

CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS, 2024

AMENDMENT MATRIX 2024

No.	Regulation	GAP	Proposed New Text	Remarks
1.	Regulation 1 - Citation		1 (2) The provisions of regulation 139 shall come into force on 1 st January 2023.	DELETED
2.	Regulation 2 – Interpretation Approved Maintenance Organization		Regulation 2 – Interpretation “approved maintenance organization” means an organization approved by the Authority to perform maintenance of aircraft, engine, propeller or parts thereof and operating under the supervision of the Authority;	Changed to match new ICAO definition
3.	Regulation 2 – Interpretation “ATSEP” means an abbreviation for Air Traffic Services Equipment Personnel;	Definition not correct	“ATSEP” means an abbreviation for Air Traffic Services Electronic Personnel;	Definition error
4.			Command and control (c2) link	
5.		Definition to match Annex One Amdmt 178	Competency	
6.		new	Competency standard	
7.			Competency element	Deleted
8.			Competency unit	Deleted
9.		New	Competency based training and assessment	
10.		New	Detect and avoid	
11.		Definition to match Annex One Amdmt 178	Dual instruction time	
12.		Definition to match Annex One Amdmt 178	Error management	
13.			evaluator	Deleted

No.	Regulation	GAP	Proposed New Text	Remarks
14.		Definition to match Annex One Amdmt 178	FSTD	
15.		To match new	Flight Time	
16.			Handover	
17.	Regulation 2 Heavier-than-air	Wrongly appears under definition of 'glider'	"heavier-than-air aircraft" means any aircraft deriving its lift in flight chiefly from aerodynamic forces;	Typo error corrected
18.			heliport	Deleted
19.		Definition to match Annex One Amdmt 178	Instrument flight time	
20.		Definition to match Annex One Amdmt 178	Instrument time	
21.	Regulation 2 Night	Definition to match ICAO Annex 1	Night. The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be specified by the appropriate authority. Note: Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.	Definition harmonized with Annex 1
22.			Performance criteria	
23.			Powered-lift	Typo error
24.		Contracting State to Authority	Rendering (a licence) valid	
25.			threat	
26.			Threat management	

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27.	Regulation 2 “basic training” means fundamental knowledge and skills appropriate to the disciplines to be pursued in the Air Traffic Safety surveillance system Environment;	Typo error	“basic training” means fundamental knowledge and skills appropriate to the disciplines to be pursued in the Air Traffic Safety surveillance system Environment;	No change in text or meaning
28.	Regulation 2 “Category II (CAT II) operations” means, a precision instrument approach and landing with a decision height lower than 60 metres(200 feet), but not lower than 30 metres (10 feet), and a Runway Visual Range not less than 350 metres;	Error that 30 meters is equivalent to 10 feet	“Category II (CAT II) operations” means, a precision instrument approach and landing with a decision height lower than 60 metres(200 feet), but not lower than 30 metres (100 feet), and a Runway Visual Range not less than 350 metres;	To correctly indicate 30 meters (100 feet)
29.	Regulation 3 – Application. Those Regulations addressing persons licenced under any Part of these Regulations apply to any person who engages in an operation governed by any Part of these Regulations without the appropriate licence, operations specifications, or similar document required as part of the certification.		Regulation 3 – Application. These Regulations shall apply to applicants for, or holders of licences, certificates, authorizations or approvals required under these Regulations and to persons engaged in any operation governed by any part contained herein.	
30.	Regulation 4 (1) (a) Pilot Licences, including— (i) Air Traffic Safety Electronics Personnel Licence; (ii) Student Pilot Licence; (iii) Private Pilot Licence; (iv) Commercial Pilot Licence; (v) Airline Transport Pilot Licence; (vi) Multi-crew Pilot Licence. (b) Ground Instructor Licence; (c) Flight Engineer Licence; (d) Air Traffic Controller Licence; (e) Aircraft Maintenance Engineer Licence; (f) Flight Operations Officer Licence; (g) Flight Radio Telephony Operator Licence; and (h) Cabin Crewmember Certificate.	ATSEP licence wrongly put under pilot licenses: Recreational Certificate introduced	4 (1) (a) Pilot Licences, including— (i) Student Pilot Licence; (ii) Private Pilot Licence; (iii) Commercial Pilot Licence; (iv) Airline Transport Pilot Licence; (v) Multi-crew Pilot Licence. (vi) Remote Pilot Licence (b) Ground Instructor Licence; (c) Flight Engineer Licence; (d) Air Traffic Controller Licence; (e) Aircraft Maintenance Engineer Licence; (f) Flight Operations Officer Licence;	Redrafted for clarity. New (j) added to cater for the Remote Pilot Licence

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			(g) Flight Radio Telephony Operator Licence; and (h) Cabin Crewmember Certificate. (i) Air Traffic Safety Electronics Personnel Licence; and	
31.	Regulation 5 (1) The Authority may issue the following ratings for Ratings issuance. pilots— (a) Category ratings in the following aircraft— (i) aeroplane; (ii) rotorcraft; (iii) glider; (iv) free balloon; (v) powered-lift; and (vi) airship of a volume of more than 4600 cubic metres; (b) Class ratings in the following aeroplanes— (i) single-engine, land; (ii) single-engine, sea; (iii) multi-engine, land; and (iv) multi-engine, sea; (c) Class ratings in the following rotorcraft— (i) helicopters; and (ii) gyroplane. (d) Class ratings in the following lighter-than-air aircraft— (i) airship; and (ii) free balloon. (e) Type ratings in the following aircraft— (i) aircraft certificated for at least two pilots; (ii) any aircraft considered necessary by the Authority; (iii) helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics; (iv) powered-lift category; (f) Instrument ratings in the following aircraft— (i) instrument – aeroplane; (ii) instrument – helicopter. (g) Night rating; (h) Flight instructor rating; (i) Ground instructor ratings— basic;	Error in the numbering of sub-regulations: 1 to 9 then goes back to 2,3,4.	5. (1) The Authority may issue the following ratings for Ratings issuance. pilots— (a) Category ratings in the following aircraft— (i) aeroplane; (ii) rotorcraft; (iii) glider; (iv) free balloon; (v) powered-lift; and (vi) airship of a volume of more than 4600 cubic metres; (b) Class ratings in the following aeroplanes— (i) single-engine, land; (ii) single-engine, sea; (iii) multi-engine, land; and (iv) multi-engine, sea; (c) Class ratings in the following rotorcraft— (i) helicopters; and (ii) gyroplane. (d) Class ratings in the following lighter-than-air aircraft— (i) airship; and (ii) free balloon. (e) Type ratings in the following aircraft— (i) each type of aircraft used in commercial air transport; (ii) aircraft certificated for at least two pilots; (iii) any aircraft considered necessary by the Authority;	5(1)(e) (i) Included for clarity

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	advanced; instrument. (2) When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Authority may endorse the original licence with the new category rating in accordance with sub regulation (1) and any other requirements prescribed in these Regulations appropriate to the privileges for which the category rating is sought. (3) Category ratings shall not be endorsed on a licence when the category is included in the title of the licence itself. (4) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted. (5) The Authority may place the category, class or type rating on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class, or type of aircraft used to demonstrate skill and knowledge for its issue and the aircraft type is registered in Kenya. (6) The Authority may issue the following ratings for flight engineers— (a) reciprocating engine powered including type rating; (b) turbo propeller powered including type rating; and (c) turbojet powered including type rating. (7) The Authority may issue the following ratings for air traffic controllers— (a) aerodrome control; (b) approach control; (c) approach radar control; (d) approach precision radar control; (e) area control; and (f) area radar control. (8) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence— (a) Category A; (b) Category B1; (c) Category B2; (d) Category C (9) The Authority may issue the specific or group type rating for Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines— (a) A1 and B1.1-Fixed Wing -Aeroplane Turbine; (b) (A2 and B1.2-Fixed wing -Aeroplane Piston; (c) A3 and B1.3-Helicopters Turbine; (d) A4 and B1.4-Helicopters Piston; (e) B2 Electronic systems fitted to all aircraft. (2) The aircraft of which type or group rating is sought shall be of a type enlisted on the Kenya civil aircraft register.		(iv) helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics; (v) powered-lift category; (f) Instrument ratings in the following aircraft— (i) instrument – aeroplane; (ii) instrument – helicopter. (g) Night rating; (h) Flight instructor rating; (i) Ground instructor ratings— basic; advanced; instrument. (2) When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Authority may endorse the original licence with the new category rating in accordance with sub regulation (1) and any other requirements prescribed in these Regulations appropriate to the privileges for which the category rating is sought. (3) Category ratings shall not be endorsed on a licence when the category is included in the title of the licence itself. (4) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted. (5) The Authority may place the category, class or type rating on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class, or type of aircraft used to demonstrate	

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	(3) For an applicant to qualify for a group rating he or she shall have more than two categories endorsed on the licence. (4) ATSEP rating classes shall be applicable as set out below— (a) Class A: Auxilliary Systems; (b) Class C: Communications; (c) Class N: Navigation; and (d) Class S: Surveillance. (5) The classes in sub-regulation (4) shall consist of the systems, facilities and equipment as contained in these Regulations. (6) When the holder of an ATSEP Licence seeks a rating for an additional unit or equipment in any of the classes in sub regulation (4), the Authority may endorse the original Licence with the new rating in accordance with regulation 4(1)(i) and other requirements prescribed in these Regulations appropriate to the privileges for which the rating is sought.		skill and knowledge for its issue and the aircraft type is registered in Kenya. (6) The Authority may issue the following ratings for flight engineers— (a) reciprocating engine powered including type rating; (b) turbo propeller powered including type rating; and (c) turbojet powered including type rating. (7) The Authority may issue the following ratings for air traffic controllers— (a) aerodrome control; (b) approach control; (c) approach radar control; (d) approach precision radar control; (e) area control; and (f) area radar control. (8) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence— (a) Category A; (b) Category B1; (c) Category B2; (d) Category B3 (e) Category C (9) The Authority may issue the specific or group type rating for Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines— (a) A1 and B1.1-Fixed Wing - Aeroplane Turbine;	

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			(b) (A2 and B1.2-Fixed wing -Aeroplane Piston; (c) A3 and B1.3-Helicopters Turbine; (d) A4 and B1.4-Helicopters Piston; (e) B2 Avionics. (10) The aircraft of which type or group rating is sought shall be of a type enlisted on the Kenya civil aircraft register. (11) For an applicant to qualify for a group rating he or she shall have more than two categories endorsed on the licence. (12) ATSEP rating classes shall be applicable as set out below— (a) Class A: Auxilliary Systems; (b) Class C: Communications; (c) Class N: Navigation; and (d) Class S: Surveillance. (13) The classes in sub-regulation (4) shall consist of the systems, facilities and equipment as contained in these Regulations. (14) When the holder of an ATSEP Licence seeks a rating for an additional unit or equipment in any of the classes in sub regulation (12), the Authority may endorse the original Licence with the new rating in accordance with regulation (12) and other requirements prescribed in these Regulations appropriate to the privileges for which the rating is sought.	

