall cover the areas as applicable to the aircraft class or type;

(b) flight simulator; including the applicant's knowledge and performance of the following tasks -

- (i) use of checklist, setting of radios or navigation aids;
- (ii) starting engines;
- (iii) takeoff checks;
- (iv) instrument takeoff, transition to instruments after liftoff;
- (v) engine failure during take-off between V1 and V2 (Aeroplane);
- (vi) aborted takeoff prior to reaching V1 (A);
- (vii) high mach buffeting, specific flight characteristics (if necessary) (A);
- (viii) takeoff with engine failure prior to TDP or DPATO or shortly after TDP or DPATO (Helicopter);
- (ix) steep turns;
- (x) recovery from approach to stall or takeoff, clean landing configuration (Aeroplane);
- (xi) instrument approach to required minimum decision height or minimum descent height or altitude, manual one engine simulated inoperative during approach and landing or go-around (Aeroplane);
- (xii) instrument approach to required minimum decision height or minimum descent height or altitude, autopilot one engine simulated inoperative during approach and landing or go-around (Helicopter),
- (xiii) rejected landing and go-around;
- (xiv) crosswind landing.

(2) category II and III operations, if applicable; including the applicant's knowledge and performance of the following tasks -

- (a) precision approaches, automatic with auto-throttle and flight director go-around caused by aircraft or ground equipment deficiencies;

- (b) go-around caused by weather conditions;
 - (c) go-around at DH caused by offset position from centerline;
 - (d) one of the CAT II or CAT III approaches must lead to a landing.
- (3) aircraft; including the applicant's knowledge and performance of the following tasks -
- (a) familiarisation with controls during outside checks;
 - (b) use of checklist, setting of radios and navigation aids, starting engines;
 - (c) taxiing;
 - (d) takeoff;
 - (e) engine failure during takeoff short after V2, after reaching climb out attitude (Aeroplane);
 - (f) engine failure during takeoff short after TDP or DPATO after reaching climb out attitude (Helicopter);
 - (g) other emergency procedures (if necessary);
 - (h) instrument approaches to required minimum decision height, manual one engine out during approach and landing or go-around;
 - (i) one engine simulated inoperative go-around from required minimum decision height;
 - (j) one engine (critical) simulated inoperative landing.

2.37 Skill Test for Designated Pilot Examiners

(1) The skill test for initial designation of a pilot examiner, issuance of additional designations, and renewal of examiner designations shall contain both the appropriate oral questioning and aircraft or flight simulation training device performance in accordance with the applicable skill test for the aircraft category, and or class or type ratings as applicable.

(2) The Authority inspector may choose one of the following methods to test an examiner pilot applicant as listed in the order of preference, but

scheduling difficulties may preclude use of the preferred method of testing-

- (a) the Authority's Inspector evaluates the pilot examiner applicant testing an actual pilot applicant for a licence or rating;
- (b) the Authority may arrange for the pilot examiner applicant to conduct a skill test for an actual pilot applicant for a licence or rating appropriate to the examiner designation sought, and the Authority inspector will observe the test from within the aircraft;
- (c) the Authority's Inspector may evaluate the pilot examiner applicant's performance while the pilot examiner applicant evaluates the pilot applicant.

(3) Any discussion between the pilot examiner applicant and the Authority inspector concerning the pilot examiner applicant's performance with the pilot applicant will be held in private.

(4) At the conclusion of the skill test for the actual pilot licence or rating-

- (a) if the applicant has passed the skill test, the pilot examiner applicant shall fill out the appropriate documentation for the pilot applicant while the Authority's Inspector observes. The Authority's Inspector will sign any documentation needed;
- (b) if the pilot applicant does not pass the skill test, the Authority's Inspector shall complete and sign the appropriate document needed.

