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THE CIVIL AVIATION ACT

(Cap. 394)

THE CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS, 2025

PAPERS LAID
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TABLED BY Dep. Maj. Whip.
COMMITTEE —
CLERK AT THE TABLE Polycarp.

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SCHEDULES

THE CIVIL AVIATION ACT,

(Cap. 394)

IN EXERCISE of the powers conferred by section 82 of the Civil Aviation Act, the Cabinet Secretary for Transport and Roads, makes the following Regulations—

THE CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS, 2025

Citation.

1. These Regulations may be cited as the Civil Aviation (Personnel Licensing) Regulations, 2025.

Interpretation.

2. In these Regulations, unless the context otherwise requires—

"accredited medical conclusion" means the conclusion reached by one or more medical experts acceptable to the Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary;

"aeronautical experience" means pilot time obtained in an aircraft, approved synthetic flight trainer for meeting the training and flight time requirements of these Regulations;

"aeroplane" means a power-driven heavier-than- air aircraft deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;

"air traffic control service" means a service provided for the purpose of—

(a) preventing collisions—

(i) between aircraft; and

(ii) on the manoeuvring area, between aircraft and obstructions; and

(b) expediting and maintaining an orderly flow of traffic;

"air traffic control unit" means a generic term meaning variously, area control centre, approach control unit or aerodrome control tower;

"Air Traffic Safety Electronics Personnel (ATSEP)" means personnel proven competent in the installation, operation and/or maintenance of a communications, navigation, surveillance/air traffic management (CNS/ATM) system;

"aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;

"aircraft avionics" means a term designating any electronic device including its electrical part for use in an aircraft, including radio, automatic flight control and instrument system;

"aircraft category" means classification of aircraft according to specified basic characteristics such as aeroplane, rotorcraft, glider and lighter-than-air and powered-lift aircraft;

"aircraft certificated for single-pilot operation" means a type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot;

"aircraft required to be operated with a co-pilot" means a type of aircraft that is required to be operated with a co-pilot as specified in the flight manual or air operator certificate;

"aircraft — type of" means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics;

"airframe" means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces including rotors (but excluding propellers and rotating airfoils of a powerplant) and landing gear of an aircraft and their accessories and controls;

"airmanship" means the consistent use of good judgment and well developed knowledge, skills and attitudes to accomplish flight objectives;

"airship" means a power-driven lighter-than-air aircraft;

"appliance" means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, powerplant, or propeller;

"approved maintenance organisation" means an organisation approved by the Authority to perform maintenance of aircraft, engine, propeller or parts thereof and operating under the supervision of the Authority;

"approved training" means training conducted under special curricula and supervision approved by the Authority;

"approved training organization" means an organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training;

"Air Traffic Safety surveillance service" means a term used to indicate a service provided directly by means of an Air Traffic Safety surveillance system;

"Air Traffic Safety surveillance system" is a generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft;

Note: A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.

"authorised instructor" means a person who—

(a) holds a valid ground instructor licence issued under these Regulations for conducting ground training;

(b) holds a current flight instructor rating issued under these Regulations for conducting ground training or flight training; or

(c) is authorised by the Authority to provide ground training, flight training, or other training under these Regulations and the Civil Aviation (Approved Training Organisations) Regulations;

"Authority" means the Kenya Civil Aviation Authority;

"balloon" means a non-power-driven lighter-than-air aircraft;

Note: For the purposes of this Regulation, this definition applies to free balloons.

"cabin crewmember" means a crewmember who performs in the interest of safety of passengers, duties assigned by the operator or the PIC of the aircraft, but who shall not act as a flight crewmember;

"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;

"Category IIIA (CAT IIIA) operations" means, a precision instrument approach and landing with—

(a) a decision height lower than 30 metres (100 feet) or no decision height; and

(b) a Runway Visual Range not less than 200 metres;

"Category IIIB (CAT IIIB) operations" means, a precision instrument approach and landing with—

(a) a decision height lower than 15m (50 feet) or no decision height; and

(b) a Runway Visual Range less than 200 metres but not less than 50 metres;

"Category IIIC (CAT IIIC) operations" means a precision instrument approach and landing with no decision height and no Runway Visual Range limitations;

"certify as (to) airworthy" means to certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof;

"CNS/ATM facilities" means Communication, Navigation, Surveillance/Air Traffic Management facilities used in the provision of Air Navigation Services;

"Command and control (C2) link" the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

"commercial air transport operation" means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;

"competency" means a dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviors that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions;

"competency-based training and assessment" Training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards;

"competency standard" A level of performance that is defined as acceptable when assessing whether or not competency has been achieved;

"credit" means recognition of alternative means or prior qualifications;

"Crew Resource Management" means a program designed to improve the safety of flight operations by optimising the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and co-ordination;

"cross country" means a flight between a point of departure and a point of arrival following a pre -planned route using standard navigation procedures;

"detect and avoid" means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;

"dual instruction time" means flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft;

"equipment" means portion of a system that performs a function that contributes to a system's output(s);

"error" means an action or inaction by an operational person that leads to deviations from organisational or the operational person's intentions or expectations;

"error management" means the process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigates the probability of further errors or undesired states;

"examiner" means any person authorised by the Authority to conduct a pilot proficiency test, a practical test for a licence or rating, or a knowledge test under these Regulations;

"facility" means a physical plant, including land, buildings, and equipment, which provides the means for the performance of maintenance, preventive maintenance, or modifications of any article;

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aircraft during flight duty period;

"flight plan" means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;

"flight simulation training device" means any one of the following three types of apparatus in which flight conditions are simulated on the ground—

(a) *a flight simulator*, which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;

(b) *A flight procedures trainer*, which provides a realistic flight deck environment, or realistic RPAS environment and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

(c) *A basic instrument flight trainer*, which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions;

"flight time" means—

(a) for aeroplanes and gliders, the total time from the moment an aeroplane or a glider moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight and it is synonymous with the term "block to block" or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight;

(b) for helicopter, the total time from the moment a helicopter rotor blades start turning until the moment the helicopter comes to rest at the end of the flight and the rotor blades are stopped;

(c) for airships or free balloon, the total time from the moment an airship or free balloon first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon;

(d) for remotely piloted aircraft systems, the total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight.

"glider" means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces, which remain fixed under given conditions of flight;

"handover" the act of passing piloting control from one remote pilot station to another;

"heavier-than- air aircraft" means any aircraft deriving its lift in flight chiefly from aerodynamic forces;

"helicopter" means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

"human performance" means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

"inspection" means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;

"instrument approach procedure" means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or enroute obstacle clearance criteria apply;

"instrument flight time" means the time during which a pilot is piloting an aircraft or a remote pilot is is piloting a remotely piloted aircraft, solely by reference to instruments and without external reference points;

"instrument ground time" means the time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority;

"instrument time" Instrument flight time or instrument ground time;

"instrument training" means training which is received from an authorised instructor under actual or simulated instrument meteorological conditions;

"kilograms" means kilogrammes;

"knowledge test" means a test on the aeronautical knowledge areas required for a licence or rating that can be administered in written form or by a computer;

"Licensed Aircraft Maintenance Engineer course" means a training course for maintenance licence ratings in airframe, powerplant and avionics;

"licensing authority" means the Authority designated by a Contracting State as responsible for the licensing of personnel;

"lighter-than-air aircraft" means any aircraft supported chiefly by its buoyancy in the air;

"likely" in the context of the medical provisions in these regulations, means with a probability of occurring that is unacceptable to the Medical Assessor;

"maintenance" means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair;

"medical assessment" means the evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness;

"medical assessor" means a physician appointed by the Authority qualified and experienced in the practice of aviation medicine, competent in evaluating and assessing medical conditions of flight safety significance and who evaluates medical reports submitted to the Authority by medical examiners;

"medical certificate (or medical assessment)" means the evidence issued by the Authority that the licence holder meets specific requirements of medical fitness;

"medical examiner" means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed;

"Night" means 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 prescribed 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.

"NOTAM" means Notice to Airmen;

"performance criteria" means simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved;

"pilot (to)" means to manipulate the flight controls of an aircraft during flight time;

"pilot-in-command" means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

"pilot in command under supervision" means a co-pilot performing, under the supervision of the pilot-in -command, the duties and functions of a pilot-in-command, in accordance with the method of supervision acceptable to the Authority;

"pilot time" means that time a person—

(a) serves as a required pilot;

(b) receives training from an authorised instructor in an aircraft, approved synthetic flight trainer; or

(c) gives training as an authorised instructor in an aircraft, approved synthetic flight trainer;

"powered-lift" means a heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine driven lift devices or engine thrust for lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight;

"powerplant" means an engine that is used or intended to be used for propelling aircraft, and it includes turbo superchargers, appurtenances, and accessories necessary for its functioning, but does not include propellers;

"practical test" means a competency test on the areas of operations for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in an approved synthetic flight trainer, or in a combination of these;

"pressurised aircraft" means an aircraft fitted with means of controlling out flow of cabin air in order to maintain maximum cabin altitude of not more than 10,000 feet so as to enhance breathing and comfort of passengers and crew;

"problematic use of substances" means the use of one or more psychoactive substances by aviation personnel in a way that constitutes a direct hazard to the user or endangers the lives, health or welfare of others, and causes or worsens an occupational, social, mental or physical problem or disorder;

"proficiency check" means the process of the check pilot administering each prescribed manoeuvre and procedure to a pilot as necessary until it is performed successfully during the training period;

"propeller" means for a device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of

rotation and it includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of power plants;

"psychoactive substance" means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded;

"quality system" means documented organizational procedures and policies, internal audits of those policies and procedures, management review and recommendation for quality improvement;

"qualification training" means job category related knowledge, attitude and skills appropriate to the discipline to be pursued;

"rated air traffic controller" means an air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised;

"rating" means an authorisation entered on or associated with a license or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such license or certificate;

"rated ATSEP" means an ATSEP holding valid rating(s) appropriate to the privileges to be exercised;

"rendering (a licence) valid (Validation)" means the action taken by the Authority, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence;

"repair" mean the restoration of an aircraft or aircraft component to a serviceable condition in conformity with an approved standard;

"rest period" means a period free of all restraint, duty or responsibility as specified by the Authority;

"rotorcraft" means a power -driven heavier- than-air aircraft supported in flight by the reactions of the air on one or more rotors;

"safety-sensitive personnel" means a person who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crewmembers, aircraft maintenance personnel and air traffic controllers;

"sign a maintenance release (to)" means to certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release;

"significant" in the context of the medical provisions, significant means to a degree or of a nature that is likely to jeopardize flight safety;

"solo flight" means a flight on which a student pilot of the aircraft is the sole occupant of the aircraft;

"solo flight time" means flight time during which a student pilot is the sole occupant of the aircraft;

"specific operating provisions" means a document describing the ratings (class or limited) in detail and containing reference material and process specifications used in performing repair work, along with any limitations applied to an Approved Maintenance Organization;

"State of Registry" means the State on whose register the aircraft is entered;

"State Safety Programme" means an integrated set of Regulations and activities aimed at improving safety;

"substance" means alcohol, sedatives, hypnotics, anxiolytics, hallucinogens, opioids, cannabis, inhalants, central nervous system stimulants such as cocaine, amphetamines, and similarly acting sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines and other psychoactive drugs and chemicals;

"substance abuse" means any of the following—

(a) the use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;

(b) a verified positive drug test result acquired under an anti-drug program or internal program of a State government; or

(c) misuse of a substance that the Authority, based on case history and qualified medical judgment relating to the substance involved, finds that it makes the applicant unable to safely perform the duties or exercise the privileges of the license applied for or held or as may reasonably be expected, for the maximum duration of the Medical Certificate applied for or held, to make the applicant unable to perform those duties or exercise those privileges;

"substance dependence" means a condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing beverages, as evidenced by increased tolerance, manifestation of withdrawal symptoms, impaired control of use, or continued use despite damage to physical health or impairment of social, personal, or occupational functioning;

"synthetic flight trainer" means any one of the following three types of apparatus in which flight conditions are simulated on the ground—

(a) a synthetic flight trainer, which provides an accurate representation of the cockpit of a particular aircraft type to the extent that the mechanical, electrical or electronic aircraft systems control functions, the normal environment of flight crewmembers, and the performance and flight characteristics of that type of aircraft are realistically simulated;

(b) a flight procedures trainer, which provides a realistic cockpit environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

(c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the cockpit environment of an aircraft in flight in instrument flight conditions;

"system" means one or more types of electronic equipment and ancillary devices functioning to provide a service;

"system or equipment rating training" means system or equipment knowledge, attitude and skills leading to recognized competency;

"threat" means events or errors that occur beyond the influence of an operational person, increase operational complexity and which must be managed to maintain the margin of safety;

"threat management" means the process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired states;

"training programme" means a program that consists of course(s), courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective and may include a core curriculum and a specialty curriculum;

"training time" means the time spent receiving from an authorised instructor flight training, ground training, or simulated flight training in an approved synthetic flight trainer;

"vmc" means minimum control speed with critical engine inoperative; and

"VMC" means Visual Meteorological Conditions.

Application.

3. These Regulations shall apply to applicants for, or holders of licences, certificates, authorizations or approvals under these Regulations and to persons engaged in any operation governed by any part contained herein.

PART II—LICENCES, CERTIFICATION, RATINGS AND AUTHORISATIONS

Licenses and certificates issued.

4. (1) The Authority may issue the following licences and certificates under these Regulations—

(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; and

(vi) remote pilot licence.

(b) ground instructor authorization;

(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;

(h) cabin crew member certificate; and

(i) air traffic safety electronics personnel licence.

(2) Where the applicant does not meet the specific requirements for the issue of a particular licence, he shall obtain a student pilot licence to enable him or her fulfil the eligibility requirements for pilot licence issued under these Regulations.

(3) Personnel licences issued by the Authority shall conform to the specifications prescribed in the First Schedule.

Ratings issuance.

5. (1) The Authority may issue the following ratings for 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;

(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 authorization.

(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 procedural;

(c) approach control surveillance;

(d) approach precision radar control;

(e) area control procedural; and

(f) area control surveillance.

(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; and

(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-Aeroplane Turbine;

(b) A2 and B1.2-Aeroplane Piston;

(c) A3 and B1.3-Helicopters Turbine;

(d) A4 and B1.4-Helicopters Piston;

(e) B2 Avionics; and

(f) B3 Piston–engine non-pressurized aeroplane of 2000kg maximum take of weight and below.

(10) The aircraft of which specific 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 comply with the requirements specified by the Authority.

(12) ATSEP rating classes shall be applicable as set out below—

(a) Class A: Auxiliary Systems;

(b) Class C: Communications;

(c) Class N: Navigation; and

(d) Class S: Surveillance.

(13) The classes in sub-regulation (12) shall consist of the systems, facilities and equipment as contained in the Fourth Schedule to 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 sub-regulation (12) and other requirements prescribed in these Regulations appropriate to the privileges for which the rating is sought.

Special authorization for non-passenger carrying flights.

6. (1) The Authority having issued a pilot licence shall not permit the holder of such licence to act either as pilot-in- command or as co- pilot of an aeroplane, an airship, a helicopter or a powered- lift unless the holder has received authorization as follows—

(a) the appropriate class rating specified in regulation 5(1)(b); or

(b) a type rating when required in accordance with the provisions of regulation 5(1)(e).

(2) When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

(3) For the purpose of training, testing, or specific special purpose non-revenue or non-passenger carrying flights, special authorization may be provided in writing to the licence holder by the Authority in place of issuing the class or type rating in accordance to regulation 22(5).

(4) Subject to sub-regulation (3) authorization shall be limited in validity to the time needed to complete the specific flight.