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32.	Regulation 7 (1) The Authority may issue the following authorisations under these Regulations— (a) Category II operations; (b) Category III operations; (c) flight examiner; (d) flight engineer instructor; (e) type rating instructor; (f) cabin crewmember instructor; (g) medical examiner; and (h) aviation repair specialist.	AIRWORTHINESS TO JUSTIFY (h) and (i)	Regulation 7 (1) The Authority may issue the following authorisations under these Regulations— (a) Category II operations; (b) Category III operations; (c) flight examiner; (d) flight engineer instructor; (e) type rating instructor; (f) cabin crewmember instructor; (g) medical examiner; (h) Component maintenance; and (i) Specialized maintenance. (j) Air traffic control examiner	
33.	Regulation 7 (2) The Authority may issue the following classes for aviation repair specialists authorisation— (a) propellers; (b) computer; (c) instrument; (d) accessory; (e) component; (f) welding; (g) non-destructive testing; and (h) any other authorization as determined by the Authority.	NEW CHANGES MADE BY AIRWORTHINESS NEED TO JUSTIFY THE SAME BY MAIR	(2) The Authority may issue the following classes for aviation maintenance specialists authorisation— (a) propellers; (b) computer; (c) instrument; (d) accessory; (e) component; (f) welding; (g) sheet metal; (h) composite repair; (i) painting; (j) non-destructive testing; and (k) any other authorization as determined by the Authority.	Amended to include (g) Sheet metal; (h) Composite repair; (i) Painting

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34.	Regulation 8 English language proficiency. A holder of a pilot licence, air traffic controller licence, flight engineer licence, flight radiotelephone operator licence, flight operations officer licence shall demonstrate the ability to speak and understand English language to the level specified in the language proficiency requirements in the Second Schedule to these Regulations.	‘Aeronautical station operator licence’ previously omitted.	Regulation 8 English language proficiency. A holder of a pilot licence, air traffic controller licence, flight engineer licence, flight radiotelephone operator licence, flight operations officer licence and aeronautical station operator licence shall demonstrate the ability to speak and understand English language to the level specified in the language proficiency requirements in the Second Schedule to these Regulations.	‘Aeronautical station operator licence’ added to match the Annex.
35.	Regulation 9. Duration of licences, certificates, ratings, and authorisations. (1) The Authority shall issue licences with a specific expiry date except as specifically provided by these Regulations.		Regulation 9 Duration of licences, certificates, ratings, and authorisations. (1) The Authority shall issue licences, certificates, ratings, approvals, and authorisations with an expiry date as specified in these Regulations.	
36.	(2) Except for component aviation repair specialist authorisation, all authorisations and ratings issued under these Regulations shall be valid for the term issued by the Authority but in any case not more than twelve months.		(2) Except for designated medical examiner, component maintenance and specialized maintenance authorisation, all authorisations, and ratings issued under these Regulations shall be valid for the term issued by the Authority but in any case not more than twelve months.	Designated Medical Examiner has been added and component maintenance and specialized maintenance corrected.
37.	(3) Specialized maintenance and component maintenance authorisation specialist issued on the basis of employment with a specific employer, shall be valid for a period of thirty six months while in employment of the AMO under which the approval was granted.		(3) Specialized maintenance and component maintenance authorisation issued on the basis of employment with a specific employer, shall be valid for a period of thirty six months while in employment of the AMO under which the approval was <u>granted</u> .	‘Specialist’ deleted for correct the typo.

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38.	Regulation 9(4) (4) A Student Pilot Licence shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's Medical Certificate; or (b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months validity of the holder's Medical Certificate. (5) A Private Pilot Licence with an aeroplane or rotorcraft or glider category rating shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's Medical Certificate; or (b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the authority for a period of the remainder of the twelve months validity of the holder's Medical Certificate (6) A Commercial Pilot Licence with an aeroplane or rotorcraft category rating shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months' validity of the holder's Medical Certificate; or (b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the six month validity of the holder's Medical Certificate. (7) An Airline Transport Pilot Licence with an aeroplane or rotorcraft category rating shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority, for a period of the remainder of the twelve month validity of the holder's Medical Certificate; or		Regulation 9(4) (4) A Student Pilot Licence shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the forty eight months validity of the holder's Medical Certificate; or (b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's Medical Certificate. (c) for a holder who is sixty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months validity of the holder's Medical Certificate. (5) A Private Pilot Licence with an aeroplane or rotorcraft or glider category rating shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the forty eight months validity of the holder's Medical Certificate; or	

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	(b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the six months validity of the holder's Medical Certificate.		(b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's Medical Certificate (c) for a holder who is sixty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months validity of the holder's Medical Certificate. (6) A Commercial Pilot Licence with an aeroplane or rotorcraft category rating shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months' validity of the holder's Medical Certificate; or (b) for a holder who is forty years of age or more, and is engaged in single-crew commercial air transport operations carrying passengers from the date the licence is issued or renewed by the Authority for a period of the remainder of the six months validity of the holder's Medical Certificate.	

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			(c) for a holder who is sixty years of age or more and is engaged in commercial air transport operations from the date the licence is issued or renewed by the Authority for a period of the remainder of the six months' validity of the holder's Medical Certificate; or (7) An Airline Transport Pilot Licence with an aeroplane or rotorcraft category rating shall be valid— (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority, for a period of the remainder of the twelve-month validity of the holder's Medical Certificate; or (b) for a holder who is forty years of age or more, and is engaged in single-crew commercial air transport operations carrying passengers from the date the licence is issued or renewed by the Authority for a period of the remainder of the six months validity of the holder's Medical Certificate. (c) for a holder who is sixty years of age or more and is engaged in commercial air transport operations from the date the licence is issued or renewed by the Authority for a period of the	

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			remainder of the six months' validity of the holder's Medical Certificate; or	
39.	Regulation 9 (14) An Aircraft Maintenance Engineer Licence is valid for a period of twenty four (24) months from the date of issue or renewal.	Need to increase the validity period	(14) An Aircraft Maintenance Engineer Licence is valid for a period of sixty (60) months from the date of issue or renewal.	
40.	Regulation 9 (16) A Ground Instructor Licence is valid for a period of twenty four months from the date of issue or renewal.		(16) A Ground Instructor authorization is valid for a period of twenty four months from the date of issue or renewal.	To reflect new proposed name
41.	(18) The validity of an ATSEP rating shall be thirty six (36) months from the date of issue or renewal.		(18) The validity of an ATSEP rating shall be twenty four months from the date of issue or renewal.	As requested by the ATSEP Team. HKNV 27/1/2024
42.	Regulation 9 (19)		(19) The validity of the Designated Medical Examiner authorization shall be not more than thirty-six months.	New
43.	Regulation 11(2) The Authority shall ensure that other Contracting States are able to confirm the validity of the licence.		The Authority, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.	Reworded for clarity and alignment with Annex 1 Amendment 178
44.	Regulation 11(7) (7) When a holder of an Airline Transport Pilot Licence for aeroplane and helicopter has passed his fortieth birthday, the twelvemonth interval period specified in sub-regulation (6) shall be reduced to six months.	Need to include the Flight Engineer License since their validity is subject to medical	(7) When a holder of an Airline Transport Pilot Licence for aeroplane and helicopter or a Flight Engineer has passed his fortieth birthday, the twelve month interval period specified in sub-regulation (6) shall be reduced to six months.	Flight Engineer Licence added for clarity

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45.	Regulation 11 (9)	There is provided in TGM a period within which an applicant can undertake a medical examination in order to maintain a desired expiry date, and/or ensure the applicant is not penalized for undertaking his medical examination early.	Regulation 11(9) (a) An applicant for renewal of a licence or certificate whose medical examination is conducted within 45 days before the licence or certificate current expiry date will use the licence or certificate expiry date as the start date of the new validity period. (b) An applicant whose medical examination is not conducted within 45 days of the licence or certificate expiry date will use the date of the medical examination as the start date of the new validity period.	Added to offer clear guidance
46.	Regulation 12 (2) A licence holder shall inform the Authority of confirmed pregnancy or any decrease in medical fitness of a duration of more than 20 (twenty) days or which requires continued treatment with prescribed medication or which requires hospital treatment.	Issues of pregnancy dealt with in detail from Regulation 188	(2) A licence holder shall inform the Authority of any decrease in medical fitness of a duration of more than 20 (twenty) days or which requires continued treatment with prescribed medication or which requires hospital treatment.	Redrafted for clarity 1.2.6.1.
47.	Regulation 15 – Curtailment of Privileges of Pilots (5) A holder of a Commercial Pilot Licences or ATPL with flight instructor rating may continue exercising the privileges of the flight instructor rating after attaining the age of 65 years provided that person holds a valid class one medical certificate.	Need to have the full names of the licenses.	(5) A holder of a Commercial Pilot Licence or Airline Transport Pilot License with flight instructor rating may continue exercising the privileges of the flight instructor rating after attaining the age of 65 years provided that person holds a valid class one medical certificate.	ATPL written in full. No change in text or meaning