(5) Where the Authority's Inspector is playing the role of pilot applicant for a skill test-

- (a) the Authority's Inspector shall play the role of a pilot applicant for a skill test appropriate to the type of designation the pilot examiner applicant is seeking;
- (b) if the Authority's Inspector answers a question incorrectly to test whether the pilot examiner applicant recognises an incorrect answer, the incorrect response must be obviously wrong.

(6) Where the Authority's Inspector gives a flight skill test to the pilot examiner applicant-

- (a) the Authority's Inspector shall test the pilot examiner applicant on selected manoeuvres in order to assess the pilot examiner applicant's flight proficiency and ability to evaluate a pilot applicant in

accordance with the appropriate skill test.

(b) the Authority's Inspector shall evaluate the pilot examiner applicant's plan of action for completeness and efficiency.

2.38 Flight Engineer: Skill Test and Proficiency Check

The skill test and proficiency check for the flight engineer licence shall include at least the following areas of operation with CRM competencies applied and evident in all tasks appropriate to the category of aircraft-

- (a) pre-flight preparation; including the applicant's knowledge and performance of the following tasks -
 - (i) equipment examination-systems knowledge;
 - (ii) aircraft handbooks, manuals, minimum equipment list (MEL), configuration deviation list (CDL) and operations specifications;
 - (iii) performance and limitations.
- (b) pre-flight procedures; including the applicant's knowledge and performance of the following tasks -
 - (i) pre-flight inspection and cockpit setup,
 - (ii) pre-flight inspection-exterior;
- (c) ground operations; including the applicant's knowledge and performance of the following tasks -
 - (i) powerplant start;
 - (ii) taxi and pre-takeoff checks.
- (d) normal procedures; including the applicant's knowledge and performance of the following tasks -
 - (i) takeoff;
 - (ii) in-flight;
 - (iii) during approach and landing;
 - (iv) engine systems monitoring.

- (e) abnormal and emergency procedures; including the applicant's knowledge and performance of the following tasks
 -
 - (i) takeoff;
 - (ii) in-flight;
 - (iii) during approach and landing;
 - (iv) engine systems monitoring;
 - (v) postflight procedures;
 - (vi) after landing;
 - (vii) parking and securing.

2.39 Skill Test for Designated Flight Engineer Examiners

(1) The skill test for initial designation of a flight engineer examiner, issuance of additional class rating designations, and renewal of examiner designations shall contain both the appropriate oral questioning and aircraft or flight simulation training device performance in accordance with the applicable skill test for the aircraft and class ratings.

(2) The Authority inspector may choose one of the following methods to test a flight engineer examiner applicant as listed in order of preference but scheduling difficulties may preclude use of the preferred method of testing -

- (a) the Authority's Inspector evaluates the flight engineer examiner applicant testing an actual flight engineer applicant for a licence and class rating or proficiency check;
- (b) the Authority may arrange for the flight engineer examiner applicant to conduct a skill test for an actual flight engineer applicant for a licence or added rating or proficiency check appropriate to the examiner designation sought, and the Authority inspector will observe the test from within the aircraft or flight simulation training device as applicable;
- (c) the Authority inspector will evaluate the flight engineer examiner applicant's performance while the flight engineer examiner applicant evaluates the flight engineer applicant.

(3) Any discussion between the flight engineer examiner applicant and the

Authority inspector concerning the flight engineer examiner applicant's performance with the flight engineer applicant shall be held in private.

(4) At the conclusion of the skill test for the actual flight engineer licence or added class rating or proficiency check-

(a) if the applicant has passed the skill test or proficiency check, the pilot examiner applicant shall fill out the appropriate documentation for the flight engineer applicant while the Authority inspector observes. The Authority inspector will sign any documentation needed;

(b) if the flight engineer applicant does not pass the skill test or proficiency check, the Authority's Inspector shall complete and sign the appropriate document needed.