Authorisations issued.

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;

(i) specialized maintenance: and

(j) air traffic control examiner.

(2) The Authority may issue the following classes for aviation maintenance specialists authorization—

(a) propellers;

(b) computer;

(c) instruments;

(d) accessory;

(e) component;

(f) welding;

(g) sheet metal;

(h) composite repair;

(i) painting;

(j) non-destructive testing; and

(k) any other component as determined by the Authority.

English language proficiency.

8. (1) 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.

(2) The licensed personnel specified in sub regulation (1) who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows—

(a) those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated once every three years; and

(b) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated once every six years.

Duration of licences, certificates, ratings, and authorisations.

9. (1) The Authority shall issue licences, certificates, ratings, approvals, and authorisations with an expiry date as specified in these Regulations.

(2) Except for designated examiners, component maintenance and specialized maintenance authorisation, all authorisations and ratings issued under these Regulations shall be valid for the term issued by the Authority.

(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 granted.

(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; and

(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;

(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; and

(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;

(b) for a holder who is forty years of age or more, and is engaged in single-crew 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

(c) for a holder who is sixty years of age or more and is engaged in multi crew 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.

(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;

(b) for a holder who is forty years of age or more, and is engaged in single-crew 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

(c) for a holder who is sixty years of age or more and is engaged in multi crew 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.

(8) An instrument rating is valid for a period of twelve months from the date of the initial or renewal flight test.

(9) A night rating is valid for a period of twelve months from the date of the initial issue or renewal of the rating.

(10) A Flight Engineer Licence is valid 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.

(11) A Flight Radio Telephony Operator Licence is valid for a period of twenty-four months from the date of issue or renewal.

(12) A Flight Operation Officer Licence is valid for a period of twenty-four months from the date of issue or renewal.

(13) A Cabin Crewmember Certificate is valid for twelve months from the date of issue or renewal.

(14) An Aircraft Maintenance Engineer Licence is valid for a period of sixty months from the date of issue or renewal.

(15) A Flight Instructor Rating is valid for a period of twelve months from the date of the instructor flight test or renewal.

(16) A Ground Instructor authorization is valid for a period of twenty four months from the date of issue or renewal.

(17) An Air Traffic Controller Licence shall, in the case of a holder who is—

(a) less than forty years of age, be valid from the date the licence is issued or renewed for a period of the remainder of forty eight months validity of the holder's Medical Certificate; or

(b) forty years of age or more, be valid from the date the licence is issued or renewed for a period of the remainder of twenty four months validity of the holder's Medical Certificate.

(18) The validity of an ATSEP rating shall be twenty four months from the date of issue or renewal.

(19) The validity of the Designated Medical Examiner authorization shall be not more than thirty-six months.

(20) The validity of the Designated Flight Examiner authorization shall be not more than twenty-four months.

Competency & recent experience requirements.

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

Validity of licences.

11. (1) A holder of a licence shall not exercise the privileges granted by that licence, or by related ratings, unless the holder maintains competency and meets the requirements for recent experience established by the Authority.

(2) The Authority, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.

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

(4) Maintenance of competency may be satisfactorily recorded in the operator's records and in the flight crewmember's personal logbook.

(5) A flight crewmember may, in lieu of maintaining competency in an aircraft, demonstrate continuing competency in synthetic flight training devices approved by the Authority.

(6) A report of medical fitness obtained in accordance with these Regulations shall be submitted to the Authority at intervals of not more than—

(a) forty-eight months for the Private Pilot Licence for aeroplane;

(b) forty-eight months for the Private Pilot Licence for helicopter or gyroplane;

(c) forty-eight months for the Private Pilot Licence for airship or balloon;

(d) forty-eight months for the Private Pilot Licence for glider;

(e) twelve months for the Commercial Pilot Licence for aeroplane;

(f) twelve months for the Commercial Pilot Licence for helicopter or gyroplane;

(g) twelve months for the Commercial Pilot Licence for airship or balloon;

(h) twelve months for the Airline Transport Pilot Licence for aeroplane;

(i) twelve months for the Multi-crew Pilot Licence for aeroplane;

(j) twelve months for the Airline Transport Pilot Licence for helicopter;

(k) twelve months for the flight engineer licence;

(l) Forty eight months for the air traffic controller licence; and

(m) twelve months for the cabin crew certificate.

(7) When a holder of a Flight Engineer licence has passed his fortieth birthday, the twelve- month interval period specified in sub-regulation (6) shall be reduced to six months.

(8) An applicant for renewal of a licence or certificate whose medical examination is conducted within forty-five days before the licence or certificate current expiry, the new certificate will maintain the calendar date of the previous licence or certificate expiry date as the start date of the new validity period.

(9) An applicant whose medical examination is not conducted within forty-five 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.

(10) A licence or certificate issued by the Authority shall not be valid unless the holder of the licence or certificate has signed his name on the licence or certificate in ink with the holder's ordinary signature.

Decrease in medical fitness.

12. (1) A holder of a licence provided for in these Regulations shall not exercise the privileges of his licence and related ratings at any time when the holder is aware of any decrease in his medical fitness which might render the holder unable to safely and properly exercise these privileges.

(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.

(3) The Authority shall suspend the medical certificate of a licence holder during any period in which the Authority becomes aware that the licence holder's medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of the licence holder's Medical Certificate.

(4) The suspension referenced in sub-regulation (3) shall continue until the end of the period of the decrease in medical fitness, or until the expiration of the medical certificate, whichever comes first.

(5) A licence holder shall not exercise the privileges of his licence and related ratings during any period in which the holder's medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of the licence holder's Medical Certificate.

Deferral of medical examination.

13. (1) The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Authority, provided that such deferment shall only be made as an exception and shall not exceed—

(a) operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Authority, provided that such deferment shall only be made as an exception and shall not exceed—

(i) two consecutive periods each of three months in the case of a flight crewmember of an aircraft engaged in commercial operations, provided that in each case, a favourable medical report is obtained after examination

by a medical examiner designated by the contracting state in which the applicant is situated; or

(ii) in the case of a private pilot, a single period not exceeding twelve months where the medical examination is carried out by an examiner designated by the Contracting State in which the applicant is situated.

(2) For a deferral granted under sub -regulation (1) (b) and (c), a report of the medical examination shall be sent to the Authority for the licence to be renewed.

Extension of validity of medical certificate.

14. The period of validity of a medical certificate may be extended at the discretion of the Authority, for up to 45 days.

Curtailment of privileges of pilots.

15. (1) Subject to sub-regulation (2) and (3) a person shall not act as a pilot in command of an aircraft engaged in international commercial air transport operations if that person has attained his 60th birthday.

(2) A person shall not act as a pilot in command or co-pilot of a multi-crew aircraft engaged in international commercial air transport operations when he has attained his 65th birthday and the other pilot has attained his 60th birthday.

(3) A person shall not act as a pilot in command or co-pilot of an aircraft of maximum certificated take-off mass of over 5,700 kilograms, engaged in commercial air transport operations within Kenya if that person has attained sixty five years.

(4) A holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations.

(5) A holder of a Commercial Pilot Licence or Airline Transport Pilot Licence with flight instructor rating may continue exercising the privileges of the flight instructor rating after attaining the age of sixty five years provided that person holds a valid class one medical certificate.

PART III—VALIDATION AND CONVERSION OF FOREIGN FLIGHT CREW LICENCES AND RECOGNITION OF MILITARY QUALIFICATIONS

General requirements for validation.

16. (1) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with International Civil Aviation Organization Annex 1 may apply for a validation of such licence for use on an aircraft registered in Kenya.

(2) The applicant for the validation certificate shall present to the Authority—

(a) the foreign licence and evidence of the experience required by presenting the record in the personal flying logbook;

(b) evidence that he holds a current medical certificate issued by the Contracting State; and

(c) evidence of language proficiency in English as specified in the Second Schedule to these Regulations or shall demonstrate to the Authority the English language proficiency skills.

(3) The Authority may allow the applicant to use his foreign medical certificate with the validation certificate provided that the medical certification requirements on which the foreign medical certificate was issued meet the requirements of these Regulations, relevant to the licence held.

(4) The Authority shall verify the authenticity of the licence, ratings and the medical certificate by contacting the State that issued the licence prior to the issuance of the validation certificate.

(5) The Authority may issue a validation certificate which shall be valid for 1 year, provided the foreign licence, ratings and the medical certificate remain valid.

(6) Subject to the requirements under sub-regulation above, the applicant for the validation certificate with Private Pilot Licence privileges shall have a foreign licence with at least Private Pilot Licence privileges.

Validation certificate with PPL/IR, CPL, CPL/IR, MPL, ATPL or FE privileges.

17. (1) An applicant for a validation certificate for either a Private Pilot Licence/Instrument Rating, Commercial Pilot Licence, Commercial Pilot Licence/Instrument Rating, Multi-Crew Pilot Licence, Airline Transport Pilot Licence or Flight Engineer privileges, shall have the relevant foreign licence and meet the following requirements—

(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 the validated, knowledge of—

(i) air law;

(ii) meteorology;

(iii) operational procedures;

(iv) radiotelephony;

(b) complete a skill test for the relevant licence and ratings that he or she wants to be validated, relevant to the privileges of the licence held.

(2) The Authority shall not place upon a certificate of validation privileges beyond those granted by a foreign licence.

(3) An applicant for a certificate of validation shall use only one foreign licence as a basis for obtaining a certificate of validation.

(4) A person who receives a certificate of validation under this regulation shall—

(a) be limited to the privileges placed upon the certificate;

(b) be subject to the limitations and restrictions on the certificate and foreign licence when exercising the privileges of that certificate in an aircraft registered in the State; and

(c) not exercise the privileges of the certificate when the person's foreign licence has been revoked or suspended.

Automatic Validation of Licences.

18. 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;

(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.

Recognition of Kenyan military or former Kenyan military flight crew qualifications.

19. (1) Except for a rated military or former military pilot or flight engineer who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated military or former military pilot or flight engineer who meets the requirements of this regulation may apply, on the basis of the pilot's or flight engineer's military training, for—

(a) private pilot licence, commercial pilot licence or flight engineer licence;

(b) an aircraft rating in the category and class of aircraft for which that military pilot or flight engineer is qualified;

(c) an instrument rating with the appropriate aircraft rating for which that military pilot is qualified; and

(d) a type rating, if appropriate.

(2) Subject to Regulation 20 and 23, the Authority may issue to a rated military or former military pilot or flight engineer, an aircraft category, class, or type rating to a flight crew if that flight crew presents documentary evidence that shows satisfactory accomplishment of—

(a) a military pilot and instrument proficiency check of Kenya in the aircraft type he is rated within twelve months preceding the date of application;

(b) at least ten hours of pilot in command time in that aircraft category, class, or type, if applicable, within the twelve months preceding the date of application;

(c) a military flight engineer proficiency check in the aircraft type the flight engineer is rated within twelve months preceding the date of application; and

(d) at least ten hours of flight time in the aircraft type the flight engineer is rated within twelve months preceding the date of application.

(3) A rated military pilot or former rated military pilot may apply for an aeroplane or helicopter instrument rating to be added to the pilot's Commercial Pilot Licence if the pilot has, within the twelve month preceding the date of application—

(a) passed an instrument proficiency check by the military in the aircraft category and class for the instrument rating sought; and

(b) received authorisation from the military to conduct instrument flight rules flights on airways in that aircraft category and class for the instrument rating sought.

(4) The Authority shall issue an aircraft type rating only for aircraft types that the Authority has certified for civil operations and are registered in Kenya.

(5) The Authority may accept the following documents as satisfactory evidence of military pilot or flight engineer status—

(a) an official identification card issued to the pilot or flight engineer by a military force to demonstrate service in the military;

(b) an original or a copy of a certificate of discharge or release from the military;

(c) at least one of the following—

(i) an order of military flight status as a military pilot or flight engineer; or

(ii) an order showing that the applicant graduated from a pilot or flight engineer school and received a rating as a military pilot or flight engineer.

(d) a certified military logbook or form showing military pilot and flight engineer status and a summary to demonstrate flight time in military aircraft;

(e) an official record of a military designation as pilot in command; or

(f) an official record of satisfactory accomplishment of an instrument proficiency check within the twelve months before the date of the application.

Conversion of Kenyan military pilots qualification.

20. (1) A person who holds a current Kenyan Military pilot Category A, B, C and D qualification may apply and be issued with a Kenyan Private Pilot Licence or Commercial Pilot Licence with the appropriate ratings, if that person—

(a) has a licence which is not under an order of revocation or suspension;

(b) meets the minimum flying experience under these Regulations;

(c) holds a valid Medical Certificate issued by Kenya Military; and

(d) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations.

(2) An applicant for a pilot licence under this regulation shall submit to the Authority his personal military flying log book or any other equivalent document that has been certified by the base commander.

(3) The applicant shall be required to have met the applicable aeronautical experience requirements for the licence or rating sought.

(4) In addition to the requirements of sub-regulations (1), (2) and (3) the applicant shall be required to pass—

(a) for commercial pilot licence—

(i) an examination for the Class 1 Medical Certificate;

(ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight;

(iii) the initial instrument rating flight test if the rating is to be included in the licence.

(b) for Private Pilot Licence—

(i) an examination for the Class 2 Medical Certificate;

(ii) the composite paper comprising of air law, Meteorology, Aircraft General Knowledge, Flight Planning, Radio Aids, Navigation, Flight Performance and Planning, Human Performance, Operational Procedures, Principles of flight and radiotelephony knowledge and Meteorology;

(5) An applicant for a Commercial Pilot Licence shall not be eligible for grant of a licence unless there is, included in the aircraft rating , either pilot-in-command or co-pilot respectively.

(6) The Authority may consider a military type rating qualification for the purpose of conversion of Commercial Pilot Licence if—

(a) the aircraft type is endorsed and certified in the applicant's military personal logbook;

(b) the pilot is currently on the aircraft type; and

(c) the type of aircraft is registered in Kenya.

(7) An applicant for conversion who fails the knowledge test in three consecutive attempts shall be disqualified from further testing until a period of one month has elapsed from the date on which the last test was made.

(8) The Authority shall prescribe the minimum passing grade for the knowledge test.

(9) The applicant shall be required to have passed the composite paper for conversion of a Kenyan military pilot qualification within a period of six months preceding the date of the application for the licence.

Conversion of foreign pilot licences.

21.(1) A person who holds a current pilot licence issued by another Contracting State may apply and be issued an equivalent licence with the appropriate ratings, if the applicant—

(a) has a licence which is not under an order of revocation or suspension by the country that issued the licence;

(b) meets all the Authority's standards for that licence;

(c) holds a valid Medical Certificate issued by the contracting State that issued the licence; and

(d) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations.

(2) An applicant for a pilot licence under this regulation shall submit his licence and Medical Certificate in the English language or accompanied by an English language translation certified by a sworn translator and both must be signed by an official or representative of the foreign authority that issued the licence and all documents submitted under this sub-regulation must be notarized by a notary public or his equivalent in the state of origin.

(3) The applicant shall meet the applicable aeronautical experience requirements.

(4) In addition to the requirements of sub-regulations(1), (2) and (3), the applicant is required to pass—

(a) for Airline Transport Pilot Licence or Multi-crew Pilot Licence—

(i) the Class I Medical Certificate;

(ii) the composite paper comprising of air law, Meteorology, Aircraft General Knowledge, Flight Planning, Radio Aids, Navigation, Flight Performance and Planning, Human Performance, Operational Procedures, Principles of flight and radiotelephony knowledge; and

(iii) an initial instrument rating flight test;

(b) for Commercial Pilot Licence—

(i) an examination for the Class 1 Medical Certificate ;

(ii) the composite paper comprising of air law, Meteorology, Aircraft General Knowledge, Flight Planning, Radio Aids, Navigation, Flight Performance and Planning, Human Performance, Operational Procedures, Principles of Flight and Radiotelephony knowledge; and

(iii) the initial instrument rating flight test if the rating is to be included in the licence.