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48.			Regulation 17 Automatic Validation of licences. The Authority may automatically render valid a licence issued by another contracting State provided that the Authority and the State shall have: a) Adopted common licensing regulations that are compliant with this Annex;	To align with the Annex.
			b) entered into a formal agreement recognizing the automatic validation process; c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and d) registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.	
49.	Regulation 18 1 (a) except for ferry flight or test flight or as the Authority may decide or demonstrate, to the satisfaction of the Authority and relevant to the licence to be validated, knowledge of—	Typo error	1 (a) except for ferry flight or test flight or as the Authority may decide, demonstrate, to the satisfaction of the Authority and relevant to the licence to be validated, knowledge of—	Typo error corrected

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50.	Regulation 23 Validation of Aircraft Maintenance Engineer Licence (AMEL). (1) A person who holds a current and valid Aircraft Maintenance Engineer Licence issued by another Contracting State may apply for and may be issued a certificate of validation with the appropriate rating, if the applicant— (a) holds a licence which is not under an order of revocation or suspension by the country that issued the licence; (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of the Authority for that licence; and (c) does not currently hold a licence issued by the Authority.		(1) A person who holds a current and valid Aircraft Maintenance Engineer Licence issued by another Contracting State in accordance with Annex One may apply for and may be issued a certificate of validation with the appropriate rating, if the applicant— (a) holds an Aircraft Maintenance Engineer licence which is not under an order of revocation or suspension by the country that issued the licence; (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of the Authority for that licence; and (c) does not currently hold a licence issued by the Authority. (d) Have a minimum of four years experience exercising the privileges of the foreign licence.	Reworded for clarity, (d) new included
51.	Regulation 23 (2) The Authority may place upon a certificate of validation, privileges not beyond those granted by a foreign licence.		(a) An applicant for validation of an Aircraft Maintenance Engineer Licence under this regulation shall submit his licence in English language or accompanied by an English language translation on items specified on the First schedule of these Regulations; (b) The Authority may not place upon a certificate of validation privileges beyond those granted by a foreign licence.	New sub-regulations 2 (a) introduced. Renumbered
52.	Regulation 23 (4) An applicant for a certificate of validation shall present to the Authority the foreign licence and evidence of experience required by presenting a valid record. (5) The certificate of validation shall be valid for a maximum of six months, provided the foreign licence or in the case of a continuing licence, the rating remains valid.		(4) An applicant for a certificate of validation shall present to the Authority the foreign licence and evidence of the maintenance experience.	Reworded for clarity in tandem with the requirements for the B1/B2

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	(6) An applicant for a certificate of validation shall pass a knowledge test in air law relevant to the licence to be validated.		(5) The validation certificate shall be issued for a maximum non renewable period of twelve (12) months provided that the foreign aircraft maintenance engineers licence remains current and valid. (6) Except for the purposes of maintenance release for a ferry flight or test flight outside Kenya, an applicant for a certificate of validation shall pass a knowledge test in air law relevant to the licence to be validated.	licensing system Also providing in 6 for exceptional cases like ferry or test flight purposes
53.	Regulation 24 (1) A person who holds a current Aircraft Maintenance Engineer Licence issued by another Contracting State may apply and be issued an equivalent licence with the appropriate ratings if the following requirements are met—		(1) A person who holds a current Aircraft Maintenance Engineer Licence issued by another Contracting State in accordance with ICAO Annex One may apply and be issued an equivalent licence with the appropriate ratings or group ratings if the following requirements are met—	
54.	Regulation 24 (1) (b) an applicant for an Aircraft Maintenance Engineer Licence under this regulation shall submit the licence in the English language or accompanied by an English language translation;		Regulation 24 (1) (b) An applicant for an Aircraft Maintenance Engineer Licence under this regulation shall submit his licence in English language or accompanied by an English language translation on items specified on the First schedule of these Regulations;	
55.	Regulation 24 (1) (c) the applicant shall present a minimum of four years Aircraft Maintenance Engineer experience.			1 (c) deleted
56.	Regulation 24 (2) In addition to the requirements of sub-regulations (1) the applicant shall pass a skill test and knowledge test in— (a) air law;		(2) (a) An applicant for conversion shall; (a) present to the Authority the foreign licence and evidence of at	

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	(b) applicable Airworthiness requirements governing certification and continuing airworthiness; (c) approved maintenance organizations and procedures; (d) composite exam containing; Human performance, Natural Science, Aircraft general knowledge, Aircraft Engineering, Aircraft Maintenance.		least four years aircraft maintenance engineers experience. (b) demonstrate knowledge to the satisfaction of the Authority and relevant to the licence to be converted on— (i) air law; (ii) applicable Airworthiness requirements governing certification and continuing airworthiness; (iii) approved maintenance organizations and procedures; (iv) composite exam containing; Human performance, Natural Science, Aircraft general knowledge, Aircraft Engineering, Aircraft Maintenance.	
57.	Regulation 24 (2) In addition to the requirements of sub-regulations (1) the applicant shall pass a skill test and knowledge test in— (a) air law; (b) applicable Airworthiness requirements governing certification and continuing airworthiness; (c) approved maintenance organizations and procedures; (d) composite exam containing; Human performance, Natural Science, Aircraft general knowledge, Aircraft Engineering, Aircraft Maintenance.		(2) In addition to the requirements of sub-regulation (1), the applicant shall; (a) present to the Authority the foreign licence and evidence of at least four years aircraft maintenance engineers experience; (b) demonstrate knowledge to the satisfaction of the Authority and relevant to the licence to be converted on— (i) air law; (ii) applicable Airworthiness requirements governing certification and continuing airworthiness; (iii) approved maintenance organizations and procedures; (iv) composite exam containing; Human performance, Natural Science, Aircraft general knowledge, Aircraft Engineering, Aircraft Maintenance.	Re-aligned, Reworded

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58.	Regulation 24 (3) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of Aircraft Maintenance Engineer Licence if— (a) the aircraft type is endorsed on a foreign licence; (b) that applicant is currently on the aircraft type; and (c) the type of aircraft is registered in Kenya.		(3) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of Aircraft Maintenance Engineer Licence if— (a) the aircraft type rating or group rating is endorsed on a foreign licence; (b) that applicant is current on the aircraft type; and (c) the type of aircraft is registered in Kenya.	Group rating introduced in line with B1/B2 licensing system Typo error corrected Re-numbered
59.	Regulation 24 (8) The Authority shall only convert ratings on the foreign licence together with the conversion of a licence.	Addressed in Regulation 24		Deleted
60.		New requirement on Automatic validation of AMEL ICAO Annex 1.2.2.3.1	Regulation 24 (6) The Authority may automatically validate or convert a foreign aircraft maintenance engineers licence issued by other contracting state provided that;- (a) the Authority and the other contracting states shall have; (i) adopted common licensing regulations that are compliant with ICAO Annex 1; (ii) entered into a formal agreement recognizing automatic validation process; (iii) established a surveillance system to ensure the continuing implementation of the common licensing regulation; and (iv) registered the agreement with ICAO pursuant to the article 83 of the convention on the national civil aviation. (b) the authority, when issuing aircraft maintenance licence, ratings or certificate under the	NEW To meet the requirements on Automatic validation of AMEL ICAO Annex 1.2.2.3.1

No.	Regulation	GAP	Proposed New Text	Remarks
			requirement of this sub regulation shall;- (i) endorse the licence, rating or certificate to indicate that it is rendered valid through registered agreement with ICAO in accordance with sub regulation (1) (d) of this regulation. (ii) Issue a numbered attachment to the licence, rating or certificate with the information specified in the First schedule of these regulations.	
61.	Regulation 26 (3) The validity of the knowledge test results for an applicant for a pilot licence shall be as follows- (a) for Private Pilot Licence six months after passing the test;		(3) The validity of the knowledge test results for an applicant for a pilot licence shall be as follows- (a) for Private Pilot Licence six months after passing the test;	Decay of knowledge... Stakeholders had requested that the PPL exams validity be extended to accommodate delays that may arise due to unforeseen circumstances such as aircraft unavailability, weather, funding, etc
62.	Regulation 26	The existing regulations have not specified the timelines within which candidates should accomplish knowledge	(4) (a) The Authority shall prescribe the passing criteria for all aeronautical knowledge tests required under these Regulations. (b) Candidates sitting for PPL shall be required to accomplish a total pass of all subjects within a six months period from the date of acquiring a partial pass.	Regulation 26(3) does not fully specify the timelines of passing various aeronautical knowledge examinations. Sub-regulation 4 introduced to

No.	Regulation	GAP	Proposed New Text	Remarks
		test examinations . This leaves a gray area and proper guidance is required.	(c) Candidates sitting for CPL, MPL, ATPL and FOO shall be required to accomplish a total pass of all subjects within twelve months from the date of acquiring a partial pass.	cater for the timelines. Picked from existing TGM
63.	Regulation 29 Practical tests: required aircraft and equipment.	Sub-regulation leaves a gray area by stating that the aircraft has a certificate of airworthiness. Need to emphasize that the certificate of airworthiness needs to be valid.	Regulation 29 Practical tests: required aircraft and equipment. (1) Except when permitted to accomplish the entire flight increment of the practical test in an approved synthetic flight trainer, an applicant for a licence or rating issued under these Regulations shall provide an aircraft registered in Kenya for each required test that— (a) is of the category, class, and type, if applicable, applicable to the licence or rating sought; and (b) has a valid certificate of airworthiness.	No change in meaning, only emphasis of VALID added
64.	Regulation 31 (2) For the purposes of meeting the requirements of these Regulations, a person shall enter the following information for each flight or lesson logged— (a) general— (i) date; (ii) total flight time; (iii) location where the aircraft departed and arrived, or for lessons in an approved synthetic flight trainer, the location where the lesson occurred;	Rewording part (a) (iii) to read exactly as it reads in Commercial Air Transport Regulations	(2) For the purposes of meeting the requirements of these Regulations, a person shall enter the following information for each flight or lesson logged— (a) general— (i) date; (ii) total flight time; (iii) location and time, in UTC and block to block, where the aircraft departed and arrived, or for lessons in an approved synthetic flight trainer, the location where the lesson occurred;	No change in meaning