(5) Where the Authority's Inspector playing the role of flight engineer applicant for a skill test-

(a) the Authority's Inspector shall play the role of a flight engineer applicant for a skill test appropriate to the class of designation the flight engineer examiner applicant is seeking;

(b) if the Authority's Inspector answers a question incorrectly to test whether the flight engineer examiner applicant recognises an incorrect answer, the incorrect response must be obviously wrong.

(6) Where the Authority's Inspector gives a flight skill test to the flight engineer examiner applicant-

(a) the Authority's Inspector shall test the flight engineer examiner applicant on selected manoeuvres in order to assess the flight engineer examiner applicant's flight proficiency and ability to evaluate a flight engineer applicant in accordance with the appropriate skill test;

(b) the Authority's Inspector shall evaluate the flight engineer examiner applicant's plan of action for completeness and efficiency.

2.40 Flight Navigator Licence: Skill Test and Proficiency Check

(1) The skill test and proficiency check for the flight navigator licence shall include at least the following areas of operation with CRM competencies

applied and evident in all tasks appropriate to the category of aircraft-

- (a) star identification (pointer system);
- (b) use of star finder;
- (c) shots against pre-computed curve;
- (d) 3-star fix or LOP of sun;
- (e) compensation and swinging of compass;
- (f) alignment of drift meter;
- (g) alignment of astro-compass or periscopic sextant;
- (h) interpretation of weather data;
- (i) preparation of flight plan;
- (j) computation of fuel load;
- (k) determination of PNR and equitime point;
- (l) preparation of cruise control chart;
- (m) use and interpretation of cruise control chart;
- (n) equipment check;
- (o) location of emergency equipment;
- (p) knowledge of emergency equipment;
- (q) use of flux-gate and gyrosyn compasses;
- (r) setting and altering course;
- (s) chart knowledge – sectional or WAC chart;
- (t) pilotage;
- (u) computer computation ability;
- (v) determine of track, ground speed, and wind by double drift;
- (w) determine of ground speed and wind by drift meter timing;

- (x) air plots;
- (y) ETA's;
- (z) knowledge and use of radio facilities;
- (aa) care in turning;
- (bb) station identification;
- (cc) use of manual loop;
- (dd) evaluation of radio bearings;
- (ee) correction and plotting of radio bearings;
- (ff) diversion to alternate – computer compass heading, ETA, fuel remaining;
- (gg) basic adjustments of Loran Receiver;
- (hh) knowledge and use of Loran;
- (ii) knowledge and use of consol method;
- (jj) use of absolute altimeter;
- (kk) determination of “:D” factor;
- (ll) determination of drift by altimetry;
- (mm) interpretation and application of altimeter data;
- (nn) single LOP interpretation (radio, press)
- (oo) single LOP approach;
- (pp) use of astro-compass;
- (qq) determination of compass deviation;
- (rr) accuracy of celestial fixes;
- (ss) selection of bodies for observation;
- (tt) handling of routine reports;
- (uu) log entries;

- (vv) weather observations and interpretation in flight;
- (ww) determination of wind from fixes;
- (xx) estimates for letdown;
- (yy) over-all speed;
- (zz) over-all accuracy;
- (aaa) alertness;
- (bbb) co-ordination of navigation methods;
- (ccc) co-ordination of duties with time.

(2) The areas of operation may be accomplished as follows-

- (a) items (a) through (g) above may be accomplished on the ground;
- (b) Items (h) through (bbb) may be accomplished in flight;
- (c) Items (q), (v), (w), (gg) through (mm) may be completed by oral questioning when a lack of ground facilities or navigation equipment makes such procedures necessary.

2.41 Skill Test For Designated Flight Navigator Examiner

(1) The skill test for initial designation and renewal of a flight navigator examiner shall contain both the appropriate oral questioning and aircraft or flight simulation training device performance in accordance with the applicable skill test for the aircraft and class ratings.