(c) for Private Pilot Licence—

(i) an examination for the Class 2 Medical Certificate;

(ii) the composite paper comprising of air law, Meteorology, Aircraft General Knowledge, Flight Planning, Radio Aids, Navigation, Flight Performance and Planning, Human Performance, Operational Procedures, Principles of flight and radiotelephony knowledge and Meteorology;

(iii) for lighter-than-air: as in (b) or (c) as appropriate except for Medical Certificate where in this case it is Class 2.

(5) An applicant for a Commercial Pilot Licence or Airline Transport Pilot Licence or Multi-crew Pilot Licence shall not be eligible for grant of a licence unless there is included in the licence an aircraft type rating for either pilot-in- command or co-pilot respectively.

(6) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of Commercial Pilot Licence or Airline Transport Pilot Licence or Multi-crew Pilot Licence provided—

(a) the aircraft type is endorsed on a foreign licence;

(b) the pilot is current on the aircraft type; and

(c) the type of aircraft is registered in Kenya.

(7) An applicant for conversion who fails the knowledge test in three consecutive attempts shall be disqualified for further testing until a period of one month has elapsed from the date on which the last test was made.

(8) The Authority shall prescribe the minimum passing grade for the knowledge test.

(9) The applicant shall be required to have passed the composite paper for conversion of a foreign licence within a period of six months preceding the date of the application for the licence.

(10) The Authority shall verify the authenticity of the foreign licence, ratings and authorisations presented for conversion with the State of issuance.

Conversion of flight engineer licence.

22. (1) A person who holds a current flight engineer licence issued by another Contracting State may apply and be issued with an equivalent licence with the appropriate ratings, if that person—

(a) has a licence which is not under an order of revocation or suspension by the country that issued the licence;

(b) holds a licence which meets all the Authority's standards for that licence;

(c) holds a valid Medical Certificate Class 1 issued by the Contracting State that issued the licence; and

(d) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations.

(2) An applicant for a flight engineer licence pursuant to this regulation shall submit the licence and Medical Certificate in the English language or accompanied by an English language translation certified by a sworn translator and both must be signed by an official or representative of the foreign authority that issued the licence. All documents submitted under this sub-regulation must be notarized by a notary public or his equivalent in the state of origin.

(3) The applicant shall meet the applicable aeronautical experience requirements.

(4) In addition to the requirements of sub-regulations (1), (2) and (3) the applicant shall be required to pass—

(a) an examination for the Medical Certificate Class 1; and

(b) the composite paper comprising of Kenya air law, Meteorology, Aircraft General Knowledge, Flight Performance and Planning, Human Performance, Operational Procedures, Principles of Flight and Radiotelephony.

(5) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of flight engineer licence if—

(a) the aircraft type is endorsed on a foreign licence;

(b) the flight engineer is currently on the aircraft type; and

(c) the type of aircraft is registered in Kenya.

(6) The applicant for conversion who fails the knowledge test in three consecutive attempts shall be disqualified from further testing until a period of one month has elapsed from the date on which the last test was made.

(7) The Authority shall prescribe the minimum passing grade for the knowledge test.

(8) The applicant shall be required to have passed the composite paper for conversion of a foreign licence within a period of six months preceding the date of the application for the licence.

(9) The Authority shall verify the authenticity of the foreign licence, ratings and authorisations presented for conversion with the State of issuance.

PART IV— VALIDATION, CONVERSION OF FOREIGN AIRCRAFT MAINTENANCE ENGINEER LICENCES AND RATINGS AND RECOGNITION OF ENGINEER MILITARY QUALIFICATIONS.

Validation of Aircraft Maintenance Engineer Licence (AMEL).

23. (1) A person who holds a current and valid Aircraft Maintenance Engineer Licence issued by another Contracting State in accordance with ICAO Annex 1 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) has a minimum of six months experience exercising the privileges of the foreign licence.

(2) The Authority may not place upon a certificate of validation privileges beyond those granted by a foreign licence.

(3) A person who receives a certificate of validation under this Regulation shall—

(a) be limited to the privileges placed on the certificate;

(b) be subject to the limitations and restrictions on the certificate and the foreign Aircraft Maintenance Engineer Licence when exercising the privileges of that certificate on an aircraft registered in Kenya; and

(c) not exercise the privileges of the certificate when the person's foreign licence has been revoked or suspended.

(4) An applicant for a certificate of validation shall present to the Authority the foreign licence and evidence of the maintenance experience.

(5) The certificate of validation shall be valid for a period of twelve (12) months from the date of issue, provided the foreign licence or in the case of a continuing licence, the rating remains 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.

(7) The Authority shall verify the authenticity of the foreign licence, ratings and authorisations presented for validation with the State of issuance.

Conversion of foreign Aircraft Maintenance Engineer Licence (AMEL).

24. (1) A person who holds a current Aircraft Maintenance Engineer Licence issued by another Contracting State in accordance with ICAO annex 1 may apply and be issued an equivalent licence with the appropriate ratings if the following requirements are met—

(a) the applicant has a valid licence which is not under an order of revocation or suspension by the State that issued the licence;

(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 as specified in these Regulations;

(c) for licences issued by the contracting States identified and specified by the Authority, the applicant shall pass a module on Air law conducted by the Authority;

(d) for licences issued by states other than those specified in requirements of regulation 123 shall apply.

(2) The Authority may transfer a type rating from a foreign licence during the conversion of Aircraft Maintenance Engineer Licence if—

(a) the specific or group aircraft type is endorsed on a foreign licence;

(b) that applicant is current on the specific or group aircraft type; and

(c) the type of aircraft is registered in Kenya.

(3) The Authority may only convert ratings on the foreign Licence together with the conversion of a Licence after verification of authenticity of the foreign licence, ratings and authorizations.

Recognition of Kenyan military

25.(1) A Kenyan military aircraft maintenance personnel may apply to the Authority for issue of Aircraft Maintenance Engineer

Licence without type rating on the basis of his or her military qualifications.

aircraft maintenance personnel qualifications.

(2) An applicant for an Aircraft Maintenance Engineer Licence under these Regulations shall submit to the Authority—

(a) military aircraft maintenance records certified by a Technical Officer;

(b) evidence of not less than four (4) years' experience in aircraft maintenance of which at least six months experience must have been acquired within the twelve months preceding the application; and

(c) a certificate, diploma or such other document showing proof of training in aircraft maintenance.

(3) If the Authority is satisfied that the applicant meets the conditions in sub-regulations (2), the Applicant shall demonstrate the knowledge and skill requirements for Aircraft Maintenance Engineer Licence required in regulation 123.

PART V—GENERAL REQUIREMENTS: TESTING AND TRAINING FOR PILOT LICENCES, RATINGS AND AUTHORISATIONS

Knowledge test: prerequisites and passing grades.

26. (1) An applicant for a knowledge test shall have—

(a) received an endorsement from an authorized instructor certifying that the applicant has accomplished a ground-training required by the Regulations for the licence or rating sought and is prepared for the knowledge test; and

(b) proper identification at the time of taking the test that includes the applicant's—

(i) photograph;

(ii) name;

(iii) signature;

(iv) date of birth, which shows that the applicant meets or will meet the age requirements of these Regulations for the licence sought before the expiry date of the applicant's knowledge test report; and

(v) mailing address.

(2) The Authority shall specify the minimum passing grade for the knowledge 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 – twelve months after passing the test;

(b) for Commercial Pilot Licence - eighteen months after passing the test;

(c) for Airline Transport Pilot Licence - five years after passing the test; and

(d) for Multi-crew Pilot Licence – five years after passing the test.

(4) The Authority shall prescribe the passing criteria for all aeronautical knowledge tests required under these Regulations.

(5) Candidates sitting for PPL will be required to accomplish a total pass of all subjects within a period of six months.

(6) Candidates sitting for CPL, MPL, ATPL and FOO will be required to accomplish a total pass of all subjects within a period of twelve months.

Practical tests: prerequisites for flight crew.

27.(1) To be eligible for a practical test, an applicant shall meet all applicable requirements for the licence or rating sought.

(2) If an applicant for a practical test does not—

(a) complete all increments of a practical test for a licence or rating in one day, that applicant shall complete all remaining increments of the test not more than sixty days after that date; and

(b) satisfactorily complete all increments of the practical test for a licence or a rating within sixty days after beginning the test, that applicant shall retake the entire practical test, including those increments satisfactorily completed.

(3) Except as provided in sub -regulation (4), to be eligible for a practical test for a licence or rating issued under these Regulations, an applicant for a practical test shall—

(a) pass the required knowledge test for the type rating within six months preceding the month the applicant completes the practical test;

(b) present the knowledge test report at the time of application for the practical test, if a knowledge test is required;

(c) have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by these Regulations for the licence or rating sought;

(d) meet the prescribed age requirement of these Regulations for the issue of the licence or rating sought; and

(e) have an endorsement in the applicant's logbook or training record that has been signed by an authorised instructor who certifies that the applicant—

(i) has received and logged training time within sixty days preceding the date of application in preparation for the practical test;

(ii) is prepared for the required practical test; and

(iii) has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the knowledge test.

(4) An applicant for an Airline Transport Pilot Licence may take the practical test for that licence within two years of the expiration of a knowledge test, provided the applicant—

(a) has been continuously employed as a flight crewmember by an Air Operator Certificate holder from the time the knowledge test expired; and

(b) has satisfactorily accomplished the Air Operator Certificate holder's approved—

(i) pilot-in-command aircraft qualification training programme that is appropriate to the licence; and

(ii) qualification training requirements appropriate to the licence and rating sought.

Practical tests: general requirements for flight crew.

28.(1) The ability of an applicant for a practical test to hold a pilot licence or rating shall be determined based upon the applicant's ability to safely, during a practical test—

(a) perform the tasks specified in the areas of operation for the licence or rating sought within the prescribed standards;

(b) demonstrate mastery of the aircraft with the successful outcome of each task regarding—

(i) private pilot licence and commercial pilot licence licence tests; and

(ii) airline transport pilot licence and aircraft type rating tests;

(c) demonstrate sound judgement; and

(d) demonstrate single-pilot competence if the aircraft is type certified for single-pilot operations.

(2) An applicant who fails any area of operation shall have failed the practical test and is not eligible for a licence or rating sought

(3) The examiner or the applicant may discontinue a practical test at any time—

(a) when the applicant fails one or more of the areas of operation; or

(b) due to inclement weather conditions, aircraft airworthiness concerns or any other safety-of-flight concern.

(4) If a practical test is discontinued, the Authority may give the applicant credit for those areas of operation already passed, but only if the applicant—

(a) passes the remainder of the practical test within the sixty-day period after the date the practical test was begun;

(b) presents to the examiner for the retest the original test report or the discontinuance form prescribed by the Authority as appropriate; and

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

(5) The validity of the practical test results for applicants for a pilot licence and type rating shall be six months after passing the test.

Practical tests: required aircraft and equipment.

29.(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.

(2) An applicant for a practical test shall use an aircraft that has—

(a) the equipment for each area of operation required for the practical test;

(b) no prescribed operating limitations that prohibit the aircraft's use in any of the areas of operation required for the practical test;

(c) except as provided in sub-regulation (5), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(d) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.

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

(4) An applicant for a practical test that involves manoeuvering an aircraft solely by reference to instruments shall provide an aircraft with—

(a) an equipment that permits the applicant to pass the areas of operation that apply to the rating sought; and

(b) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Authority.

(5) An applicant may complete a practical test in an aircraft having a single set of controls, if—

(a) the examiner agrees to conduct the test;

(b) the test does not involve a demonstration of instrument skills; and

(c) the proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

Retesting after failure.

30.(1) An applicant for a knowledge or practical test who fails that test may reapply for the test only after the applicant has received—

(a) the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and

(b) an endorsement from an authorised instructor who gave the applicant the additional training.

(2) An applicant for a flight instructor licence with an aeroplane category rating or, for a flight instructor licence with a glider category rating, who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—

(a) comply with the requirements of sub-regulation (1) before being retested;

(b) bring to the retest an aircraft that is of the appropriate aircraft category for the rating sought and is certified for spins; and

(c) demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

Records of training time.

31.(1) A person shall document and record the following time in a manner acceptable to the Authority—

(a) training and aeronautical experience used to meet the requirements for a licence, rating, qualification, or authorisation of these Regulations; and

(b) the aeronautical experience required to show recent flight experience requirements of these 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;

(iv) type and identification of aircraft or approved synthetic flight trainer, as appropriate;

(v) the name of a safety pilot, if required; and

(b) type of pilot experience or training—

(i) solo;

(ii) pilot-in-command;

(iii) pilot-in-command under supervision;

(iv) co-pilot;

(v) flight and ground training received from an authorized instructor; and

(vi) training received in an approved synthetic flight trainer from an authorized instructor;

(c) conditions of flight—

(i) day or night;

(ii) actual instrument; and

(iii) simulated instrument conditions in flight or in an approved synthetic flight trainer.

(3) The pilot time described in this regulation may be used to apply for a licence or rating issued under these Regulations.

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

(5) A private or commercial pilot may log pilot- in-command time only for that flight time during which that person is—

(a) the sole manipulator of the controls of an aircraft for which the pilot is rated;

(b) acting as pilot-in-command of an aircraft on which more than one pilot is required; or

(c) a sole occupant.

(6) An airline transport pilot may log as pilot-in-command time all of the flight time while acting as pilot-in-command of an operation requiring an Airline Transport Pilot or Multi Crew Pilot Licences.

(7) An authorized instructor may log as pilot-in-command time all flight time while acting as an authorized instructor.

(8) A student pilot may log pilot-in-command time when that student pilot—

(a) is the sole occupant of the aircraft; and

(b) is undergoing training for a pilot licence or rating.

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

(a) is qualified in accordance with the co-pilot requirements of these Regulations, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or

(b) holds the appropriate category, class, type and instrument rating if an instrument rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of aircraft.

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

(11) An authorized instructor may log instrument flight time when conducting instrument flight instruction in actual instrument flight conditions.

(12) For the purposes of logging instrument flight time to meet the recent instrument experience requirements of these Regulations, the following information shall be recorded in a person's logbook—

(a) the location and type of each instrument approach accomplished; and

(b) the name of the safety pilot, if required.

(13) An approved synthetic flight trainer may be used by a person to log instrument flight time, provided an authorized instructor is present during the simulated flight.

(14) A person may log training time when that person receives training from an authorized instructor in an aircraft or in an approved synthetic flight trainer.

(15) The training time shall be logged in a logbook and shall—

(a) be endorsed in a legible manner by an authorized instructor; and

(b) include a description of the training given, the length of the training lesson, and the instructor's signature, licence number and licence expiry date.

Recording of flight time of a holder of pilot licence.

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

(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 fifty 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.

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

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

Limitations on the use of synthetic flight trainer.

33.A person shall not receive credit for use of any synthetic flight trainer for satisfying any training testing, or checking requirement of this regulation unless the synthetic flight trainer is approved by the Authority for—

(a) training, testing, and checking for which it is used;

(b) each particular manoeuvre, procedure or crewmember function performed; and

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

Use of synthetic flight trainers for demonstrations of skill.

34.(1) A use of a synthetic flight trainer used for performing any manoeuvre required during the demonstration of skill for the issue of a flight crew licence or rating shall be approved by the Authority to ensure that the synthetic flight trainer used is appropriate to the task.