No.	Regulation	GAP	Proposed New Text	Remarks
65.	Regulation 32 (2) 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.	Different from Annex One 2.1.9	(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 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 authorize 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.	Annex 1 Amndmt 178
66.		NEW 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.	
67.		OLD 3 becomes NEW 4	The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.	
68.	Regulation 35(9) The requirement of powered-lift category will come into effect from the 15th March, 2022.	Not relevant any more.	Competency-based approved training for aircraft and remote flight crew shall be conducted within an approved training organisation.	Deleted (9) and replaced with a new Annex One standard 1.1 1.2.8.5

No.	Regulation	GAP	Proposed New Text	Remarks
69.	Regulation 39 Sub-regulation 6 (a) (v) use of radios for visial flight rules navigation and two- way communications;	Typo-error	use of radios for visual flight rules navigation and two- way communications;	Typo error corrected. No change in meaning
70.	Regulation 42 (1) An applicant for a private pilot licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects: (b) air law—		(1) An applicant for a private pilot licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects: (a) air law—	Alignment to have proper numbering and flow
71.	Regulation 49 (b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class ratin as folows—	Typo error	(b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class rating as follows—	Typo error corrected. No change in text or meaning
72.	Regulation 49 (c) (aa)	Typo error		Typo error corrected. No change in text or meaning
73.	Regulation 50		50 (1)	(1) Inserted for clarity and flow
	Regulation 50 (1) (b) (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument time in the synthetic flight trainer		10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time	
74.	Regulation 50 (1) (b) (iv) 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.		if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.	
75.	Regulation 50 (2) (d) (iv) Twenty hours of training on the areas of operation listed in regulation 50, including at least-		20 hours of training on the areas of operation listed in regulation 49, including at least-	
76.	Regulation 50 (2) (d) (iv)		10 hours of solo flight in a gyroplane on the areas of operation	

No.	Regulation	GAP	Proposed New Text	Remarks
	Ten hours of solo flight in a gyroplane on the areas of operation listed in regulation 50, including at least-		listed in regulation 49, including at least-	
77.	Regulation 50 (3) (d) 20 hours of flight training in the areas of operation listed in regulation 50.		20 hours of flight training in the areas of operation listed in regulation 49.	
78.	Regulation 50 (4) An applicant for a Commercial Pilot Licence lighter than air (balloon category) shall have completed 35 hours which consists of not less than 20 hours training flights in the areas of operation, that includes-		An applicant for a Commercial Pilot Licence lighter than air (balloon category) shall have completed not less than 35 hours which consists of not less than 20 hours training flights in the areas of operation, that includes-	
79.	Regulation 50 (4) (c) (i) The procedures and manouvres described in regulation 38(f) with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence.		The procedures and manouvres described in regulation 49 with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence.	
80.	Regulation 51 (1) (e) Exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in regulation 135	Typo error	Exercise all the privileges of the holder of a flight radiotelephony operator licence as stipulated in regulation 134	
81.	Regulation 54 (1) Subject to sub-regulation (2) an applicant for a Airline Transport Pilot Licence, shall receive and record ground training in a manner prescribed by the Authority, on the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.	Typo error	(1) Subject to sub-regulation (2) an applicant for an Airline Transport Pilot Licence, shall receive and record ground training in a manner prescribed by the Authority, on the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.	Corrected
82.	Regulation 54 (2) (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		principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document.	

No.	Regulation	GAP	Proposed New Text	Remarks
83.	Regulation 54 (2) (vi) maintenance procedures for airframes, systems and powerplants of appropriate aircraft		maintenance procedures for airframes, systems and engines of appropriate aircraft	
84.	Regulation 55 (1) An applicant for Airline Transport Pilot Licence, aeroplanes or helicopters shall have received the flight instruction required for the issue of commercial pilot licence as prescribed in regulation 50, and		An applicant for Airline Transport Pilot Licence, aeroplanes or helicopters shall have received the flight instruction required for the issue of commercial pilot licence as prescribed in regulation 49, and	
85.	Regulation 55 (3) In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in (2) as pilot-in-command of a multiengined aeroplane	UPRT not captured in ATPL requirements	(3) In the case of an aeroplane, the applicant shall have- (a) demonstrated the ability to perform the procedures and manoeuvres described in (2) as pilot-in-command of a multiengined aeroplane; and (b) demonstrated in actual flight upset prevention and recovery training, night flying and flight by reference solely to instruments.	To include requirement in Annex 1 on UPRT
86.	Regulation 56 (6) (iii) met the requirements for the commercial pilot licence specified in Regulations 49, 50 and 51 with the exception of regulation 50(a) and 51(b)(i) , appropriate to the aeroplane category.	Not making correct reference	met the requirements for the commercial pilot licence specified in Regulations 48, 49 and 50 appropriate to the aeroplane category.	Deleted sub-part to ensure proper reference and meaning
87.	Regulation 68	There is no provision for type rating training for aircraft above 5700kgs where FSTD is not available. Proposed clause (f)	(3) (f) for aeroplanes of maximum certificated take-off mass of over 5,700 kilograms where no flight simulator is available locally or internationally, the Authority may approve, subject to meeting the requirements of the Civil Aviation (Operation of Aircraft for Commercial Air Transport) and Civil Aviation (General Aviation) Regulations, training to be conducted in the actual aircraft, and the training shall meet the same	

No.	Regulation	GAP	Proposed New Text	Remarks
			requirements as if the training was conducted in a Level D flight simulator training device.	
88.	Regulation 78 (2) An applicant for instrument rating shall have completed not less than— (a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in aeroplane or helicopter ; and		(2) An applicant for instrument rating shall have completed not less than— (a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in the aircraft category being sought; and	To match Annex 1 Amendment 178
89.	Regulation 81	Reference to a non-existent regulation in 81 (1) (f) (ii)	2013 deleted	
90.	Regulation 82 (2) (l) hazards involved in simulating system failures and malfunctions in the air	Incomplete word	(l) hazards involved in simulating system failures and malfunctions in the aircraft	Corrected. No change in meaning
91.	Regulation 87 (1) (a) to supervise student pilots on solo flights;		(a) to supervise solo flights by student pilots	To match Annex 1 wording
92.	Regulation 87 (2) (b) holds a licence and rating necessary to act as the pilot-in- command of the aircraft on which the instruction is to be given; and (c) have the flight instructor privileges entered on the licence.	Typo-error	(2) (b) hold a licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is to be given; and (c) have the flight instructor privileges granted entered on the licence.	Corrected for clarity and to match Annex 1
93.	Regulation 88 (4) A flight instructor shall not endorse— (d) a logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of Civil Aviation (Operation of Aircraft) Regulations.	The citation of the CA regulations is erroneous.	(4) A flight instructor shall not endorse— (d) a logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of these Regulations.	Corrected to refer to these regulations as IR is conducted in accordance with these regulations

No.	Regulation	GAP	Proposed New Text	Remarks
94.	Regulation 89 (b) (ii) (ii) a record that shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours.	Either of the three items i, ii, and iii can qualify a person for renewal of a flight instructor rating	(ii) a record that shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours; or	Corrected for clarity
95.	Regulation 91 Flight examiner requirements	No mention of privileges though they are part of the body	91 Flight examiner requirements and privileges.	Privileges included in title
96.	Regulation 91 (5) Subject to compliance with the requirements specified in these Regulations, the privileges of the examiner's authorization are to conduct skill tests and proficiency checks for a licence and ratings.	The privileges, as provided, require a clause that would provide for a penalty	(5) (a) Subject to compliance with the requirements specified in these Regulations, the privileges of the examiner's authorization are to conduct skill tests and proficiency checks for a licence and ratings. (b) A flight examiner shall not endorse— (i) a logbook of a pilot for a flight check-out or practical test, unless that flight examiner has conducted a review of that pilot in accordance with the requirements of regulation 29; and (ii) a logbook of a pilot for an instrument proficiency check, unless that flight examiner has tested that pilot in accordance with the requirements of these Regulations.	New (b) Picked from existing regulation 88, but reworded to cover the flight examiners
97.	Regulation 105 (1) The applicant shall have completed an approved training course and not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an appropriately rated air traffic controller and acquire experience for the rating sought as follows—		(1) The applicant shall have satisfactorily completed an approved training course and demonstrated the required competence while providing, under the supervision of an air traffic	

No.	Regulation	GAP	Proposed New Text	Remarks
	(a) aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought; (b) approach control rating: an approach control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; (c) approach radar control rating: an approach radar control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; (d) approach precision radar control rating: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Authority, not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; (e) area control rating: an area control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and (f) area radar control rating: an area radar control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought: Provided that— (i) the experience specified in this sub-regulation shall have been completed within the 6-month period immediately preceding application; (ii) where the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirement can be reduced, and if so, to what extent; and (iii) if the privileges of the approach radar control rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.		control on the job training instructor, one or more of the following— (a) aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought; (b) approach control procedural rating, approach control surveillance rating, area control procedural rating, area control surveillance rating: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; (c) approach precision radar control rating: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Authority, not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; Provided that— (i) the experience specified in this sub-regulation shall have been completed within the 6-month period immediately preceding application;	

No.	Regulation	GAP	Proposed New Text	Remarks
			(ii) where the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirement can be reduced, and if so, to what extent; and (iii) if the privileges of the approach radar control rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of air traffic control on the job instructor.	
98.	Regulation 107 (4) The Holder of an air traffic controller license shall not provide instruction in an operational environment except as authorized in writing by the Authority.		(4) The holder of an air traffic controller license shall not carry out instruction in an operational environment unless such holder has received proper authorization from the Authority.	
99.	Regulation 108 An air traffic controller rating becomes invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period of six months and shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established		An air traffic controller rating becomes invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period not exceeding six months and shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.	To ensure correct wording as per the Annex
100.	Regulation 113 - Title Ground Instructor License		Ground Instructor Authorization	In the title, there is need to include Ground instructor