(2) The Authority inspector may choose one of the following methods to test a flight navigator examiner applicant as listed in order of preference but scheduling difficulties may preclude use of the preferred method of testing-

(3) where the Authority's Inspector evaluates the flight navigator examiner applicant testing an actual flight navigator applicant for a licence or proficiency check-

- (i) the Authority shall arrange for the flight navigator examiner applicant to conduct a skill test for an actual flight navigator applicant for a licence or proficiency check, and the Authority inspector will observe the test from within the aircraft or flight simulation training

device as applicable;

- (ii) the Authority's Inspector shall evaluate the flight navigator examiner applicant's performance while the flight navigator examiner applicant evaluates the flight navigator licence or proficiency check applicant;
 - (iii) any discussion between the flight navigation examiner applicant and the Authority inspector concerning the flight navigator examiner applicant's performance with the flight navigator applicant will be held in private;
 - (iv) At the conclusion of the skill test for the actual flight navigator licence or proficiency check-
 - (i) if the applicant has passed the skill test or proficiency check, the pilot examiner applicant will fill out the appropriate documentation for the pilot applicant while the Authority inspector observes. The Authority inspector will sign any documentation needed;
 - (ii) if the pilot applicant does not pass the skill test or proficiency check, the Authority inspector will complete and sign the appropriate document needed.
- (b) where the Authority's Inspector is playing the role of flight navigator applicant for a skill test-
- (i) the Authority's Inspector shall play the role of a flight navigator applicant for a skill test appropriate to the designation the flight navigator examiner applicant is seeking;
 - (ii) if the Authority's Inspector answers a question incorrectly to test whether the flight navigator examiner applicant recognises an incorrect answer, the incorrect response must be obviously wrong;
- (c) where the Authority's Inspector gives a flight skill test to the flight navigator examiner applicant-
- (i) the Authority's Inspector shall test the flight navigator examiner applicant on selected manoeuvres in order to assess the flight navigator examiner applicant's flight proficiency and ability to evaluate a flight navigator

applicant in accordance with the appropriate skill test or proficiency check.

- (ii) the Authority's Inspector shall evaluate the flight navigator examiner applicant's plan of action for completeness and efficiency.

2.42 Aircraft Maintenance Engineer Skill Requirements

(1) Each applicant for an AMEL or rating shall pass a skill test containing both oral questioning and practical application of skill appropriate to the rating(s) sought. The tests cover the applicant's skill in performing the practical projects on the subjects covered by the written test for that rating and the applicant shall be provided with appropriate facilities, tools, materials and airworthiness data.

(2) The skill test for the AMEL shall test the applicant's knowledge and performance in at least the following areas of operation-

- (a) basic electricity;
- (b) aircraft drawings;
- (c) weight and balance;
- (d) Fluid line and fittings;
- (e) materials and processes;
- (f) ground operation and servicing;
- (g) cleaning and corrosion control;
- (h) mathematics;
- (i) maintenance forms and records;
- (j) basic physics;
- (k) maintenance publications;
- (l) aircraft mechanic technician privileges and limitations.

(3) AMEL Airframe Rating. The skill test for the airframe rating operation shall include-

- (a) wood structures;
- (b) aircraft covering;
- (c) aircraft finishes;
- (d) sheet metal and non-metallic structures;
- (e) welding;
- (f) assembly and rigging;
- (g) airframe inspection;
- (h) Fuel systems;
- (i) Aircraft landing gear systems;
- (j) Hydraulic and pneumatic power systems;
- (k) Cabin atmosphere control systems;
- (l) Aircraft instrument systems;
- (m) Communication and navigation systems;
- (n) Aircraft fuel systems;
- (o) Aircraft electrical systems;
- (p) Position and warning systems;
- (q) Ice and rain control systems;
- (r) Fire protection systems.