(2) To maintain the competence required by these Regulations, a flight crewmember, may demonstrate his skills during proficiency flight checks in a synthetic flight trainer approved under sub regulation (1).

General requirements for pilot licences, ratings and authorisations.

35.(1) The Authority may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a licence because of physical limitations, or for other reasons, a licence, rating, an authorisation with appropriate limitations for operations only within Kenya if—

(a) the applicant is able to meet all other certification requirements for the licence, rating, authorisation sought;

(b) physical limitation, if any, has been recorded with the Authority on the applicant's medical records; and

(c) the Authority determines that the applicant's inability to perform the particular area of operation shall not adversely affect safety.

(2) The Authority may remove a limitation placed on a person's licence if that person demonstrates to an examiner or inspector satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

(3) A person shall not act as the pilot in command of an aircraft unless that person holds the appropriate category, class, and type rating if a class rating, and type rating is required for the aircraft to be flown, except where the pilot is receiving training for the purpose of obtaining an additional pilot licence or rating while under the supervision of an authorised instructor.

(4) Subject to sub regulation (5), a person shall not act as a pilot of an aircraft that is carrying another person, or is operated for compensation or hire, unless that pilot holds a category, class, and type rating that applies to the aircraft.

(5) Sub-regulation (4) does not require a category and class rating for an aircraft not type certified as an aeroplane, rotorcraft, glider, or lighter-than-air aircraft.

(6) A person shall not act as pilot-in-command of a complex aircraft, high-performance aircraft, or a pressurized aircraft capable of flying 25,000 feet above mean sea level, or an aircraft that the Authority has determined requires aircraft type specific training unless the person has—

(a) received and logged ground and flight training from an authorised instructor in the applicable aircraft type, or in an approved synthetic flight trainer that is a representative of that aircraft, and has been found proficient in the operation and systems of that aircraft; and

(b) received an endorsement in the pilot's logbook from an authorised instructor who certifies the person is proficient to operate that aircraft.

(7) A person shall not act as pilot-in-command of a tailwheel aeroplane unless that person has—

(a) received and logged flight training from an authorised instructor in a tailwheel aeroplane on the manoeuvres and procedures listed in paragraph (b); and

(b) received an endorsement in the person's logbook from an authorised instructor who is satisfied that the person is proficient in the operation of a tailwheel aeroplane, to include at least normal and crosswind take-offs and landings, wheel landings (unless the manufacturer has recommended against such landings), and go around procedures.

(8) Approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.

(9) Competency-based approved training for aircraft and remote flight crew shall be conducted within an approved training authorization.

PART VI—PILOT LICENCES

Student Pilot Licence

Eligibility requirements.

36. (1) To be eligible to receive and log flight instructions, a person must be in possession of a valid Student Pilot Licence.

(2) To be eligible for issue of Student Pilot Licence, an applicant shall—

(a) be at least sixteen years of age;

(b) able to demonstrate the ability to read, speak, write, and understand the English language; and

(c) be in possession of a valid Class 2 Medical Certificate issued under these Regulations.

Solo flight requirements.

37.(1) A holder of a Student Pilot Licence shall not operate an aircraft in first solo flight unless that student has met the requirements of this regulation.

(2) Subject to sub-regulation (1), a student pilot shall pass an aeronautical knowledge test on the following subjects—

(a) applicable sections of these Regulations;

(b) airspace structure and procedures for the airport where the student will perform solo flight; and

(c) flight characteristics and operational limitations for the make and model of aircraft to be flown.

(3) The student's authorized instructor shall—

(a) administer the test;

(b) at the conclusion of the test, review all incorrect answers with the student before authorizing that student to conduct a solo flight; and

(c) notify the air traffic services before the student commences such solo flight.

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

(a) received and logged flight training for the manoeuvres and procedures of this regulation that are appropriate to the make and model of aircraft to be flown;

(b) demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft to be flown; and

(c) has been judged by an authorized instructor as being able to speak and understand the English language used for radiotelephony communications, but shall not be required to comply with the Holistic Descriptors of the Rating Scale.

(5) A student pilot who is preparing for solo flight shall have received training in English Language Proficiency and log flight training for the required manoeuvres and procedures, including the following as applicable, for each category and class rating—

(a) proper flight preparation procedures, including pre-flight planning and preparation, engine operation, and aircraft systems;

(b) taxiing or surface operations, including run-up;

(c) take offs and landings, including normal and crosswind;

(d) straight and level flight, and turns in both directions;

(e) climbs and climbing turns;

(f) airport traffic patterns;

(g) radio telephony, airport entry and departure procedures;

(h) collision avoidance, windshear avoidance, and wake turbulence avoidance;

(i) descents, with and without turns, using high and low drag configurations;

(j) flight at various airspeeds from cruise to slow flight;

(k) stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;

(l) emergency procedures and equipment malfunctions;

(m) ground reference manoeuvres;

(n) approaches to a landing area with simulated engine malfunctions;

(o) slips to a landing; and

(p) go-arounds.

(6) A holder of student pilot licence who is receiving training for solo flight shall receive and log flight training for the following additional manoeuvres and procedures, as applicable, as indicated for each category and class rating—

(a) in a multiengine aeroplane—

(i) proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;

(ii) taxiing or surface operations, including runups;

(iii) take-offs and landings, including normal and crosswind;

(iv) straight and level flight, and turns in both directions;

(v) climbs and climbing turns;

(vi) airport traffic patterns, including entry and departure procedures;

(vii) collision avoidance, windshear avoidance, and wake turbulence avoidance;

(viii) descents, with and without turns, using high and low drag configurations;

(ix) flight at various airspeeds from cruise to slow flight;

(x) stall entries from various flight attitudes and power combinations with recover initiated at the first indication of a stall, and recovery from a full stall;

(xi) emergency procedures and equipment malfunctions;

(xii) ground reference manoeuvres;

(xiii) approaches to a landing area with simulated engine malfunctions; and

(xiv) go-rounds.

(b) in a helicopter—

(i) approaches to the landing area;

(ii) hovering and hovering turns;

(iii) simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover;

(iv) rapid decelerations; and

(v) simulated one-engine-inoperative approaches and landings for multiengine helicopter.

(c) in a gyroplane—

(i) approaches to the landing area;

(ii) high rates of descent with power on and with simulated power off, and recovery from those flight configurations; and

(iii) simulated emergency procedures, including simulated power-off landings and simulated power failure during departures;

(d) in a glider—

(i) the applicable manoeuvres and procedures shown in paragraph (a);

(ii) launches, including normal and crosswind;

(iii) inspection of towline rigging and review of signals and release procedures;

(iv) aero tow, ground tow, or self-launch procedures;

(v) procedures for disassembly and assembly of the glider;

(vi) slips to a landing;

(vii) procedures and techniques for thermalling; and

(viii) emergency operations, including towline break procedures;

(e) in an airship—

(i) rigging, ballasting, and controlling pressure in the ballonets, and superheating; an

(ii) landings with positive and with negative static trim;

(f) in a balloon—

(i) layout and assembly procedures;

(ii) ascents and descents;

(iii) landing and recovery procedures;

(iv) operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;

(v) use of deflation valves or rip panels for simulating an emergency;

(vi) the effects of wind on climb and approach angles; and

(vii) obstruction detection and avoidance techniques.

Privileges and Limitations.

38.(1) A holder of a Student Pilot Licence shall be entitled to fly as a pilot- in-command of an aircraft for the purpose of becoming qualified for a grant or renewal of a Pilot's Licence.

(2) A holder of a Student Pilot Licence shall not act as pilot in command of an aircraft—

(a) that is carrying a passenger;

(b) that is carrying property for compensation or hire;

(c) that is operated for compensation or hire;

(d) in furtherance of a business;

(e) on an international flight;

(f) when the flight cannot be made under visual meteorological conditions as specified under the Civil Aviation (Rules of the Air and Air Traffic Control) Regulations; or

(g) in a manner contrary to any limitations placed in the pilot's logbook by an authorised instructor.

(3) A holder of a Student Pilot Licence shall not act as a required flight crewmember on any aircraft for which more than one pilot is required by the aircraft type certificate or by these Regulations under which the flight is conducted, except when receiving flight training from an authorised instructor on board an airship, and no person other than a required flight crewmember is carried on the airship.

(4) A holder of a Student Pilot Licence shall not operate an aircraft in solo flight unless that student pilot has received within the ninety days preceding the date of the flight an endorsement made in the student's logbook from an authorised instructor for the specific make and model of aircraft to be flown.

(5) A holder of a Student Pilot Licence shall not act as a pilot-in-command of an aircraft unless his logbook has been endorsed by an authorised instructor that he is capable of communicating with air traffic control on radiotelephony.

Solo flight cross-country requirements.

39.(1) Except as provided in sub-regulation (4), a holder of a Student Pilot Licence shall meet the requirements of this regulation before—

(a) conducting a solo cross-country flight, or any flight greater than twenty-five nautical miles from the airport from where the flight originated; or

(b) making a solo flight and landing at any location other than the airport of origin.

(2) Except as provided in sub-regulation (4), a student pilot who seeks solo cross-country flight privileges shall—

(a) have received flight training from an authorised instructor on the manoeuvres and procedures required by this regulation that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;

(b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures required by this regulation to an authorised instructor;

(c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and

(d) comply with any limitations included in the instructor's endorsement that are required by sub-regulation (5).

(3) A holder of a Student Pilot Licence who seeks solo cross-country flight privileges must have received ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures listed in this regulation that are appropriate to the aircraft to be flown.

(4) A student pilot shall obtain an endorsement from an authorised instructor to make solo flights, subject to the following conditions—

(a) a student pilot may make solo flights to another airport that is within twenty-five nautical miles from the airport where the student pilot normally receives training if—

(i) an authorised instructor who makes the endorsement gave the student pilot flight training at the other airport, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and take-offs and landings at the other airport;

(ii) the student pilot has a current solo flight endorsement in accordance with these Regulations;

(iii) the instructor has determined that the student pilot is proficient to make the flight; and

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

(b) a student pilot may make repeated specific solo cross-country flights to another airport that is within fifty nautical miles of the airport from which the flight originated, if—

(i) the authorized instructor who gave the endorsement gave the student flight training in both directions over the route, including entering and exiting the traffic patterns, take-offs, and landings at the airport to be used;

(ii) the student has current solo flight endorsements in accordance with these regulations; and

(iii) the student has a current solo cross-country flight endorsement in accordance with sub-regulation (5),

except that separate endorsements are not required for each flight made under this paragraph.

(5) Except as specified in sub-regulation (4)(b), a student pilot shall have a solo cross-country endorsement placed in the student pilot's log book by the authorized instructor who conducted the training for each make and model aircraft the student will fly on each cross-country flight.

(6) A student pilot who is receiving training for cross-country flight shall receive and log flight training in the following manoeuvres and procedures—

(a) in an aeroplane or rotorcraft—

(i) use of aeronautical charts for visual flight rules navigation using pilotage and dead reckoning with the aid of a magnetic compass;

(ii) use of aircraft performance charts pertaining to cross-country flight;

(iii) procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;

(iv) recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight;

(v) use of radios for visual flight rules navigation and two-way communications;

(vi) climbs at best angle and best rate; and

(vii) control and manoeuvering solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and air traffic control clearances;

(b) in a glider—

(i) the manoeuvres and procedure specified in sub-regulation (6)(a), as applicable;

(ii) landings accomplished without the use of the altimeter from at least two thousand feet above the surface; and

(iii) recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control;

(c) in an airship—

(i) the manoeuvres and procedures specified in sub-regulation (6)(a), as applicable;

(ii) control of air pressure with regard to ascending and descending flight and altitude control;

(iii) control of the airship solely by reference to flight instruments; and

(iv) recognition of weather and upper air conditions conducive for the direction of cross-country flight.

Renewal requirements.

40. A holder of a Student Pilot Licence may apply for renewal of the Licence if the holder has passed a Class II medical examination.

Private Pilot Licence

Eligibility requirements.

41. An applicant for a Private Pilot Licence, shall—

(a) be at least seventeen years of age for a licence other than the operation of glider or balloon;

(b) be at least sixteen years of age for a licence in a glider or balloon;

(c) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations;

(d) receive an endorsement for the knowledge test from an authorised instructor who—

(i) conducted the training on the aeronautical knowledge areas listed in regulation 42 that apply to the aircraft category sought; and

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

(e) be in possession of a valid Class 2 Medical Certificate issued under these Regulations;

(f) pass the required knowledge test on the aeronautical knowledge areas listed in regulation 42;

(g) receive flight training and a logbook endorsement from an authorized instructor who—

(i) conducted the training in the areas of operation listed in regulation 43, that apply to the aircraft category and class rating sought; and

(ii) certified that the person is prepared for the required practical test;

(iii) meet the aeronautical experience requirements of this sub-part that apply to the aircraft category and class rating sought before applying for the practical test;

(iv) pass a practical test on the areas of operation listed in regulation 43 that apply to the aircraft category and class rating sought; and

(v) comply with the appropriate provisions of these Regulations that apply to the aircraft category and class rating sought.

Aeronautical knowledge requirements Private Pilot Licence.

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—

(a) air law- rules and regulations relevant to the holder of a Private Pilot Licence; rules of the air; altimeter setting procedures, appropriate air traffic services practices and procedures for aeroplane, helicopter, powered-lift and airship;

(b) aircraft general knowledge—

(i) principles of operation and functioning of engines, systems and instrument;

(ii) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;

(iii) for helicopter and powered–lifts, transmission (power-trains) where applicable; and

(iv) for airship, physical properties and application of gases;

(c) flight performance, planning and loading—

(i) effects of loading and mass distribution on flight characteristics; mass and balance calculations;

(ii) use and practical application of take-off, landing and other performance data;

(iii) pre-flight and en-route flight planning appropriate to private operations under visual flight rules; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

(d) human performance- human performance including principles of threats and error management;

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

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

(g) operational procedures—

(i) use of aeronautical documentation such as Aeronautical Information Publication, NOTAM, aeronautical codes and abbreviations;

(ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(iii) application of threats and error management principles to operational performance;

(iv) altimeter setting procedures;

(v) in case of the helicopter, and if applicable, powered-lift, settling with power, ground resonance; retreating blade stall; dynamic roll-over and other operating hazards; safety procedures, associated with flight in visual meteorological conditions;

(vi) principles of flight;

(h) radiotelephony- communication procedures and phraseology as applied to visual flight rules operations and action to be taken in case of communication failure.

(2) The aeronautical knowledge areas applicable to any relevant rotorcraft category and class rating shall include all areas covered under sub-regulation (1) and settling with power, ground resonance, roll over and other operating hazards.

(3) The aeronautical knowledge areas applicable to any relevant lighter than air category and class rating shall be as follows—

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

(b) aircraft general knowledge—

(i) principles of operation of lighter than aircraft category systems and instruments;

(ii) operating limitations of lighter than aircraft category relevant operational information from the flight manual or other appropriate document;

(iii) physical properties and practical application of gases used in lighter than aircraft category;

(c) flight performance and planning—

(i) effects of loading on flight characteristics; mass and balance calculations;

(ii) use and practical application of launching, landing and other performance data, including the effect of temperature;

(iii) pre-flight and en-route flight planning appropriate to operations under visual flight rules, appropriate air traffic services procedures; altimeter setting procedures and operations in areas of high-density traffic;

(d) human performance- human performance including threats and error management;

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

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

(g) operational procedures—

(i) use of aeronautical documentation such as Aeronautical Information Publication, NOTAM, aeronautical codes and abbreviations;

(ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(iii) application of threats and error management principles to operational performance;

(iv) altimeter setting procedures;

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

(vi) principles of flight;

(h) radiotelephony-communication procedures and phraseology as applied to visual flight rules operations and action to be taken in case of communication failure.