No.	Regulation	GAP	Proposed New Text	Remarks
				license or authorization. G I license may be issued as an authorization to ensure the ATOs are well facilitated. The agreement is to call it GI Authorization since it is not an Annex 1 requirement.
101.	Regulation 113 (1) An applicant for a ground instructor licence shall—		(1) An applicant for a ground instructor authorization shall—	Reworded for ease of implementation
102.	Regulation 113 (4) The knowledge test results for a ground instructor licence shall be valid for eighteen months after passing the examination.		(4) The knowledge test results for a ground instructor authorization shall be valid for eighteen months after passing the examination.	
103.	(2) A ground instructor licence shall be issued with either one of the following ratings—		(2) A ground instructor authorization shall be issued with either one of the following ratings—	Reworded for ease of implementation
104.	Regulation 114. (1) A holder of a ground instructor licence may exercise the privileges appropriate to the rating as follows— (a) for a holder of a basic ground instructor rating-		114 (1) A holder of a ground instructor authorization may exercise the privileges appropriate to the authorization as follows— (a) for a holder of a basic ground instructor authorization	
105.	Regulation 114 (1) (b) for a holder of an advanced ground instructor rating—		(1) (b) for a holder of an advanced ground instructor authorization—	
106.	Regulation 114 (c) for a holder of an instrument ground instructor rating—		(1) (c) for a holder of an instrument ground instructor authorization—	

No.	Regulation	GAP	Proposed New Text	Remarks
107.	Regulation 114 (2) A person who holds a ground instructor licence shall be authorised, within the limitations of the 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 sub-regulation (1).		(2) A person who holds a ground instructor authorization shall, within the limitations of their authorization, be authorized to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in sub-regulation (1).	
108.	Regulation 115 An applicant for a ground instructor licence is required to hold or have held a Commercial Pilot Licence or Airline Transport Pilot Licence as appropriate or pass the following— (a) basic ground instructor rating: aeronautical knowledge requirements for Commercial Pilot Licence as prescribed in regulation 49; (b) advanced ground instructor rating; (c) aeronautical knowledge requirements for Airline Transport Pilot Licence as prescribed in regulation 55; (d) instrument ground instructor rating—		115. An applicant for a ground instructor authorization is required to hold or have held a Commercial Pilot Licence or Airline Transport Pilot Licence as appropriate or pass the following— (a) basic ground instructor authorization: aeronautical knowledge requirements for Commercial Pilot Licence as prescribed in regulation 49; (b) advanced ground instructor authorization: aeronautical knowledge requirements for Airline Transport Pilot Licence as prescribed in regulation 55; (c) instrument ground instructor authorization—	
109.	Regulation 116. A holder of a ground instructor licence shall not perform the duties of a ground instructor unless within the twelve preceding months the person has served for three months as a ground instructor.		116. A holder of a ground instructor authorization shall not perform the duties of a ground instructor unless within the twelve preceding months the person has served for three months as a ground instructor.	
110.	Regulation 118 (1) (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;		(b) aircraft general knowledge— (i) principles of operation of aeroplane engines , systems and instruments;	Annex 1 Powerplants now ENGINES

No.	Regulation	GAP	Proposed New Text	Remarks
			(ii) operating limitations of aeroplanes and engines ; and (iii) minimum equipment list and configuration deviation list ;	Addition of CDL
111.	Regulation 118	New (3)	(3) Competency-based approved training for flight operations officer shall be conducted within an approved training organization.	New (3) introduced to cater for Annex 1 1.2.8.6
112.	Regulation 119 (1) (a) (i) a flight crewmember in commercial air transport; or (ii) a meteorologist in an organization dispatching aircraft in commercial air transport; or (iii) an air traffic controller or technical supervisor of flight operations officer or air transportation flight operations systems; (b) at least one year as an assistant in the dispatching or aircraft used in commercial air transport; or (c) has satisfactorily completed an approved course training in a flight operations. (2) An applicant shall have served under the supervision of a flight operations officer for at least ninety days within the six months immediately preceding the application.		(a) (i) a flight crewmember in air transportation; or (ii) a meteorologist in an organization providing operational control to aircraft in air transportation; or (iii) an air traffic controller or technical supervisor of flight operations officers or air transportation flight operations systems; or (b) at least one year as an assistant in the dispatching or air transport; (2) An applicant for a flight operations officer licence shall have satisfactorily completed a course of approved training in flight operations. (3) An applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.	To match the Annex 1 wording Re-organized 90 working days to match Annex 1
113.	Regulation 120. An applicant for a flight operations officer licence shall demonstrate the ability to— (a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports;		120 An applicant for a flight operations officer licence shall demonstrate the ability to—	New requirement in Annex 1

No.	Regulation	GAP	Proposed New Text	Remarks
	(b) provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; (c) forecast weather trends pertinent to air transportation with particular reference to destination and alternates; (d) determine the optimum flight path for a given segment and create accurate manual or computer generated flight plans; and (e) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence.		a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks; b) identify and evaluate the risk factors and the possible consequences for flight operations; c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation; d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals; e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation; f) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates; g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures; h) determine the optimum flight path for a given segment, and	4.6.1.4

No.	Regulation	GAP	Proposed New Text	Remarks
			create accurate manual and/or computer generated flight plans; i) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and j) recognize and manage threats and errors.	
114.				
115.				
116.	Regulations 125(3) (a) for a Category 'A' or 'C' Licence Without Type Ratings, twenty four months relating to Airframe or Engine maintenance, twelve months of which must be in the two years immediately preceding the date of application; or (b) for any Category 'R' or 'X' Licence Without Type Ratings (excluding Category 'X' – Compass Compensation and Adjustment), twenty four months related to avionic systems, twelve months of which must be in the two years immediately preceding the date of application; and		(a) For Category 'B1' thirty six months related to Airframe and Engine maintenance systems, twelve months of which must be in the two years immediately preceding the date of application; (b) For Category 'B2' thirty six months related to avionic systems, twelve months of which must be in the two years immediately preceding the date of application; and	To reflect proper categorization of the AME licensing requirements
117.	Regulations 125 (4) Where an applicant for category 'X' electrical holds a valid licence which includes both Category 'A' and Category 'C' LWTR sub divisions, the experience in sub-regulation (3) (b) need not be complied with and the applicant need show only the six months experience relevant to the Licence Without Type Ratings required in sub-regulation 3(c).		Where an applicant for category 'B2' holds a valid licence which is a Category 'B1', the experience in sub-regulation (3) (b) need not be complied with and the applicant need show only the six months experience relevant to the Licence Without Type Ratings required in sub-regulation 3(c).	To reflect proper categorization of the AME licensing requirements
118.	Regulation 129 (1)(a) the holder shall have exercised the privileges of the licence for at least six months during the twenty four months preceding the date of the expiry of the licence;		the holder shall have exercised the privileges of the licence within the past twenty four (24) months	In line with the new B1/B2 licensing system

No.	Regulation	GAP	Proposed New Text	Remarks
			preceding the date of the expiry of the licence;	
119.		NEW	208. All knowledge, practical and medical examinations and tests required under these regulations shall be conducted in accordance with the rules issued by the Authority from time to time.	There has been need to have a regulatory clause that gives power of the law to the rules that govern the conduct of examinations
120.	Regulation 130. An applicant for an aircraft component and aviation specialized maintenance authorization		Regulation 130. An applicant for an aircraft component and specialized maintenance authorization	“Aviation” deleted for clarity.
121.	Regulation 130(2) The period of validity of the component and specialized maintenance specialist authorization is 36 months provided the authorization holder is in the continual employment of the sponsoring Approved Maintenance Organization and the specialists foreign certificate based on this authorization remain valid as applicable.		Regulation 130(2) The period of validity of the component and specialized maintenance authorization is 36 months provided the authorization holder is in the continual employment of the sponsoring Approved Maintenance Organization and the specialist maintenance foreign certificate based on this authorization remain valid as applicable.	“Specialist” deleted for clarity.
122.	Regulation 132 (1) An applicant for an Air Traffic Safety Electronics Personnel License shall— (a) have a Diploma or degree in Electrical/Electronics/Telecommunications engineering or equivalent qualification from a recognized institution; (b) have a minimum age of 18 years; (c) comply with the knowledge, experience, and prescribed competency requirements for the license and rating sought	REPETITION	DELETED IN TOTALITY	

No.	Regulation	GAP	Proposed New Text	Remarks
	(d) present an appropriate certificate from an approved Aviation Training Organization or an institution recognized by the Authority. (2) An applicant for Air Traffic Safety Electronics Personnel licence shall demonstrate the level of knowledge, skills and competence in the subjects as set out in the these Regulations. (3) The applicant in sub-regulation(1) shall have successfully undergone unit training under supervision of an appropriately rated Air Traffic Safety Electronics Personnel and acquired the experience for the rating sought as specified in regulation 146. (4) The applicant who meets the requirements of sub-regulations (1) and (2) may be issued with a Air Traffic Safety Electronics Personnel licence as provided for in these Regulations. (5) An applicant for an Air Traffic Safety Electronics Personnel rating shall demonstrate the level of knowledge, skills and competence appropriate to the ratings sought. (6) The training requirement for the different ratings shall be as specified in these Regulations and as may be prescribed by the Authority from time to time. (7) Applicants for rating under sub-regulation (1) above shall undergo performance assessment determined and supervised by a rated Air Traffic Safety Electronics Personnel as prescribed by the Authority.			
123.	Regulation 133 (1) The validity of an Air Traffic Safety Electronics Personnel rating shall be 36 months from the date of issue or renewal. (2) An applicant for revalidation under sub-regulation (1), shall provide proof through production of work records such as personal engineering logbooks Air Traffic Safety Electronics Personnel training records and any other record of engineering work, performed by the applicant over the last twelve months.	REPETITION	DELETED IN TOTALITY	