(4) AMEL Powerplant Rating. The skill test for the powerplant rating shall test the applicant's knowledge and performance in at least the following areas of operation:

- (a) reciprocating systems;
- (b) turbine engines;
- (c) engine inspection;
- (d) engine instrument systems;

- (e) engine fire protection systems;
- (f) engine electrical systems;
- (g) lubrication systems;
- (h) ignition and starting systems;
- (i) fuel metering;
- (j) engine fuel systems;
- (k) induction and engine airflow systems;
- (l) engine cooling systems;
- (m) engine exhaust and reverser systems;
- (n) propellers;
- (o) auxiliary power units.

(5) AMEL Avionics Rating. The skill test for the avionics rating shall test the applicant's knowledge and performance in the basic workshop and maintenance practices in at least the following areas of operation-

- (a) avionics – electrical;
- (b) avionics – instrument;
- (c) avionics – autoflight;
- (d) avionics – radio;
- (e) avionics – navigation systems;
- (f) repair, maintenance and function testing of aircraft systems or components – avionics;
- (g) job or task documentation and control practices.

2.43 Skill test for the Flight Dispatcher Licence

The skill test for the Flight dispatcher licence shall test the applicant's knowledge and performance in at least the following areas of operation:

- (a) flight planning/dispatch release, including the applicants'

knowledge and performance of the following tasks—

- (i) regulatory requirements;
 - (ii) meteorology;
 - (iii) weather observations, analysis, and forecasts;
 - (iv) weather related hazards;
 - (v) aircraft systems, performance, and limitations;
 - (vi) navigation and aircraft navigation systems;
 - (vii) practical dispatch applications;
 - (viii) manuals, handbooks and other written guidance.
- (b) preflight, takeoff, and departure, including the applicants' knowledge and performance of the following tasks -
- (i) air traffic control procedures;
 - (ii) aerodrome, crew, and company procedures.
- (c) in-flight procedures, including the applicants' knowledge and performance of the following tasks -
- (i) routing, re-routing, and flight plan filing;
 - (ii) en route communication procedures and requirements.
- (d) arrival, approach, and landing procedures, including the applicants' knowledge and performance of Air traffic control and air navigation procedures;
- (e) post flight procedures, including the applicants' knowledge and performance of the following tasks -
- (i) communication procedures and requirements;
 - (ii) trip records.

abnormal and emergency procedures, including the applicants' knowledge and performance of Abnormal and emergency procedures.

2.44 Aviation Medical Examiners

(1) Basic training in aviation medicine for AMEs shall include at least the following-

- (a) basic training in aviation medicine;
- (b) physics of atmosphere and space;
- (c) basic aeronautical knowledge;
- (d) aviation Physiology;
- (e) ophthalmology;
- (f) otorhinolaryngology;
- (g) cardiology and general medicine;
- (h) neurology;
- (i) psychiatry in aviation medicine;
- (j) psychology;
- (k) sentistry;
- (l) accidents, escape and survival;
- (m) legislation, rules and regulations;
- (n) air evacuation;
- (o) medicine and flying.

(2) Advanced training in aviation medicine for AMEs shall include the following-

- (a) pilot working environment;
- (b) aerospace physiology;
- (c) ophthalmology;
- (d) otorhinolaryngology;
- (e) cardiology and general medicine;

- (a) neurology or Psychiatry;
- (b) human factors in aviation;
- (c) tropical medicine;
- (d) hygiene; and
- (e) space medicine.

2.45 Medical assessment

The following details shall appear on the medical assessment -

- (a) name of State;
- (b) medical assessment number;
- (c) name of holder in full;
- (d) date of birth of holder;
- (e) address of holder;
- (f) nationality of holder;
- (g) signature of holder;
- (h) medical assessment Class 1, 2, or 3;
- (i) date of Issue;
- (j) validity;
- (k) limitations;
- (l) issuing Authority;
- (m) signature of Issuing Authority;
- (n) examiner or CAA staff signature;
- (o) examiner or CAA staff name (printed);
- (p) examiner's authorisation number; and
- (q) date of Examination and State of Examination.