(3) The aeronautical knowledge areas applicable to any relevant rotorcraft category and class rating shall include all areas covered under sub-regulation (2) and settling with power, ground resonance, roll over and other operating hazards.

(4) The aeronautical knowledge areas applicable to any relevant lighter than air category and class rating shall be as follows—

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

(b) aircraft general knowledge—

(i) principles of operation of lighter than air category systems and instruments;

(ii) operating limitations of lighter than air category relevant operational information from the flight manual or other appropriate document;

(iii) physical properties and practical application of gases used in lighter than air category;

(c) flight performance and planning—

(i) effects of loading on flight characteristics; mass calculations;

(ii) use and practical application of launching, landing and other performance data, including the effect of temperature;

(iii) pre-flight and en-route flight planning appropriate to operations under visual flight rules, appropriate air

traffic services procedures; altimeter setting procedures and operations in areas of high-density traffic;

(d) human performance—human performance relevant to the private pilot including principles of threat and error management;

(e) meteorology—application of elementary aeronautical meteorology, use of and procedures for obtaining meteorological information and altimetry;

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

(g) operational procedures—

(i) use of aeronautical documentation such as aeronautical information publication, NOTAM, aeronautical codes and abbreviations;

(ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(iii) application of threat and error management to operational performance;

(iv) altimeter setting procedures;

(v) safety procedures, associated with flight in visual meteorological conditions;

Flight instruction requirements.

43.(1) An applicant for a Private Pilot Licence shall receive and log ground and flight training from an authorised instructor on the following areas of operation—

(a) for all categories and class ratings, as applicable—

(i) pre-flight operations including mass and balance determination, aeroplane inspection and servicing;

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

(iii) control of the aeroplane by external visual reference;

(iv) flight at critically slow airspeeds, recognition of, and recovery from, incipient and full stalls;

(v) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;

(vi) normal and cross-wind take-offs and landings;

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

(viii) flight by reference solely to instruments, including the completion of a level 180° turn;

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

(x) emergency operations, including simulated aeroplane equipment malfunctions;

(xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;

(xii) recognize and manage threats and errors; and

(xiii) communication procedures and phraseology;

(b) for aeroplane category rating, with a multi engine class rating the areas covered in paragraph (a) and in addition the following requirements—

(i) emergency operations; including the applicant's knowledge and performance of the following tasks—

(aa) emergency descent;

(bb) engine failure during take-off before visual meteorological conditions;

(cc) engine failure after lift-off(simulated);

(dd) approach and landing with an inoperative engine (simulated);

(ii) multi-engine operations; including the applicant's knowledge and performance of the following tasks—

(aa) manoeuvring with one engine inoperative;

(bb) visual meteorological conditions demonstration; and

(cc) engine failure during flight (by reference to instruments);

(c) for rotorcraft category rating with a helicopter class rating the areas covered in paragraph (a) and in addition the following—

(i) control of the helicopter by external visual reference;

(ii) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine revolutions per minute;

(iii) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;

(iv) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

(v) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

(d) for rotorcraft category rating with a gyroplane class rating the areas covered in paragraph (a) and in addition flight at slow airspeeds;

(e) for rotorcraft category, the applicant should have received dual instrument flight instruction from an authorized flight instructor and the instructor shall ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented helicopter;

(f) for glider category rating the following areas—

(i) pre-flight operations, including glider assembly and inspection;

(ii) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;

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

(iv) control of the glider by external visual reference;

(v) flight throughout the flight envelope;

(vi) recognition of, and recovery from, incipient and full stalls and spiral dives;

(vii) normal and cross-wind launches, approaches and landings;

(viii) cross-country flying using visual reference and dead reckoning; and

(ix) emergency procedures;

(g) for lighter-than-air category and class rating the following areas—

(i) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;

(ii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;

(iii) collision avoidance precautions;

(iv) control of a free balloon by external visual reference;

(v) control of a free balloon by external visual reference;

(vi) recognition of, and recovery from, rapid descents;

(vii) cross-country flying using visual reference and dead reckoning;

(viii) emergency procedures.

(h) for powered-lifts category rating, operational experience in the following areas—

(i) recognize and manage threats and errors;

(ii) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;

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

(iv) control of the powered-lift by external visual reference;

(v) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground;

(vi) take-offs and landings with minimum necessary power;

(vii) maximum performance take-off and landing techniques;

(viii) restricted site operations; quick stops;

(ix) flight by reference solely to instruments, including the completion of a level 180° turn;

(x) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine revolutions per minute;

(xi) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

(xii) emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable;

(xiii) transmission and interconnect driveshaft failure, where applicable;

(xiv) operations to from and transiting controlled aerodromes, compliance with air traffic services procedures; and

(xv) communication procedures and phraseology.

(2) Subject to sub-regulation (1)(c), the applicant shall be required to receive not less than 20 hours of dual instruction time in helicopters from an authorized flight instructor.

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

(a) recognize and manage threats and errors;

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

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

(d) control of the helicopter by external visual reference;

(e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine revolutions per minute;

(f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;

(g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

(h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;

(i) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;

(j) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

(k) communication procedures and phraseology.

Aeronautical experience and skill requirements for Private Pilot Licence.

44.(1) An applicant for a Private Pilot Licence with an aeroplane category rating shall have completed—

(a) for a single engine class rating for each category rating sought—

(i) not less than 40 hours of flight time as pilot an authorized, a total of 5 hours may have been completed in a synthetic flight trainer; and

(ii) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 kilometers (150 nautical miles) in the course of which full-stop landings at two different aerodromes shall be made;

(b) for a multi engine class rating for each category sought, in addition to the requirements of paragraph (a) —

(i) not less than 10 hours under the supervision of an authorised flight instructor in the category sought; and

(ii) pass a practical skill test on multi-engine aircraft as specified in regulation 29.

(2) An applicant for a Private Pilot Licence with a rotorcraft category rating shall have completed, for a single engine rotorcraft type rating—

(a) not less than 40 hours of flight time or 35 hours if completed during a course of approved training as pilot of rotorcraft, a total of 5 hours may have been completed in a synthetic flight trainer; and

(b) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 kilometers (100 nautical miles) in the course of which landings at two different points shall be made.

(3) An applicant for a Private Pilot Licence with glider category shall have completed—

(a) not less than 6 hours of flight time as pilot of gliders including 2 hours solo flight time during which not less than 20 launches and landings have been performed;

(b) if the applicant has logged forty hours of flight time an authorized the applicant shall complete 3 hours of flight time in a glider, including 2 hours of solo flight time during which not less than ten launches and landings have been performed;

(c) an applicant shall have demonstrated the ability to perform as pilot-in command of a glider, the procedures and manoeuvres described in regulation 43 with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to—

(i) recognize and manage threats and errors;

(ii) operate the glider within its limitations;

(iii) complete all manoeuvres with smoothness and accuracy;

(iv) exercise good judgement and airmanship;

(v) apply aeronautical knowledge; and

(vi) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

(4) An applicant for a Private Pilot Licence with a balloon class rating shall have completed not less than 16 hours of flight time including at least eight launches and ascents of which one must be solo, and—

(a) where the training is being performed in a gas balloon—

(i) two flights of two hours each that consists of one training flight within sixty days prior to application for the rating on the areas of operation for a gas balloon;

(ii) five hours of solo flight in a gas balloon under an authorised instructor; and

(iii) one flight involving a controlled ascent to three thousand feet above the launch site;

(b) where the training is being performed in a balloon with an airborne heater—

(i) two flights of one hour each within sixty days prior to application for the rating on areas of operation appropriate to a balloon with an airborne heater;

(ii) five hours solo flight in a balloon with an airborne heater under an authorised instructor; and

(iii) one flight involving a controlled ascent to three thousand feet above the launch site.

(5) An applicant for a Private Pilot Licence with an airship class rating shall have completed twenty-five hours of flight training in airships on the areas of operation which consists of at least—

(a) if the privileges of the licence are to be exercised at night, three hours of night flight training in an airship that includes—

(i) a cross-country flight of over twenty-five nautical miles total distance; and

(ii) five take-offs and five landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport; and

(b) five hours of solo flight in an airship with an authorised instructor.

(6) An applicant for a Private Pilot Licence with a powered-lift category rating shall have completed—

(a) not less than 40 hours of flight time as a pilot of powered-lift; and

(b) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 kilometers

(150 nautical miles) in the course of which full stop landing at two different aerodromes shall be made.

(7) Except for balloons and gliders, an applicant for Private Pilot Licence who has flight time as a pilot in other categories may be credited with 10 hours of the total flight time.

Privileges and limitations.

45.(1) Except as provided in sub -regulations (2) to (7), a holder of a Private Pilot Licence shall not act as a crewmember of an aircraft—

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

(b) operated for compensation or hire.

(2) A holder of a Private Pilot Licence may exercise the privileges of a holder of a flight radiotelephony operator licence as prescribed in regulation 134.

(3) A holder of a Private Pilot Licence may, for compensation or hire, act as a crewmember of an aircraft in connection with any business or employment if—

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

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

(4) A holder of a Private Pilot Licence may act as a crewmember of an aircraft used in a passenger-carrying flight sponsored by a charitable authorized anion described in paragraph (g), and for which the passengers make a donation to authorization, when the following requirements are met—

(a) the sponsor of the flight notifies the Authority at least seven days before the event and submits—

(i) a signed letter from the sponsor that shows the name of the sponsor, the purpose of the charitable event, the date and time of the event, and the location of the event; and

(ii) a photocopy of each crewmember's pilot licence, Medical Certificate, and logbook entries that show the pilot has a valid licence and has logged at least two hundred hours of flight time;

(b) the flight is conducted from a public airport that is adequate for the aircraft to be used, or from another airport that has been approved by the Authority for the operation;

(c) no acrobatic or formation flights are conducted;

(d) each aircraft used for the charitable event holds a valid standard certificate of airworthiness;

(e) each aircraft used for the charitable event is airworthy and complies with the applicable requirements of the Civil Aviation (Operation of Aircraft) Regulations;

(f) each flight for the charitable event is made during day visual flight rules conditions; and

(g) the charitable authorization is authorization identified as such by the appropriate authority of the government.

(5) A holder of a Private Pilot Licence may be reimbursed for aircraft operating expenses that are directly related to search and rescue operations, if the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of—

(a) a government agency; or

(b) authorization that conducts search and rescue operations.

(6) A holder of a Private Pilot Licence who is an aircraft salesman and who has logged at least two hundred hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

(7) A holder of a Private Pilot Licence shall not pay less than the pro rata share of the operating expenses of a flight with passengers, if the expenses involve only fuel, oil, airport expenditures, or rental fees.

(8) Except as provided in sub-regulations (2) through (7), a holder of a Private Pilot Licence shall, not for compensation or hire, act as a co- pilot of an aircraft that is type certified for more than one pilot.

(9) A holder of a Private Pilot Licence in the glider category may act as a pilot- in command of any glider provided the licence holder has operational experience in the launching method used.

Renewal requirements.

46. A Private Pilot Licence may be renewed if the holder of the licence has logged the following hours as PIC on either category, class or type rating sought within the twelve months preceding the date of application for renewal—

(a) for aeroplane and rotorcraft not less than 5 hours; and

(b) for glider or lighter than air not less than 3 hours.

Commercial Pilot Licence

Eligibility requirements.

47. An applicant for a Commercial Pilot Licence shall—

(a) be at least eighteen years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations;

(c) receive a logbook endorsement from an authorised instructor who—

(i) conducted the required ground training on the aeronautical knowledge areas listed in regulation 48, that apply to the aircraft category and class rating sought; and

(ii) certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought;

(d) pass the required knowledge test on the aeronautical knowledge areas listed in regulation 48;

(e) receive the required training and a logbook endorsement from an authorised instructor who—

(i) conducted the training on the areas of operation listed in regulation 49 that apply to the aircraft category and class rating sought; and

(ii) certified that the person is prepared for the required practical test.

(f) be in possession of a Class 1 Medical Certificate issued under these Regulations;

(g) meet the aeronautical experience requirements of the applicable provisions of these Regulations that apply to the aircraft category and class rating sought before applying for the practical test;

(h) pass the required practical test on the areas of operation listed in regulation 49 that apply to the aircraft category and class rating sought;

(i) hold a Private Pilot Licence issued under these Regulations or meet the requirements of regulation 20, pertaining to military licences; and

(j) comply with all sections of these Regulations which apply to the aircraft category and the class rating sought.

Aeronautical knowledge requirements for Commercial Pilot Licence.

48.(1) An applicant for a Commercial 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.

(2) The aeronautical knowledge areas applicable to any relevant aircraft category and class rating shall be as follows—

(a) air law— rules and regulations relevant to the holder of a Commercial Pilot Licence; rules of the air; appropriate air traffic services practices and procedures;

(b) aircraft general knowledge—

(i) principles of operation and functioning of engines, systems and instruments;

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

(iii) use and serviceability checks of equipment and systems of appropriate aircraft category;

(iv) maintenance procedures for airframes, systems and engines of appropriate aircraft category;

(v) for helicopter and powered-lift, transmission (power-trains) where applicable;

(vi) for airships, physical properties and practical application of gases;

(c) flight performance, planning and loading—

(i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;

(ii) use and practical application of take-off, landing and other performance data;

(iii) pre-flight and en-route flight planning appropriate to commercial operations under visual flight rules;

(iv) preparation and filing of air traffic services flight plans, appropriate air traffic services procedures, and altimeter setting procedures; and

(v) in the case of airship, helicopter and powered-lift effects of external loading on handling.

(d) human performance— human performance relevant to the Commercial Pilot Licence; including principles of threat and error management;

(e) meteorology—

(i) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight and altimetry;

(ii) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the moment of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; and

(iii) causes, recognition, and effects of icing; frontal zone penetration procedures; hazardous weather avoidance.

(f) navigation— air navigation, including the use of aeronautical charts, instruments and navigation aids, understanding of the principles and characteristics of appropriate navigation systems and operation of air borne equipment;

(g) operation procedures—

(i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

(ii) appropriate precautionary and emergency procedures;

(iii) operational procedures for carriage of freight; potential hazards associated with dangerous goods;

(iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

(v) night and high altitude;

(vi) application of threats and error management principles to operational performance;

(vii) altimeter setting procedures; and

(viii) in the case of the helicopter, and if applicable, powered- lift settling with power; ground resonance; retreating blade stall; roll-over and other operation hazards; safety procedures, associated with flight in VMC.

(h) principles of flight;

(i) principles of flight relating to aircraft;

(j) radiotelephony;

(k) communication procedures and phraseology as applied to visual flight rules operations, action to be taken in case of communication failure.

(3) The aeronautical knowledge areas applicable to any relevant rotorcraft category and class rating shall include all areas covered under in sub-regulation (2) in addition to the following areas—

(a) powerplant; transmissions (power trains);

(b) external loads on helicopter handling;

(c) settling with power, ground resonance, roll-over and other operating hazards; and

(d) operational procedures for carriage of freight including external loads.

(4) The aeronautical knowledge areas applicable to any relevant lighter than air category and class rating shall be as follows—

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

(b) aircraft general knowledge—

(i) principles of operation of free balloon systems and instruments;

(ii) operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;

(iii) physical properties and practical application of gases used in free balloons;

(c) flight performance and planning—

(i) effects of loading on flight characteristics; mass calculations;

(ii) use and practical application of launching, landing and other performance data, including the effect of temperature;

(iii) pre-flight and en-route flight planning appropriate to operations under visual flight rules; appropriate air traffic services procedures and altimeter setting procedures; operations in areas of high-density traffic;

(d) human performance;

(e) human performance relevant to the free balloon pilot;

(f) meteorology;

(g) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information and altimetry;

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

(i) operational procedures—

(i) use of aeronautical documentation such as aeronautical information publication, NOTAM, aeronautical codes and abbreviations;

(ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(iii) application of threats and error management principles to operational performance;

(j) principles of flight;

(k) principles of flight relating to free balloons;

(l) in case of airship—

(i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation;

(ii) use accuracy and reliability of navigation systems used in departure;

(iii) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment.