No.	Regulation	GAP	Proposed New Text	Remarks
	(3) Applicants for revalidation under sub-regulation (1) shall undergo performance assessment determined and supervised by a rated Air Traffic Safety Electronics Personnel. (4) A holder of an Air Traffic Safety Electronics Personnel Licence shall apply for renewal of Licence at least two months before the expiry period in a form and manner prescribed by the Authority if— (a) the holder shall have exercised the privileges of the license at least twelve months during the thirty six months preceding the date of expiry of the licence (b) the holder provided Air Traffic Safety Electronics Personnel maintenance instructions or served as the direct supervisor of persons providing Air Traffic Safety Electronics Personnel maintenance instructions; (c) the holder supervised the maintenance, preventive maintenance or alteration of Air Navigation Safety equipment. (5) An Air Traffic Safety Electronics Personnel who fails to renew his Licence after the expiry period may do so within the next twelve months provided that he proves he has been continuously engaged in practical work for the entire extended period. (6) An Air Traffic Safety Electronics Personnel who does not apply for a renewal within the extended period as provided for in sub-regulation (2) or fails to prove that he has continuously been engaged in practical work during that period shall be required to do the Unit on-the-job training programme before he can be recommended for his Licence renewal as prescribed in the Sixth Schedule of this Regulations. (7) A holder of an Air Traffic Safety Electronics Personnel Licence shall not exercise the privileges of the Licence unless the Licence is kept valid as prescribed by the Authority.			
124.	Regulation 134 Title: Privileges		Regulation 134 Title: Privileges and renewal requirements	Title changed to accommodate a new Regulation 135
125.	New		Aeronautical station operator licence	Subtitle added to accommodate a new Regulation 135
126.	Regulation 135 Renewal requirements A holder of a flight radiotelephony operator	Previously omitted.	Regulation 135 Eligibility Requirements (1)A person required to operate as an aeronautical station operator	New regulation to add requirements for the

No.	Regulation	GAP	Proposed New Text	Remarks
	licence may apply for a renewal of the licence if the holder has exercised the privileges of the licence in the 6 months preceding the date of application.		shall be required to meet the following requirements. (a) Age The applicant shall be not less than 18 years of age. (b) Knowledge The applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects. (i) General knowledge air traffic services provided within the State; (ii) Operational procedures radiotelephony procedures; phraseology; telecommunication network; (iii) Rules and regulations rules and regulations applicable to the aeronautical station operator; and (iv) Telecommunication equipment principles, use and limitations of telecommunication equipment in an aeronautical station. (c) Experience The applicant shall have: (i) satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station	Aeronautical station operator licence to match the Annex.

No.	Regulation	GAP	Proposed New Text	Remarks
			operator for not less than two months; or (ii)satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application. (d) Skill The applicant shall demonstrate, or have demonstrated, competency in: (i) operating the telecommunication equipment in use; and (ii) transmitting and receiving radiotelephony messages with efficiency and accuracy. (2) The privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.	
127.	Regulation 139 (c) have completed a course of training approved by the Authority; and;		New Regulation 137 (c) have completed an approved course conducted by an approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations.	In consultation with flight operations, the training for CC should be anchored in an approved training programme environment
128.	Regulation 139 (d) have passed a knowledge test.		New Regulation 137	This clause is introduced to

No.	Regulation	GAP	Proposed New Text	Remarks
			(d) have completed an operator conversion course specific to an aircraft type requiring cabin crewmember approved under the Civil Aviation (Operations of Aircraft for Commercial Air Transport) Regulations.	cover the knowledge test previously required. It will now be covered under the approved training programme
129.	Regulation 140 New Regulation 138	Change of Reference	(vii) dangerous goods training as prescribed in Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations, 2013 and Civil Aviation (Air Operator Certification and Administration) Regulations, 2013 ; and	Reworded for clarity
130.			(viii) security procedures, including the provisions of Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations, and Civil Aviation (Air Operator Certification and Administration) Regulations;	
131.			Regulation 145 (5) Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the Authority for appropriate action.	NEW Annex 1 1.2.4.7.1
132.	Regulation 146(4) The OJT instructor shall assess and recommend the endorsement of the License with the appropriate rating to DASSR.	Deleted, Moved to Schedule ???	(3) The Authority shall retain the right to reconsider any action of an aviation medical examiner.	Not consistent with regulatory language
133.	Regulation 147(1) Medical Assessment - General The Authority may issue classes of Medical Assessment that are intended to indicate the minimum medical standards as follows		Regulation 147(1) Medical Assessment - General The Authority shall issue classes of Medical Assessment that are intended to indicate the minimum medical standards as follows	The term "may" has been changed to "shall" to comply with

No.	Regulation	GAP	Proposed New Text	Remarks
				Standard 1.2.4.6.
134.	Regulation 147(4) The OJT instructor shall assess and recommend the endorsement of the License with the appropriate rating to the Authority.	Deleted, Moved to Schedule		Not consistent with regulatory language
135.		Regulation was omitted	Regulation 148 Title: Health promotion The Authority shall implement Aviation-related health promotion for the licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.	NEW Health Promotion was missing in the regulations to align with Annex 1.2.4.3.
136.	Regulation 149(1) (1) The Authority may designate a medical doctor who meets the qualifications specified in sub-regulation (2) as an aviation medical examiner to conduct medical examinations for fitness of applicants for the issue or renewal of licences or certificates specified in these Regulations.		Regulation 149(1) Aviation Medical Examiner designation and qualifications (1) The Authority shall designate a medical doctor who meets the qualifications specified in sub-regulation (2) as an aviation medical examiner to conduct medical examinations for fitness of applicants for the issue or renewal of licences or certificates specified in these Regulations.	The term “may” has been changed to “shall” to comply with Standard 1.2.4.6.
137.	Regulation 150(2) Evaluation of Medical Examiners’ Competence The Authority shall use the services of medical assessors to evaluate reports submitted to it by medical examiners	Repetition of Reg. 150(1) in 150(2).		Deleted 150(2).because it was a repetition of Reg. 150(1) and renumbered.
138.	Regulation 150 (3) Evaluation of Medical Examiners’ Competence (3) Without prejudice to sub-regulation (1)(a), for applicants under forty years of age, the Licensing Authority shall, at its discretion, allow medical examiners to omit certain routine examination items related to the assessment of physical fitness, whilst increasing the emphasis on health education and prevention of ill health.	Deleted		Deleted because
139.				Regulation 151 was merged with

No.	Regulation	GAP	Proposed New Text	Remarks
				Regulation 149 all about Aviation Medical Examiners.
140.	Regulation 151 Title: Delegation by the Authority	The Authority does designate AMEs and not delegate authority to AMEs	'Designation by the Authority'	Title changed to 'Designation by the Authority' to match with the Annex
141.	Regulation 151 (1) The Authority may delegate to an aviation medical examiner the authority to—		(1) The Authority shall designate medical examiners, qualified and licensed in the practice of medicine, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings.	Changed to march with the wordings in the Annex.
142.	Regulation 151 (2)		(2) The Aviation Medical Examiner shall— (a) accept applications for physical examinations necessary for issue of a Medical Certificate under these Regulations; (b) examine applicants for and holders of Medical Certificates to determine whether the applicants meet applicable medical standards; and (c) recommend issuance, renewal, denial, or withdrawal of Medical Certificates to an applicant based on meeting or failing to meet applicable medical standards.	151 (1) was changed to (2).
143.	Regulation 151 (3)		Regulation 151 (3)	151 (2) was changed to (3).

No.	Regulation	GAP	Proposed New Text	Remarks
			(3) The Authority shall retain the right to reconsider any action of an aviation medical examiner.	
144.	Regulation 151 Medical Records		(5) was added. Include the text.	
145.	Regulation 152 - Title Aviation medical examiner submission of signed medical evaluation report.		Regulation 152 - Title Aviation medical examiner submission of signed medical assessment report.	The term "evaluation" changed to "assessment" to match Annex 1 - 6.1.2.
146.	Regulation 152 - Title Aviation medical examiner submission of signed medical evaluation report. (1) An aviation medical examiner who is authorised to conduct a medical examination under regulation 154 shall		Regulation 152 - Title Aviation medical examiner submission of signed medical evaluation report. (1) An aviation medical examiner who is authorised to conduct a medical examination under regulation 149 shall	Changed to align with the new numbering system.
147.			Regulation 152(1) (b) report to the Authority any individual case where, in the aviation medical examiner's judgement, an applicant's failed to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held is likely to jeopardize flight safety; and	Wordings changed to align with the Annex.
148.	Regulation 154 (1) Denial of Medical Certificate		Regulation 154 (1) Denial of Medical Certificate examine applicants for and holders of Medical Certificates to	

No.	Regulation	GAP	Proposed New Text	Remarks
	(b) report to the Authority any individual case where in the aviation medical examiner's judgement, an applicant has failed to meet any requirement that is likely to jeopardize flight safety;		determine whether the applicants meet applicable medical standards; and	
149.	Regulation 157 Title Duration of Medical Certificate.		Regulation 157 Title Validity of Medical Certificate.	Duration changed to Validity for clarity.
150.	Regulation 157 (1) Validity of Medical Certificate. (1) A Class 1 Medical Certificate issued to an applicant who is— (a) under the age of 40 years shall be valid for 12 months from the day the medical examination is performed; and (b) 40 years of age or more shall be valid for 6 months from the day the medical examination is performed.		Regulation 157(1) Validity of Medical Certificate. (1) A Class 1 Medical Certificate issued to an applicant who is— (a) under the age of 40 years shall be valid for 12 months from the day the medical examination is performed; and (b) 40 years of age or more shall be valid for 6 months from the day the medical examination is performed. (c) Except for holders of ATPL (aeroplanes, helicopters, powered-lift) and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in commercial air transport operations whose validity shall be 12 months until they attain their 60th birthday when validity shall be reduced to 6 months.	To align with standard 1.2.5.2.
151.	Regulation 157 (2) (2) A Class 2 Medical Certificate issued to an applicant who is— (a) under the age of 40 years shall be valid for 24 months from the day the medical examination is performed;		Regulation 157(2) (2) A Class 2 Medical Certificate issued to an applicant who is— (a) under the age of 40 years shall be valid for 48 months from	To align with standard 1.2.5.2.