Flight instruction requirements.

49. An applicant for a Commercial Pilot Licence, shall receive and record ground and flight training from an authorised instructor on the following areas of operation of this regulation that apply to the aircraft category and class rating sought—

(a) for all categories and class ratings, as applicable—

(i) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;

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

(iii) control of the aircraft by external visual reference;

(iv) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;

(v) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;

(vi) normal and cross-wind take-offs and landings;

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

(viii) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

(ix) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;

(x) abnormal and emergency procedures and manoeuvres;

(xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology; and

(xii) in actual flight, upset prevention and recovery training approved by the Authority.

(b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class rating as follows—

(i) emergency operations; including the applicant's knowledge and performance of the following tasks—

(aa) emergency descent;

(bb) engine failure during take-off before VMC (simulated);

(cc) engine failure after lift-off (simulated);

(dd) approach and landing with one inoperative engine (simulated);

(ee) systems and equipment malfunctions; and

(ff) emergency equipment and survival gear;

(ii) high altitude operations; including the applicant's knowledge and performance of the following tasks—

(aa) supplemental oxygen; and

(bb) pressurization;

(iii) multi-engine operations: including the applicant's knowledge and performance of the following tasks

(aa) manoeuvering with one engine inoperative;

(bb) VMC demonstration;

(cc) engine failure during flight (by reference to instruments); and

(dd) instrument approach with one engine inoperative (by reference to instruments).

(c) for a rotorcraft category rating with a helicopter type rating—

(i) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine revolutions per minute;

(ii) ground manoeuvering and run-ups; hovering; take-offs and landings - normal, out of wind and sloping ground; steep approaches;

(iii) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;

(iv) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;

(v) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

(vi) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;

(d) for a rotorcraft category rating with a gyroplane class rating: flight at slow airspeeds;

(e) for a lighter-than-air category rating with a balloon or airship class rating—

(i) fundamentals of instructing;

(ii) pre-flight operations, assembly, rigging, inflation, mooring and inspection;

(iii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;

(iv) collision avoidance precautions;

(v) control by external visual reference;

(vi) recognition of, and recovery from, rapid descents;

(vii) cross-country flying using visual reference and dead reckoning;

(viii) approaches and landings, including ground handling;

(ix) emergency procedures;

(x) recognize and manage threats and errors;

(xi) recognition of leaks;

(xii) flight under instrument flight rules; and

(xiii) communication procedures and phraseology.

Aeronautical experience and skill requirements for Commercial Pilot Licence.

50. (1) An applicant for a Commercial Pilot Licence shall obtain the following hours of aeronautical experience—

(a) not less than 200 hours of flight time, or 150 hours if completed during an integrated course of approved training provided in an Approved Training Organisation under the Civil Aviation(Approved Training Organisation) Regulations, as a pilot of aeroplanes, of which 10 hours may have been completed in a synthetic flight trainer;

(b) an authorized, not less than—

(i) 100 hours as pilot-in-command or, in the case of an integrated course of approved training, 70 hours as pilot-in- command;

(ii) 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 kilometers (300 nautical miles) in the course of which full-stop landings at two different aerodromes shall be made;

(iii) ten hours of instrument instruction time of which not more than five hours may be instrument ground time;

(iv) if the privileges of the licence are to be exercised at night, five hours of night flying, including five take-offs and five landings as pilot-in-command;

(c) a holder of a pilot licence in another category may be credited towards the two hundred hours of flight time as follows—

(i) ten hours as pilot in a category other than helicopters;

(ii) thirty hours as pilot holding a Private Pilot Licence on helicopters; or

(iii) one hundred hours as pilot holding a Commercial Pilot Licence on helicopters.

(2) An applicant for a Commercial Pilot Licence helicopter licence shall have completed—

(a) not less than 150 hours of flight time, or 100 hours if completed during an integrated course of approved training provided for in an Approved Training Organisation under the Civil Aviation (Approved Training Organisation) Regulations, as a pilot of helicopters, of which 10 hours may have been completed in a synthetic flight trainer;

(b) not less than—

(i) thirty-five hours as pilot-in-command;

(ii) ten hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which full-stop landings at two different points shall be made;

(iii) ten hours of instrument instruction time of which not more than five hours may be instrument ground time; and

(iv) if the privileges of the licence are to be exercised at night, five hours of night flight time including five take-offs and five landing patterns as pilot-in-command;

(c) the holder of a pilot licence in the helicopter category may be credited towards the one hundred and fifty hours of flight time as follows—

(i) twenty hours as pilot holding a Private Pilot Licence authorized; or

(ii) fifty hours as pilot holding a Commercial Pilot Licence authorized.

(d) an applicant for a Commercial Pilot Licence (gyroplane) shall have completed—

(i) one hundred and fifty hours of flight time as a pilot, including at least one hundred hours in powered aircraft, of which twenty five hours shall be in gyroplanes;

(ii) one hundred hours of pilot-in-command flight time, including at least—

(aa) ten hours in gyroplanes; and

(bb) three hours in cross-country flight in gyroplanes; and

(iii) twenty hours of training on the areas of operation listed in regulation 49, including at least—

(aa) 5 hours of instrument training in an aircraft;

(bb) 1 cross-country flight of at least 2 hours in a gyroplane in day visual flight rules conditions, consisting of a total straight-line distance of more than 50 nautical miles from the original point of departure; and

(iv) 10 hours of solo flight in a gyroplane on the areas of operation listed in regulation 49, including at least—

(aa) 1 cross-country flight with landings at a minimum of 3 points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and

(bb) five hours in night visual flight rules conditions with ten take-offs and ten landings with each landing involving a flight in the traffic pattern.

(3) An applicant for a commercial pilot licence lighter than air (airship category) shall have completed not less than 200 hours of flight time as a pilot, including not less than—

(a) 50 hours as a pilot of airships;

(b) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than—

(i) 10 hours of cross-country flight time; and

(ii) 10 hours of night flight;

(c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and

(d) 20 hours of flight training in airships in the areas of operation listed in regulation 49.

(4) 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—

(a) for a gas balloon—

(i) 2 training flights of not less than 2 hours each in the appropriate areas of operation within 60 days prior to application for the rating;

(ii) 10 hours as pilot-in-command; and

(iii) 2 flights involving a controlled ascent to 5000 feet above the launch site.

(b) for a balloon with an airborne heater—

(i) 2 training flights of 2 hours each in the appropriate areas of operation within 60 days prior to application for the rating;

(ii) 10 hours as pilot-in-command; and

(iii) 2 flights involving a controlled ascent to 5000 feet above the launch site;

(c) for a free balloon—

(i) the procedures and manoeuvres described in regulation 49 with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence;

(ii) recognize and manage threats and errors;

(iii) operate the free balloon within its limitations;

(iv) complete all manoeuvres with smoothness and accuracy;

(v) exercise good judgement and airmanship;

(vi) apply aeronautical knowledge; and

(vii) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

Privileges and limitations.

51.(1) A holder of a Commercial Pilot Licence may—

(a) exercise all the privileges of the holder of a private pilot licence as stipulated in regulation 45;

(b) act as a pilot-in-command and co-pilot in an aircraft engaged in operations other than commercial air transportation;

(c) act as a pilot-in-command in commercial air transportation in an aircraft certificated for single pilot operation;

(d) act as a co-pilot in commercial air transportation in an aircraft required to be operated with a co-pilot;

(e) exercise all the privileges of the holder of a flight radiotelephony operator licence as stipulated in regulation 134;

(f) fly at night; and

(g) for the airship category, to pilot an airship under instrument flight rules.

(2) A holder of a Commercial Pilot Licence may act as pilot-in-command of an aircraft for compensation or hire, including the carriage of persons or property for compensation or hire, provided the pilot is qualified in accordance with the applicable Regulations.

(3) A holder of a Commercial Pilot Licence shall not act as a pilot-in-command of an aircraft certificated take-off mass of over 5,700 kilograms.

Renewal requirements.

52.A holder of a Commercial Pilot Licence may apply for renewal of the licence if the holder of the licence has logged as pilot in command or co-pilot within the six months preceding the date of application for renewal, the following hours—

(a) for authorized and rotorcraft; not less than six hours and six take- offs and landings; and

(b) for lighter than air; 3 hours and 3 launches and landings.

Airline Transport Pilot Licence

Eligibility requirements.

53. An applicant for an Airline Transport Pilot Licence shall—

(a) be at least 21 years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations;

(c) meet at least 1 of the following requirements—

(i) hold a valid and current Commercial Pilot Licence and an instrument rating;

(ii) meet the military experience requirements under regulation 20, to qualify for a Commercial Pilot Licence, and an instrument rating if the person is a rated military pilot or former rated military pilot; or

(iii) hold either a foreign Airline Transport Pilot Licence or a foreign Commercial Pilot Licence and an instrument rating issued by another Contracting State.

(d) meet the applicable aeronautical experience requirements of this sub-part before applying for the practical test;

(e) pass a knowledge test on the applicable aeronautical knowledge areas of regulation 54 that apply to the aircraft category and class rating sought;

(f) pass the practical test on the applicable areas of operation specified in regulation 55, that apply to the aircraft category and class rating sought; and

(g) have a valid Class 1 Medical Certificate issued under these Regulations.

Aeronautical knowledge requirements for Airline Transport Pilot Licence.

54.(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.

(2) The aeronautical knowledge areas applicable to aeroplane aircraft category shall be as follows—

(a) air law—rules and regulations relevant to the holder of an airline transport pilot licence — aircraft; rules of the air; appropriate air traffic services practices and procedures;

(b) aircraft general knowledge—

(i) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;

(ii) 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;

(iii) operating procedures and limitations of appropriate aircraft; effects of atmospheric conditions on aircraft performance;

(iv) use and serviceability checks of equipment and systems of appropriate aircraft;

(v) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

(vi) maintenance procedures for airframes, systems and engines of appropriate aircraft;

(c) flight performance, planning and loading—

(i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;

(ii) use and practical application of take-off, landing and other performance data, including procedures for cruise control;

(iii) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

(d) human performance—human performance including principles of threat and error management relevant to the airline transport pilot;

(e) meteorology—

(i) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;

(ii) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

(iii) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;

(iv) practical high-altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

(f) navigation—

(i) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;

(ii) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;

(iii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

(iv) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

(g) operational procedures—

(i) application of threat and error management to operational performance;

(ii) interpretation and use of aeronautical documentation such as Aeronautical Information Publication, NOTAM, aeronautical codes and abbreviations, and instruments procedure chart for departure, en-route, descents and approach;

(iii) precautionary and emergency procedures; safety practices associated with flight under Instrument Flight Rules;

(iv) operational procedures for carriage of freight and dangerous goods;

(v) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

(vi) night and high altitude;

(vii) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

(h) principles of flight—principles of flight relating to aircraft; subsonic aerodynamics; compressibility effects, manoeuvre boundary limits, wing design characteristics, effects of supplementary lift and drag devices; relationships between lift, drag and thrust at various airspeeds and in different flight configurations;

(i) radiotelephony— radiotelephony procedures and phraseology; action to be taken in case of communication failure.

(3) The aeronautical knowledge areas applicable to helicopter category rating shall include all areas covered under sub-regulation (2) and in addition the following areas—

(a) helicopter general knowledge—

(i) general characteristics and limitations of electrical, hydraulic, and other helicopter systems; flight control systems, including autopilot and stability augmentation;

(ii) principles of operation, handling procedures and operating limitations of helicopter engines; transmission (power-trains); effects of atmospheric conditions on engine performance; relevant operational information from the flight manual;

(iii) operating procedures and limitations of appropriate helicopters; effects of atmospheric conditions on helicopter performance; relevant operational information from the flight manual;

(b) flight performance and planning—

(i) effects of loading and mass distribution, including external loads, on helicopter handling, flight characteristics and performance; mass and balance calculations;

(ii) causes, recognition and effects of engine, airframe and rotor, icing; hazardous weather avoidance;

(c) navigation—use, accuracy and reliability of navigation systems; identification of radio navigation aids;

(d) operational procedures—

(i) interpretation and use of aeronautical documentation such as Aeronautical Information Publication, NOTAM, aeronautical codes and abbreviations;

(ii) precautionary and emergency procedures; settling with power, ground resonance, retreating blade stall, dynamic roll-over and other operating hazards; safety practices associated with flight under visual flight rules;

(iii) operational procedures for carriage of freight, including external loads, and dangerous goods;

(iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from helicopters;

(e) principles of flight—principles of flight relating to helicopters;

(f) radiotelephony—radiotelephony procedures and phraseology as applied to visual flight rules operations; action to be taken in case of communication failure.

Flight instruction requirements.

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 49, and—

(a) for Airline Transport Pilot Licence aeroplanes shall receive the flight instructions required for the issue of the instrument rating prescribed in regulation 77; or

(b) for Airline Transport Pilot Licence helicopters if the privileges of instrument rating are to be exercised shall receive the flight instructions required for the issue of the instrument rating prescribed in regulation 77.

(2) An applicant shall have demonstrated the ability to perform, as pilot- in- command of an aircraft within the appropriate category

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

(a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;

(b) normal flight procedures and manoeuvres during all phases of flight;

(c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;

(d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

(e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight including simulated engine failure.

(4) 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 aeroplanes aeroplane; and

(b) demonstrated in actual flight upset prevention and recovery training, night flying and flight by reference solely to instruments.

Aeronautical experience requirements.

56.(1) An applicant for an airline transport pilot licence, shall have completed, in the case of—

(a) an aeroplane or powered-lift, not less than one thousand five hundred hours of flight time as a pilot of aeroplanes; or

(b) helicopter not less than one thousand hours of flight time as a pilot of helicopter, and credit for such experience shall be limited to a maximum of one hundred hours, of which not more than twenty-five hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

(2) The applicant shall have completed in aircraft not less than—

(a) in aeroplanes: five hundred hours as pilot-in-command under supervision or two hundred and fifty hours, either as pilot-in-command, or made up by not less than seventy hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

(b) two hundred hours of cross-country flight time, of which not less than one hundred hours shall be as pilot-in-command or as co-pilot performing, under the supervision of the pilot-in-command, the duties, and functions of a pilot-in-command, provided that the method of supervision employed is acceptable to the Authority;

(c) in helicopters: two hundred and fifty hours, either as pilot-in-command, or made up of not less than seventy hours as pilot-in-command and the necessary additional flight time as pilot-in command under supervision;

(d) for aeroplanes seventy-five hours of instrument time, of which not more than thirty hours may be obtained in the synthetic flight trainer and for helicopter thirty hours of instrument time, of which not more than 10 hours may be obtained in the synthetic flight trainer; and

(e) for aeroplanes one hundred hours and for helicopter fifty hours of night flight as pilot-in-command or as co-pilot.

(3) The applicant should have completed in powered-lifts not less than—

(a) two hundred and fifty hours either as pilot-in-command, or made up of not less than seventy hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

(b) one hundred hours of cross-country flight time, of which not less than fifty hours should be as pilot-in-command or as pilot-in- command under supervision;

(c) seventy-five hours of instrument time, of which not more than thirty hours may be instrument ground time; and

(d) twenty-five hours of night flight as pilot-in-command or as co-pilot.

(4) Where the applicant for Airline Transport Pilot Licence aeroplanes or rotorcraft has flight time as a pilot of either category, the applicant shall be credited with 50% of the flight time as pilot towards the flight time of the category sought as required in sub-regulation (1).

(5) An applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in regulation 55(2) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to—

(a) recognize and manage threats and errors;

(b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

(c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;

(d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;

(e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and

(f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists.

(6) When the holder of an airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements, as appropriate, established for—

(a) private pilot licence: to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements of regulation 42 and 43 have been met;

(b) before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified in regulation 78 appropriate to the aeroplane category;

(c) before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have—

(i) completed in aeroplanes seventy hours, either as pilot-in- command, or made up of not less than ten hours as pilot- in- command and the necessary additional flight time as pilot-in-command under supervision;

(ii) completed twenty hours of cross-country flight time as pilot- in-command, or made up of not less than 10 hours as pilot-in-command and ten hours as pilot-in command

under supervision, including a cross-country flight totalling not less than 540 kilometers (300 nautical miles) in the course of which full-stop landings at two different aerodromes shall be made; and

(iii) met the requirements for the commercial pilot licence specified in Regulations 48, 49 and 50 appropriate to the aeroplane category.

(7) Any limitation of privileges specified in sub regulation (5) shall be endorsed on the licence.

Additional aircraft category, class, and type ratings.

57. An applicant who holds a valid Airline Transport Pilot Licence and seeks additional aircraft category, class and type rating shall—

(a) meet the applicable eligibility requirements;

(b) pass a knowledge test on the applicable aeronautical knowledge areas;

(c) meet the applicable aeronautical experience requirements; and

(d) pass the practical test on the areas of operation.

Privileges and Limitations.

58. (1) A holder of an Airline Transport Pilot Licence may—

(a) exercise all the privileges of a holder of a Private Pilot Licence and Commercial Pilot Licence and Instrument Rating for aeroplane as stipulated in Regulations 45, 51 and 79;

(b) act as pilot-in-command and co-pilot in commercial air transport; and

(c) exercise all the privileges of the holder of a flight radiotelephony operator licence as stipulated in regulation 134.

(2) A holder of an Airline Transport Pilot Licence may be authorized to act as a flight instructor, not being a holder of a flight instructor rating, when instructing pilots within an Air Operator Certificate holder's approved training programme in aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated, and in synthetic flight trainers of those aircraft, and endorse the logbook or other training record of the person to whom training has been given.

(3) A holder of an Airline Transport Pilot Licence shall not instruct in an aircraft or in an approved synthetic flight trainer except for the briefing and debriefing sessions—

(a) for more than 8 hours in any 24 consecutive-hour period; or

(b) for more than 36 hours in any 7 consecutive-day period.

(4) A holder of an Airline Transport Pilot Licence shall not instruct in Category II or Category III operations unless he has been trained and successfully tested under Category II or Category III operations, as applicable.

Renewal requirements.

59. A holder of an Airline Transport Pilot Licence may apply for renewal of the licence if the holder of the licence has logged not less than 6 hours as pilot in command or co-pilot and has done 6 take-offs and landings within the 6 months preceding the date of application for renewal.

Multi-crew Pilot Licence

Eligibility requirements.

60. An applicant for Multi-crew Pilot Licence, shall—

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

(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations;

(c) meet at least one of the following requirements—

(i) demonstrate a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the aeroplane category in an approved training course;

(ii) hold either a foreign Multi-crew Pilot Licence or a foreign Airline Transport Pilot Licence and an instrument rating issued by another Contracting State;

(d) meet the applicable aeronautical experience requirements of this sub-part before applying for the practical test;

(e) pass a knowledge test on the applicable aeronautical knowledge areas of regulation 54 that apply to the aircraft category rating sought;

(f) pass the practical test on the applicable areas of operation specified in regulation 55 that apply to the aircraft category sought; and

(g) have a valid Class 1 Medical Certificate issued under these Regulations.

Aeronautical Knowledge requirements for Multi-crew Pilot Licence.

61. The applicant for a Multi-Crew Pilot Licence, shall have met the requirements specified in the Airline transport pilot licence appropriate to the aeroplane category in an approved training course and in the Third Schedule.

Flight instruction requirements.

62. (1) The applicant shall have completed a course of approved training covering the experience requirements under these Regulations.

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

Aeronautical experience and skill requirements for Multi-crew Pilot Licence.

63. (1) An applicant for Multi-crew pilot licence shall have completed in an approved training course of not less than two hundred and forty hours as pilot flying and pilot not flying of actual and simulated flight.

(2) Flight experience in actual flight shall include at least the experience requirements stipulated under regulation 49 upset recovery training, night flying and flight by reference solely to instruments.

(3) In addition to meeting the requirements in sub regulation (2), the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Authority in accordance with the Third Schedule, paragraph 4, the experience necessary to achieve the advanced level of competency defined in the Third Schedule.

(4) The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a copilot, the following procedures and manoeuvres—

(a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;

(b) normal flight procedures and manoeuvres during all phases of flight;

(c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems and airframe;

(d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

(e) in the case authorized and powered-lifts, procedures and manoeuvres for instrument flight described in regulation 77, including simulated engine failure.

(5) In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in sub regulation (4) as pilot-in-command of a multi-engined aeroplane.

(6) The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in sub-regulation (4) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to—

(a) recognize and manage threats and errors;

(b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

(c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;

(d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;

(e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and

(f) communicate effectively with other flight crewmembers and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists.

Privileges and limitations.

64. (1) A holder of Multi-Crew Pilot Licence shall—

(a) exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements of regulation 42, 43, and 44 have been met;

(b) to exercise the privileges of the instrument rating in a multi-crew operation; and

(c) to act as co-pilot of an aeroplane required to be operated with a co-pilot.

(2) A holder of Multi-Crew Pilot Licence shall, before exercising the privileges of the instrument rating in a single-pilot operation

authorized, have demonstrated an ability to act as pilot-in command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement of regulation 78 appropriate to the aeroplane category.

(3) A holder of Multi-Crew Pilot Licence shall before exercising the privileges of a commercial pilot licence in a single-pilot operation authorized, have—

(a) completed authorized seventy hours, either as pilot-in command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision; and

(b) completed twenty hours of cross-country flight time as pilot-in- command, or made up of not less than ten hours as pilot-in- command and ten hours as pilot-in command under supervision, including a cross-country flight totalling not less than 540 kilometers (300 nautical miles) in the course of which full-stop landings at two different aerodromes shall be made.

Renewal Requirements.

65. A holder of Multi -Crew Pilot Licence may apply for renewal of the licence if the holder of the licence has logged not less than six hours as pilot in command or co- pilot and has done six take-offs and landings within the six months preceding the date of application for renewal.

PART VII— PILOT RATINGS AND AUTHORISATIONS

Category rating.

66. A pilot seeking a category rating shall—

(a) have received the required training and possess the aeronautical experience prescribed by these regulations for the aircraft category and, if applicable, class and type rating sought;

(b) have an endorsement in that pilot's logbook or training record from an authorized instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence for the aircraft category and, if applicable, class and type rating sought—

(i) aeronautical knowledge areas;

(ii) areas of operation; and

(c) pass the knowledge and practical test that is appropriate to the pilot licence for the aircraft category and, if applicable, the class rating sought.

Class ratings.

67. A pilot seeking an additional class rating—

(a) shall have an endorsement in that pilot's logbook or training record from an authorized instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence and for the aircraft class rating sought—

(i) aeronautical knowledge area; and

(ii) areas of operation.

(b) shall pass the practical test applicable to the pilot licence for the aircraft class rating sought;

(c) need not meet the training time requirements prescribed under these Regulations for the aircraft class rating sought; and

(d) need not take an additional knowledge test, if the applicant holds an aeroplane, rotorcraft or airship category at that pilot licence level.

Type ratings.

68. (1) To act as a pilot in command of—

(a) an aircraft certificated for at least two pilots;

(b) any aircraft considered necessary by the Authority; or

(c) each type of helicopter, a pilot shall hold a type rating for that aircraft.

(2) A person shall not act as a commercial pilot in an aeroplane of which the maximum certificated take-off mass of over 2,300 kilograms unless that person's licence includes an Instrument Rating.

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

(a) have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant;

(b) pass the flight check-out for the aircraft type rating sought;

(c) pass a knowledge test on the aircraft type on which the rating is sought;

(d) authorized of maximum certificated take-off mass of 5,700 kilograms or below not less than five hours of dual flight time in the aircraft type sought;

(e) authorized of maximum certificated take-off mass of over 5,700 kilograms where training is conducted in—

(i) a synthetic flight trainer, not less than 30 hours of synthetic flight trainer time and 3 hours of actual flying time in the aircraft type sought; or

(ii) Level D synthetic flight trainer of the aircraft type sought approved by the Authority, not less than 36 hours.

(f) authorized 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 requirements as if the training was conducted in a Level D flight simulator training device.

(4) The applicant shall have gained, under appropriate supervision, experience in the applicable type of aircraft or flight simulator in the following—

(a) normal flight procedures and manoeuvres during all phases of flight;

(b) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;

(c) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;

(d) for the issue of an aeroplane category type rating, loss of control in flight and upset prevention and recovery training; and

(5) For the purpose of training, testing, or specific special purpose non - revenue and non-passenger carrying flights, special authorisation may be provided in writing to the licence holder by the Licensing Authority in place of issuing the class or type rating in accordance with this regulation and shall be limited in validity to the time needed to complete the specific flight.

Category II and III operations pilot authorisation requirements.

69. (1) An applicant for a Category II or Category III operations pilot authorization shall—

(a) hold a pilot licence with an instrument rating or an Airline Transport Pilot Licence;

(b) hold a category and class rating, and type rating, for the aircraft for which authorization is sought; and

(c) complete the practical test requirements.

(2) An applicant for a Category II or Category III operations authorization shall have at least—

(a) fifty hours of night flight time as pilot-in-control;

(b) seventy-five hours of instrument time under actual or simulated instrument conditions that may include not more than—

(i) a combination of twenty-five hours of simulated instrument flight time in an approved synthetic flight trainer; or

(ii) forty hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated approved training authorization certified under the Civil Aviation (Approved Training Organisations) Regulations; and

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

(3) Upon passing a practical test for a Category II or III operations pilot authorization, a pilot may renew the authorization for each type of aircraft for which the pilot holds the authorization.

(4) The Authority may not renew a Category II or Category III operations pilot authorization for a specific type aircraft for which authorization is held beyond twelve months from the date the applicant passed a practical test in that type of aircraft.

(5) Where the holder of a Category II or Category III operations pilot authorization passes the practical test for a renewal in the month before the authorization expires, the Authority will consider that the holder passed it on the date the authorization expired.

(6) The Authority may issue a Category II or Category III pilot authorization by way of a letter, as a part of an applicant's instrument rating or pilot licence.

(7) Upon original issue the authorization shall contain the following limitations—

(a) for Category II operations, five hundred metres runway visual range and a 150 feet decision height; and

(b) for Category III operations, as specified in the authorization document.

(8) To remove the limitations on a Category II or Category III pilot authorization —

(a) a Category II operations limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three Category II operations ILS approaches with a 150 foot- decision height to a landing under actual or simulated instrument conditions; or

(b) a Category III operations limitation holder may remove the limitation by showing experience as specified in the authorization.

(9) The authorization holder or an applicant for the authorization may use a synthetic flight trainer if that synthetic flight trainer is approved by the Authority for such use, to meet the experience requirement of sub-regulation (11), or for the practical test required by these Regulations for a Category II or a Category III operations pilot authorization, as applicable

(10) An applicant for—

(a) issue or renewal of a Category II operations pilot authorization; and

(b) the addition of another type of aircraft to a Category II operations pilot authorization, shall pass a practical test.

(11) To be eligible for the practical test for authorization under this regulation, an applicant shall—

(a) meet the requirements of this regulation; and

(b) if the applicant has not passed a practical test for the authorization within the 12 months preceding the date of the test—

(i) meet the requirements of the Civil Aviation (Operation of Aircraft) Regulations; and

(ii) have performed at least 6 ILS approaches within the 6 calendar months preceding the date of the test, of which at least 3 of the approaches shall have been conducted without the use of an approach coupler.

(12) An applicant shall accomplish the approaches specified in sub-regulation (11)(b)(ii) —

(a) under actual or simulated instrument flight conditions;

(b) to the minimum decision height for the Instrument Landing System approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision authorized for Category II operations;

(c) to the decision authorized for Category II operations only if conducted in an approved synthetic flight trainer qualified for Category II operations; and

(d) in an aircraft of the same category and class and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—

(i) represents an aircraft of the same category and class and type, as applicable, as the aircraft in which the authorization is sought; and

(ii) is used in accordance with an approved course conducted by an approved training authorization certified under the Civil Aviation (Approved Training Organisations) Regulations.

(13) The flight time acquired in meeting the requirements of sub-regulation (11)(b)(ii) may be used to meet the requirements of sub-regulation (11)(b)(i).

(14) A category II operations practical test consists of an oral and flight increment—

(a) in case of an oral increment test the applicant shall demonstrate knowledge of the following—

(i) required landing distance;

(ii) recognition of the decision height;

(iii) missed approach procedures and techniques using computed or fixed altitude guidance displays;

(iv) use and limitations of runway visual range;

(v) use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced runway visual range;

(vi) procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced runway visual range;

(vii) effects of vertical and horizontal winds hear;

(viii) characteristics and limitations of the Instrument Landing System and runway lighting system;

(ix) characteristics and limitations of the flight director system, auto approach coupler, including split axis type if equipped, auto throttle system if equipped, and other required Category II operations equipment;

(x) assigned duties of the co-pilot during Category II approaches, unless the aircraft for while authorization is sought does not require a co-pilot; and

(xi) instrument and equipment failure warning systems.

(b) in the case of a flight increment test it shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorization is sought or in an approved synthetic flight trainer that—

(i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(ii) is used in accordance with an approved course conducted by an Approved Training Organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations.

(15) The flight increment shall consist of at least 2 Instrument Landing System approaches to one hundred feet above including at least one landing and one missed approach.

(16) All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands.

(17) If a multiengine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.

(18) If an approved multi-engine synthetic flight trainer is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed.

(19) For authorization for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorization is sought.

(20) The Authority's inspector or evaluator may conduct oral questioning at any time during a practical test.

(21) The Authority shall require that an applicant pass a practical test for—

(a) issue or renewal of a Category III operations pilot authorization; or

(b) the addition of another type of aircraft to a Category III operations pilot authorization.

(22) To be eligible for the practical test an applicant shall—

(a) meet the requirements of this regulation; and

(b) if the applicant has not passed a practical test for the authorization during the twelve calendar months preceding the month of the test shall—

(i) meet the requirements of the Civil Aviation (Operation of Aircraft) Regulations; and

(ii) have performed at least six Instrument Landing System approaches during the six calendar months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(23) An applicant shall conduct the approaches specified in sub-regulation (22)(b)(ii) —

(a) under actual or simulated instrument flight conditions;

(b) to the alert height or decision height for the Instrument Landing System approach in the type of aircraft in which the practical test is to be conducted;

(c) not necessarily to the decision authorized for Category III operations;

(d) to the alert height or decision height, as applicable authorized for Category III operations only if conducted in an approved synthetic flight trainer; and

(e) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—

(i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought; and

(ii) is used in accordance with an approved course conducted by an approved training authorization certificated under the Civil Aviation (Approved Training Organisations) Regulations.