No.	Regulation	GAP	Proposed New Text	Remarks
	(b) 40 years of age or more shall be valid for 12 months from the day the medical examination is performed; (c) notwithstanding the requirement in (a) and (b) above, a Class 2 Medical Certificate issued to a cabin crewmember shall be valid for 12 months from the day the medical examination is performed.		the day the medical examination is performed; (b) 40 years of age or more shall be valid for 24 months from the day the medical examination is performed; (c) 60 years of age or more shall be valid for 12 months from the day the medical examination is performed;	
			(d) notwithstanding the requirement in (a) and (b) above, a Class 2 Medical Certificate issued to a cabin crewmember shall be valid for 12 months from the day the medical examination is performed.	
152.	Regulation 157 (3) A Class 3 Medical Certificate issued to an applicant who is— (a) under the age of 40 years shall be valid for 24 months from the day the medical examination is performed; and (b) 40 years of age or more shall be valid for 12 months from the day the medical examination is performed.		Regulation 157 (3) A Class 3 Medical Certificate issued to an applicant who is— (a) under the age of 40 years shall be valid for 24 months from the day the medical examination is performed; and (b) 40 years of age or more shall be valid for 12 months from the day the medical examination is performed.	To align with standard 1.2.5.2.
153.	New		Regulation 157 (4) (4)The period of validity of a Medical Assessment may be reduced when clinically indicated.	To align with 1.2.5.2.1.

No.	Regulation	GAP	Proposed New Text	Remarks
154.	Regulation 158 Renewal of Medical Certificate (2)The Authority shall issue a medical limitation on a licence when the Authority or an aviation medical examiner determines the safe performance of the licence holder's duties is dependent on compliance with such a limitation.			DELETED 158(2), REPLACED WITH 150 (1) (C) to match Annex 1 1.2.4.10 (c)
155.	New		Regulation 158(4) (4) The period of validity of a Medical Assessment may be reduced when clinically indicated.	To align with standard 1.2.5.2.1.
156.	Regulation 161 Physical and Mental requirements (2)An applicant for a Medical Assessment shall not suffer from any disease or disability which could render the applicant likely to become suddenly unable to perform assigned duties safely or for Class 1 or Class 2 to operate an aircraft safely.	Reg. does not match the Annex.	Regulation 161 Physical and Mental requirements (2) An applicant for a Medical Assessment shall not suffer from any disease or disability which could render the applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.	Reg. 162 (2) Changed to match with Annex 6.3.2.1.
157.	Regulation 161 (3)(f) a behavioural syndrome associated with psychological disturbances or physical factors;		Regulation 161 (3)(f) a behavioural syndrome associated with physiological disturbances or physical factors;	'Psychological' has been changed to 'physiological' for clarity.
158.	Regulation 162 Hearing test requirements (2)An applicant for a medical certificate shall be tested by pure- tone audiometer at first issue for Class 1 not less than once every 5 years, and for Class 3 not less than once every four years, up to the age of 40 years, thereafter not less than once every 2 years..	Typo	Regulation 162 Hearing test requirements (2) An applicant for a medical certificate shall be tested by pure-tone audiometry at first issue for Class 1 not less than once every 5 years, up to the age of 40 years, thereafter not less than once every 2 years. (4) An applicant for a medical certificate shall be tested by pure-tone audiometry at first issue for Class 3 not less than once every 4	To correct the typo and separated for clarity.

No.	Regulation	GAP	Proposed New Text	Remarks
			years, up to the age of 40 years, thereafter not less than once every 2 years	
159.	Regulation 164 Visual requirements: general (1) A person holding or being issued a Medical Certificate shall have— (d) and no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexae, which is likely to jeopardise flight safety.		Regulation 164 Visual requirements: general There shall be no active pathological condition, acute or chronic, nor 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. (c) and no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexae, which is likely to reduce proper vision function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges	To align with the Annex
160.		The sub-regulation was placed in the wrong regulation.	Regulation 164(3) Vision requirements - general (3) When required to obtain or renew correcting lenses, the applicant for medical examination shall advise the aviation medical examiner conducting the medical examination of the new prescription, including revised reading distances— (a) for a Class 1 Medical Certificate, for the visual cockpit tasks	The sub-regulation 159(2) (Renewal of Medical Certificate) has been moved to the right regulation on Vision - Reg 165(3).

No.	Regulation	GAP	Proposed New Text	Remarks
			relevant to the types of aircraft in which the applicant is likely to function; (b) for a Class 2 Medical Certificate, for the visual cockpit and cabin tasks relevant to the types of aircraft in which the applicant is likely to function; and (c) for a Class 3 Medical Certificate, for the air traffic control and remote pilot licence duties the applicant is to perform.	
161.	Regulation 165(3) Visual testing requirements (3) The test for visual acuity must comply with the following— (a) for a visual acuity test in a lighted room, use a test illumination level of approximately 50 lx, normally corresponding to a brightness of 30 cd per square metres.		Regulation 165(3) Visual testing requirements (3) The test for visual acuity must comply with the following— (a) for a visual acuity test in a lighted room, use a test illumination level of approximately 50 lux metres, normally corresponding to a brightness of 30-foot candles per square metre.	Units of measurements indicated in full
162.	Regulation 166(2) (c) Acceptability of Correcting lenses in order to read the instruments and a chart or manual held in the hand, and to make use of distant vision through the windscreen without removing the lenses, the spectacles are as appropriate— (a). mono focal (b) bifocal		Regulation 166(2) (c) Acceptability of Correcting lenses An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed	Amended to match the Annex 6.3.3.4's Note 2.

No.	Regulation	GAP	Proposed New Text	Remarks
	(c) trifocal		material and also to make use of distant vision, through the windows, without removing the lenses.	
163.	New		Regulation 166(4) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges	Added to match Annex 6.3.3.2.1.
164.	Regulation 167 (1) (a) Distance Vision Requirements (a) 6/9 with binocular visual acuity of 6/6 or better, for class 1 medical certificate; or (b) 6/12 with binocular visual acuity of 6/9 or better, for class 2 medical certificate 6/9 with binocular visual acuity of 6/6 or better, for class 3 medical certificate.		Regulation 167 (1) (a) Distance Vision Requirements (1) A person issued with a Medical Certificate shall have a distant visual acuity, with or without correcting lenses of at least— (a) 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 for Class 1. (b) 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 for Class 2. (c) 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 for Class 3.	Rephrased to match Annex 1 Standard 6.3.3.2 and for clarity.
165.	Regulation 167(6) An applicant for a medical certificate who has undergone surgery affecting the refractive status of the eye shall be free of those sequelae likely to interfere with the safe exercise of the applicant's licence privileges		Regulation 167(6) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed	To align with Annex 1 6.5.3.3.

No.	Regulation	GAP	Proposed New Text	Remarks
			as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	
166.			Regulation 168 Near Vision Requirements (1) A person issued with a Medical Certificate shall meet the following minimum visual standards for near visual acuity to read, with or without corrective lenses, an— (a) N5 chart at a distance of 30 to 50 cm as selected by the applicant, with “N5” referring to “Times Roman” font. (b) N14 chart or its equivalent at a distance of 100 cm, with “N14” referring to “Times Roman” font; and	(a) was swapped with (b) because near vision is more commonly tested than intermediate vision which is majorly for people over the age of 50 years.
167.	Regulation 169 (2) Colour Vision Requirements The applicant shall be able to correctly identify a series of pseudoisochromatic plates (tables) in daylight or in artificial light of the same colour temperature such as that provided by Illuminant “C” or “D65” as specified by the International Commission on Illumination.		Regulation 169 (2) Colour Vision Requirements The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).	To align with Annex 1 std 6.2.4.3.
168.	Regulation 169 (3) Colour Vision Requirements An applicant failing to obtain a satisfactory score in such a test may nevertheless be assessed as fit provided the applicant is able to readily and correctly identify aviation coloured lights displayed by means of a recognized colour perception lantern in a special test conducted by the aviation medical examiner.		Regulation 169 (3) Colour Vision Requirements (3) An applicant obtaining a satisfactory result as prescribed by the Licensing Authority shall be assessed as fit. An applicant failing	To align with Annex 1 std 6.2.4.4.

No.	Regulation	GAP	Proposed New Text	Remarks
			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.	
169.	Regulation 170 Ear and related structures (1) A person shall not hold or be issued a Medical Certificate if that person— (a) possesses any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence or rating privileges; (b) except for Class 3 Medical Certificate— (i) has disturbance of vestibular function; (ii) has significant dysfunction of the eustachian tubes; (iii) has unhealed perforation of the tympanic membranes; and (iv) has nasal obstruction; (c) has malformation or any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges. (2) Except for a Class 3 medical certificate, a single dry perforation of the tympanic membrane need not render a person unfit.		Regulation 170 Ear and related structures (1) 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. (2) There shall be: a) no disturbance of vestibular function; b) no significant dysfunction of the Eustachian tubes; and c) no unhealed perforation of the tympanic membranes. (3) A single dry perforation of the tympanic membrane need not render the applicant unfit. (4) There shall be: a) no nasal obstruction; and b) no malformation nor any disease of the buccal cavity or upper respiratory tract, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	To align with Annex 1 STD 6.3.2.24, 6.4.2.24, 6.5.2.24. To align with Annex 1 STD 6.3.2.26 and 6.4.2.25. To align with Annex 1 STD 6.3.2.25.1 and 6.4.2.25.1. To align with Annex 1 STD 6.3.2.26, 6.4.2.26 and 6.5.2.25.
170.	Regulation 171 Hearing Requirements		Regulation 171 Hearing Requirements	

No.	Regulation	GAP	Proposed New Text	Remarks
	(1) An applicant for a medical certificate 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, 1000 or 2000 Hz, or more than 50 dB at 3000 Hz.		(1) Applicants for all classes of medical certificate when tested on a pure-tone audiometry shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1000 or 2000 Hz, or more than 50 dB at 3000 Hz.	
171.	(2) An applicant with a hearing loss greater than that specified in sub-regulation (1) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.		(2) A person shall not hold or be issued any class of medical certificate if that person is unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 meters from the examiner and with the back turned to the examiner or an alternative 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 or in an air traffic control environment representative of the one for which the applicant's license and ratings are valid may be used.	Sub-regulation 2 and 3 have been swapped.
172.	(3) A person shall not hold or be issued a Class 2 medical certificate if that person is unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 meters from the examiner and with the back turned to the examiner or an alternative 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.		(3) An applicant for a Class 1 or 2 Medical certificate with a hearing loss greater than that specified in sub-regulation (1) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.	

No.	Regulation	GAP	Proposed New Text	Remarks
173.	(4) An applicant who does not meet the requirements listed above shall undergo further testing in accordance with these Regulations.		(4) An applicant who does not meet the requirements listed above shall undergo further testing in accordance with these Regulations.	
174.	New		(5) 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.	
175.	(5) An applicant for a Class 3 medical certificate 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 reproduces or simulates that experienced in a typical air traffic control working environment.		(6) An applicant for a Class 3 medical certificate 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 reproduces or simulates that experienced in a typical air traffic control working environment.	Sub-regulation (5) becomes (6).
176.	(6) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's license and ratings are valid may be used.		(7) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's license and ratings are valid may be used.	Sub-regulation (6) becomes (7).
177.	Regulation 176 Neurological requirements (5) Applicants shall be completely free from those hemias that might give rise to incapacitating symptoms.	There is a repetition with the Sub-regulations in 183		Reg 176 (5), (6) and (7) deleted because they are adequately covered in 182 (1) (a), (b), and (c).
178.	Regulation 176 Neurological requirements (6) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.	There is a repetition with the Sub-regulations in 183		Reg 176 (5), (6) and (7) deleted because they are adequately covered in 182 (1) (a), (b), and (c).

No.	Regulation	GAP	Proposed New Text	Remarks
179.	Regulation 176 Neurological requirements (7) Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.	There is a repetition with the Sub-regulations in 183		Reg 177 (5), (6) and (7) deleted because they are adequately covered in 183 (1) (a), (b), and (c).
180.	Regulation 178 Title: Radiology (X- ray) evaluation	Terminology	Regulation 178 Title: Chest radiography	To align with the terminology in the Annex 1 STD
181.	Regulation 178 A radiography evaluation shall be accomplished during the initial chest examination and be conducted as necessary in subsequent medical examinations where there are historical chest cavity issues, symptoms or doubtful clinical cases		Regulation 178 (1) Chest radiography should form part of the initial examination. (2) Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.	To align with the terminology in the Annex 1 STD.....
182.	Regulation 179	Vestibular apparatus is part of hearing apparatus and ease of reference.	Regulation 179 switched to be Regulation 172.	Vestibular apparatus is part of hearing apparatus and ease of reference.
183.	Regulation 179 Bones Muscles and Tendons		Regulation 179 Bones Muscles and Tendons (2) Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.	New sub-regulation to align with Annex 1 standard 6.5.2.23
184.	Regulation 182 (1) Gastrointestinal and digestive tract (b) sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexae, likely to cause incapacitation in flight, in particular, obstruction due to stricture or compression; or	This only caters for pilots yet it applies to all other licence holders.	Regulation 182 (1) Gastrointestinal and digestive tract (b) sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexae,	This applies to all medical certificate classes in Annex 1 Standards

No.	Regulation	GAP	Proposed New Text	Remarks
			likely to cause incapacitation, in particular, obstruction due to stricture or compression; or	6.3,6.4 and 6.5 and not only to pilots.
185.	Regulation 182 Gastrointestinal and digestive tract (2) Unless there is an accredited medical conclusion indicating that the effects of the operation are not likely to cause incapacitation in flight, 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 that may cause incapacity in flight shall not hold, nor be issued a medical certificate.	The language was not aligned with the Annex.	Regulation 182 Gastrointestinal and digestive tract (2) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.	To align with Annex 1 recommendation 6.3.2.14.1 and for clarity.
186.	Regulation 183 Kidneys and urinary tract (1) A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of renal or genito-urinary disease, unless adequately investigated and his condition found unlikely to interfere with the safe exercise of the person's licence or rating privileges.		Regulation 183 Kidneys and urinary tract (1) An Applicant with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence or rating privileges.	To align with 6.3.2.18
187.	Regulation 184 Title: Lymphatic glands or disease of the blood. An applicant for a medical certificate with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and his condition found unlikely to interfere with the safe exercise of the applicant's licence or rating privileges.		Regulation 184 Title: Disease of the blood and Lymphatic system. An applicant for a medical certificate with a disease of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and his condition found unlikely to interfere with the safe exercise of	Reworded for clarity and to align with Annex 1 std .

No.	Regulation	GAP	Proposed New Text	Remarks
			the applicant's licence or rating privileges.	
188.	Regulation 186 (2) Pregnancy (2) For an applicant with a low-risk uncomplicated pregnancy evaluated and supervised in accordance with sub-regulation (1), the fit certificate shall, in the case of Class 1 and 2 medical certificate be limited to the period from the end of the 12 th week to the end of the 26 th week of gestation and in the case of Class 3 medical certificate be limited until the period until the end of the 34th week of gestation.	Typo	Regulation 186 (2) Pregnancy (2) For an applicant with a low-risk uncomplicated pregnancy evaluated and supervised in accordance with sub-regulation (1), the fit certificate shall, in the case of Class 1 and 2 medical certificate be limited to the period from the end of the 12 th week to the end of the 26 th week of gestation and in the case of Class 3 medical certificate be limited to the period until the end of the 34th week of gestation.	To correct the typo.
189.	Regulation 186(4) Pregnancy (4) The Authority shall take precautions for the timely relief of an air traffic controller in the gestational period in the event of early onset of labour or other complications.			Deleted because this is not the responsibility of the Authority but of the Service Provider. This should be transferred to ANS regulations and MANSOPS.
190.	Regulation 188(2) Acquired Immunodeficiency Syndrome Applicants who are seropositive for Human Immunodeficiency Virus 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.		Regulation 188(2) Acquired Immunodeficiency Syndrome An applicant who is seropositive for Human Immunodeficiency Virus 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	Amended to align with the Annex.

No.	Regulation	GAP	Proposed New Text	Remarks
			likely to interfere with the safe exercise of the applicant's licence or rating privileges.	
191.	Regulation 194 Use of Psychoactive Substances (1) A holder of a licence, rating or a certificate issued under these Regulations shall not exercise the privileges of the licence, rating or certificate while under the influence of any psychoactive substance, by reason of which human performance is impaired.		Regulation 194 Use of Psychoactive Substances (1) A holder of a licence, rating or a certificate issued under these Regulations shall not exercise the privileges of the licence or certificates and their related ratings while under the influence of any psychoactive substance, by reason of which human performance is impaired.	Wording changed to match the Annex.
192.				
193.				
194.				
195.			SCHEDULES	
196.		FIRST	SPECIFICATIONS FOR LICENCES	
197.		SECOND	LANGUAGE PROFICIENCY REQUIREMENTS	
198.		THIRD	MULTI-CREW PILOT LICENCE	
199.		FOURTH	ATSEP	
200.		FIFTH	OFFENCES & PENALTIES	The schedule is renumbered as per the attachment below

SIXTH SCHEDULE

	SIXTH SCHEDULE	
	OFFENCES AND PENALTIES	
	Regulation 209 (2), (3) and (4)	
REGULATION No.	REGULATION TITLE	Part
11	Validity of Licences	A
12	Decrease in medical fitness	A
15	Curtailment of privileges of pilots	A
35(3),(4),(6),(7)	General requirements for pilot licences , ratings and authorisations	A
37(1)	Solo flight requirements	A
38(2)(3)and(4)	Privileges and Limitations	B
45(1),	PPL: Privileges and limitations.	A
58(3),(4)	ATPL: Privileges and limitations..	A
63(2)	Type ratings	A
71	Night rating: general eligibility requirements.	A
75(1)	Instrument rating: general eligibility requirements.	A
85	Trainee Records	A
88(2)(3),(4),(5)(6)	Flight instructor: limitations and qualifications.	A
93	Flight engineer: licences and ratings required.	A
101(1)	ATC: Required licences and ratings or qualifications.	A
106(1)	ATC: Privileges and limitations.	A
107(3)	Privileges of ATC ratings.	A
109	ATC: Maximum working hours.	A
110	Responsibilities over fatigue	A
111(1),(3)	Prohibition of unlicensed air traffic controllers.	A
131(4)	ARS: Privileges and limitations.	A
125	ARS: Display of authorisation.	A
126	ARS: Surrender of authorisation.	A
136	CCMC; Required certificate, ratings and qualifications.	A
137(1)	General eligibility requirements.	A
142	ATSEP: General eligibility requirements	A
152	Aviation medical examiner submission of signed medical evaluation report.	A
153(1)	Issue of medical certificate.	A
155(1)	Medical confidentiality.	A
159	Prohibition of medical certification.	A
160	Medical requirements.	A
170(1)	Ear and related structures.	A
172(1),(3)	Cardiovascular: general.	A
173	Blood pressure and circulation.	A
175	Neurological requirements.	A

176(1)	Respiratory capability.	A
178(1)	Vestibular apparatus	A
179	Bones, muscles and tendons.	A
180	Endocrine system	A
181	Diabetic applicant.	A
182	Gastrointestinal and digestive tract.	A
183(1),(3)	Kidneys and urinary tract.	A
194	Use of psychoactive substances.	B
195(2),(3)	Drug and alcohol testing and reporting.	B
198	Inspection of licences, certificates and authorisations.	A
201(1),(2),(4),(5)	Use and retention of documents and records.	A
202	Report of violation	A
203	Enforcement of directions.	B
208	Conduct of Examination	A

When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, commercial pilot licences — aeroplane, airship, helicopter and powered-lift, and multi-crew pilot licences — aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduce to six months.