(24) An applicant for a Category III operations pilot authorization shall demonstrate knowledge of the following—

(a) required landing distance;

(b) determination and recognition of the alert height or decision height, as applicable, including use of a radio altimeter;

(c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;

(d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;

(e) use and limitations of runway visual range, including determination of controlling runway visual range and required transmissometers;

(f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced runway visual range readings including—

(i) unexpected deterioration of conditions to less than minimum runway visual range during approach, flare, and rollout;

(ii) demonstration of expected visual references with weather at minimum conditions;

(iii) the expected sequence of visual cues during an approach in which visibility is at or above landing minima; and

(iv) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced runway visual range;

(g) effects of vertical and horizontal windshear;

(h) characteristics and limitations of the ILS and runway lighting system;

(i) characteristics and limitations of the flight director system auto approach coupler, including split axis type if equipped, auto throttle system, if equipped, and other Category III operations equipment;

(j) assigned duties of the co-pilot during Category III operations, unless the aircraft for while authorization is sought does not require a co-pilot;

(k) recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and

(l) recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

(25) An applicant for Category III operations pilot authorization may conduct the practical test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought, or in an approved synthetic flight trainer that—

(a) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(b) is used in accordance with an approved course conducted by an approved training authorization certificated under the Civil Aviation (Approved Training Organisations) Regulations.

(26) A Category III operations practical test shall consist of at least two ILS approaches to one hundred feet above ground level, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around manoeuvre.

(27) An applicant for Category III operations pilot authorization shall perform all approaches during the practical test with the approved automatic landing system or an equivalent landing system approved by the Authority.

(28) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for Category III operations pilot authorization practical test, the practical test shall include the performance of one missed approach with the most critical engine, if applicable, set at an idle or zero thrust before reaching the middle or outer marker.

(29) If an approved multiengine synthetic flight trainer is used for the Category III operations pilot authorization practical test, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed.

(30) For a Category III operations pilot authorization for an aircraft that requires a type rating the applicant shall pass a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorization is sought.

(31) Subject to the limitations of this sub-regulation, for Category IIIB operations predicated on the use of a fail-passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references, and shall initiate the manoeuvre by a fail-passive disconnect of the rollout control system—

(a) after main gear touchdown;

(b) prior to nose gear touchdown;

(c) in conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and

(d) in weather conditions anticipated in Category III B operations.

(32) A person authorized by the Authority may conduct an oral test at any time during the Category III operations pilot authorization practical test.

Balloon ratings.

70. Where an applicant for a Private Pilot Licence or Commercial Pilot Licence balloon successful takes a practical test in—

(a) a balloon with an airborne heater, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater; or

(b) a gas balloon, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privilege of that licence to a gas balloon.

Night Rating

General eligibility requirements.

71. A Private Pilot Licence holder shall not act as a pilot in command by night in the aircraft unless a night rating or an instrument rating is included in his or her licence.

Flight instruction requirements.

72. An applicant for a night rating shall have received five hours dual instruction under a qualified instructor in night flying, five flights as pilot in command including five take offs and landings in an aircraft.

Privileges and limitations.

73. A night rating shall entitle a Private Pilot Licence holder to act as a pilot in command of an aircraft at night but does not entitle the holder to pilot an aircraft under Instrument Flight Rules conditions.

Renewal requirements.

74. An applicant for a night rating renewal shall have within the immediately preceding six months carried out as pilot in command not less than five take-offs and five landings at night.

Instrument Rating

General eligibility requirements.

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

(2) An applicant for an instrument rating shall—

(a) hold a Private Pilot Licence or Commercial Pilot Licence with an aircraft category and type rating for the instrument rating sought;

(b) receive a logbook or training record endorsement from authorized instructor certifying that the person is prepared to take the required practical test;

(c) pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category;

(d) pass the required practical test on the areas of operation in—

(i) the aircraft category, and type appropriate to the rating sought; or

(ii) a synthetic flight trainer or a flight training device appropriate to the rating sought and approved for the specific manoeuvre or procedure performed;

(e) be in possession of a valid Class 1 medical certificate issued under these Regulations.

Aeronautical knowledge requirements.

76. An applicant for an instrument rating authorized and helicopters shall receive and record ground training from the authorized instructor on the following subjects—

(a) air law—rules and regulations relevant to flight under Instrument Flight Rules, related air traffic services practices and procedures;

(b) aircraft general knowledge—

(i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft under Instrument Flight Rules and in instrument meteorological conditions; use and limitations of automation;

(ii) compasses, turning and acceleration errors; gyroscopic instruments, operational limits, and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

(c) flight performance and planning—

(i) pre-flight preparations and checks appropriate to flight under Instrument Flight Rules;

(ii) operational flight planning; preparation and filing of air traffic services flight plans under Instrument Flight Rules; altimeter setting procedures;

(d) human performance—human performance relevant to instrument flight in aircraft including principles of threat and error management;

(e) meteorology—

(i) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;

(ii) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

(iii) in the case of helicopters and powered-lifts, effects of rotor icing;

(f) navigation—

(i) practical air navigation using navigation systems;

(ii) use, accuracy, and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation sources;

(g) operational procedures—

(i) interpretation and use of aeronautical documentation such as Aeronautical Information Publication, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;

(ii) precautionary and emergency procedures; safety practices associated with flight under Instrument Flight Rules; obstacle clearance criteria;

(iii) application of threat and error management to operational performance;

(h) radiotelephony—communication procedures and phraseology as applied to aircraft operations under Instrument Flight Rules; action to be taken in case of communication failure.

Flight instruction requirements.

77. (1) An applicant for an Instrument Rating shall have twenty hours or more of the instrument flight time required in regulation 78(2)(b) while receiving and logging dual instruction in aircraft from an authorized flight instructor in an aircraft or approved synthetic flight trainer, on the subjects listed in the regulation 76.

(2) The applicant shall have gained not less than 10 hours of the instrument flight time required in regulation 78(2)(b) while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor.

(3) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating—

(a) pre-flight procedures, including the use of the flight manual or equivalent document; and appropriate air traffic services documents in the preparation of an Instrument Flight Rules flight plan;

(b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;

(c) procedures and manoeuvres for Instrument Flight Rules operation under normal, abnormal and emergency conditions covering at least—

(i) transition to instrument flight on take-off;

(ii) standard instrument departures and arrivals;

(iii) en-route Instrument Flight Rules procedures;

(iv) holding procedures;

(v) instrument approaches to specified minima;

(vi) missed approach procedures; and

(vii) landings from instrument approaches;

(d) in-flight manoeuvres and particular flight characteristics; or

(e) demonstrate the ability to operate multi-engined aircraft within the appropriate category by reference solely to instrument with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

Aeronautical experience and skill requirements.

78. (1) An applicant for an Instrument Rating shall hold a Private Pilot Licence or a Commercial Pilot Licence or Airline Transport Pilot Licence for the aircraft category being sought.

(2) An applicant for instrument rating shall have completed not less than—

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

(b) forty hours of instrument time in Helicopters or Aeroplanes of which not more than twenty hours, or thirty hours where a Flight Simulator is used, may be instrument ground time under the supervision of an authorized instructor.

(3) If the privileges of the instrument rating are to be exercised on a multi-engine aeroplane out of the twenty hours specified in sub-regulation 2(b) above, the applicant must have received fifteen hours of dual instruction in such an aeroplane from an authorized flight instructor.

(4) An applicant shall have demonstrated the ability to perform as pilot-in command of an aircraft, the procedures and manoeuvres described in regulation 77 with a degree of competency appropriate to the privileges granted to the holder of an Instrument rating and to—

(a) operate the aircraft within its limitations;

(b) complete all manoeuvres with smoothness and accuracy;

(c) exercise good judgement and airmanship;

(d) apply aeronautical knowledge;

(e) maintain control of the aircraft at all times in a manner such that the successful outcome of the procedures or manoeuvre is never seriously in doubt; and

(f) recognize and manage threats and errors.

(5) An applicant shall have demonstrated the ability to operate a multi-engine aeroplane solely by reference to instruments with one engine inoperative, or simulated inoperative, if the privileges of the Instrument rating are to be exercised on such aeroplane.

Privileges and limitations.

79. (1) A holder of an instrument rating may act as pilot of an aircraft flying in accordance with instrument flight rules.

(2) To exercise the privileges on a multi-engine aircraft, the holder shall have complied with the requirements of Regulations 72, 75 and 77.

Renewal requirements.

80. An applicant for renewal of instrument rating shall pass a flight test either on an aircraft or an approved synthetic flight trainer of an aircraft type rating included in the pilot licence.

Flight Instructor Rating

Eligibility Requirements.

81. (1) To be eligible for a flight instructor rating an applicant shall—

(a) be at least 18 years of age;

(b) hold either a Commercial Pilot Licence or Airline Transport Pilot Licence with—

(i) an aircraft category and class rating that is appropriate to the flight instructor rating sought;

(ii) an instrument rating, if the person holds a Commercial Pilot Licence and is applying for a flight instructor rating with—

(aa) an aeroplane category and multiengine class rating; and

(bb) an instrument rating;

(c) have received a logbook endorsement from an authorized instructor on the fundamentals of instructing listed in regulation 82 appropriate to the required knowledge test;

(d) have passed a knowledge test on the areas listed in regulation 82;

(e) have received a logbook endorsement from an authorized instructor on the areas of operation listed in regulation 85, appropriate to the flight instructor rating sought;

(f) have passed the required practical test on the areas of operations listed in regulation 85, that is appropriate to the flight instructor rating sought in—

(i) an aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or

(ii) an approved synthetic flight trainer that is representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an approved training authorization certificated under the Civil Aviation (Approved Training Organisations) Regulations;

(g) have accomplished the following for a flight instructor rating with an aircraft rating—

(i) receive a logbook endorsement from authorized instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aircraft, as appropriate, that is certificated for spins; and

(ii) demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures;

(h) have logged at least fifteen hours as pilot-in-command in the category, class and type of aircraft that is appropriate to the flight instructor rating sought; and

(i) have complied with the appropriate regulations that apply to the flight instructor rating sought.

(2) For the purpose of the requirement of sub regulation (1)(g)(ii), the Authority may accept the endorsement specified in paragraph (g)(i) as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the practical test, provided that the practical test is not a retest as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.

(3) If the retest referred in sub-regulation (2) is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate the knowledge and

skill to an examiner in an aircraft, as appropriate, that is certificated for spins.

Aeronautical knowledge requirements.

82. (1) The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as prescribed in regulation 48 as appropriate.

(2) In addition, to the requirements of sub-regulation (1) the applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in the following areas—

(a) techniques of applied instruction;

(b) assessment of student performance in those subjects in which ground instruction is given;

(c) the learning process;

(d) elements of effective teaching;

(e) student evaluation and testing, training philosophies;

(f) training programme development;

(g) lesson planning;

(h) classroom instructional techniques;

(i) use of training aids, including flight simulator training devices as appropriate;

(j) analysis and correction of student errors;

(k) human performance relevant to flight instruction; including principles of threat and error management; and

(l) hazards involved in simulating system failures and malfunctions in the aircraft.

Aeronautical experience.

83. (1) An applicant for a flight instructor rating shall have met the experience requirements for the issue of a commercial pilot licence as prescribed in regulation 50.

(2) An applicant for a flight instructor rating shall demonstrate in the category of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

Instruction requirements.

84. An applicant for a flight instructor rating shall, under the supervision of an authorized flight instructor—

(a) have received instruction of not less than 20 hours in flight instructional techniques including demonstration, student practices, recognition, and correction of common student errors; and

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

Trainees records.

85. A holder of a flight instructor rating shall—

(a) sign the logbook or any other approved record keeping document of each person to whom that instructor has given flight training or ground training;

(b) maintain a record in a logbook or a separate document that contains the following—

(i) the name of each person whose logbook that instructor has endorsed for solo flight privileges, and the date of the endorsement; and

(ii) the name of each person that instructor has endorsed for a knowledge test or practical test and a record of the kind of test, the date, and the results; and

(c) retain the records required by this regulation for three years from the date of giving the flight training or ground training.

Additional category.

86. An applicant for an additional category flight instructor rating shall meet the eligibility requirements listed in regulation 81 that apply to the flight instructor rating sought.

Privileges.

87. (1) A flight instructor shall have the following privileges—

(a) to supervise solo flights by student pilots;

(b) to carry out flight and ground instructions for the issue or renewal of—

(i) a Private Pilot Licence;

(ii) a Commercial Pilot Licence;

(iii) an Instrument Rating; and

(iv) a Flight Instructor Rating.

(2) To exercise the privileges in sub-regulation (1) a flight Instructor shall—

(a) hold a licence and rating for which instruction is to be given in the appropriate aircraft category;

(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.

(3) A flight instructor shall not carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person—

(a) holds or has held an appropriate licence;

(b) has appropriate flight training and flight experience; and

(c) has received proper authorization from the Authority.

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

(5) A flight instructor shall not supervise a student on a solo flight (day or night), or release a student on a solo cross-country unless such person—

(a) has completed 6 months of instructional duties;

(b) has at least 200 hours experience as an instructor;

(c) has a minimum of 400 hours experience as pilot in command of aircraft; and

(d) has passed a flight instructor rating practical test for removal of limitations appropriate to the flight instructor rating sought in—

(i) an aircraft that is representative of the category and class of aircraft for the aircraft rating sought;

(ii) an approved flight simulation training device that is representative of the category and class of aircraft for the rating south and used in accordance with an approved course at an approved training authorization certificated under the Civil Aviation (Approved Training Organisations) Regulations and the practical test described in (d) above shall be conducted by a person duly authorized by the Authority.

Limitations and qualifications.

88. (1) A holder of a flight instructor rating shall observe the limitations and qualifications specified in this regulation.

(2) In any 24 consecutive-hour period, a flight instructor may not conduct more than 8 hours of flight training.

(3) A flight instructor shall not conduct flight training in any aircraft for which the flight instructor does not hold—

(a) a valid pilot licence with the applicable category and class rating and flight instructor rating;

(b) if appropriate, a type-rating;

(c) for instrument flight training or for training for a type rating not limited to visual flight rules, an appropriate instrument rating on his pilot licence and flight instructor rating.

(4) A flight instructor shall not endorse—

(a) a student pilot's logbook for solo flight privileges, unless that flight instructor has—

(i) given that student the flight training required for solo flight privileges required under these Regulations;

(ii) determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight;

(iii) given the student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and

(iv) endorsed the student pilot's logbook for the specific make and model aircraft to be flown;

(b) a student pilot's logbook for a solo cross-country flight, unless the flight instructor has determined that—

(i) the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and

(ii) the student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown;

(c) a logbook of a pilot for a flight check-out, unless that instructor has conducted a review of that pilot in accordance with the requirements of these Regulations; and

(d) a logbook of a pilot for an instrument proficiency check, unless that instructor has trained that pilot in accordance with the requirements of these Regulations.

(5) A flight instructor shall not give training required for the issue of a licence or rating in a multi-engine aeroplane or helicopter unless that flight instructor has at least five flight hours of PIC time in the specific make and model of multiengine aeroplane or helicopter, as appropriate.

(6) A flight instructor shall not provide instruction to a pilot to qualify for a flight instructor rating unless that flight instructor—

(a) holds an appropriate valid flight instructor rating and has exercised the privileges of that rating within the last twenty four months;

(b) has given two hundred hours of flight training as a flight instructor in the relevant aircraft category; and

(c) in the case of glider rating, has given at least eighty hours of flight training as a flight instructor in gliders.

Renewal requirements.

89. A flight instructor rating may be renewed if the applicant—

(a) passes a practical test for an additional flight instructor privilege, or

(b) presents to the Authority—

(i) a record that shows that within the preceding 12 months, the flight instructor has performed as a flight instructor or company type training instructor and has logged not less than 20 instructional hours; or

(ii) a record showing that the applicant has successfully completed an approved flight instructor refresher course consisting of ground training and flight training and has passed a flight instructor practical test.

Renewal of an expired flight instructor rating.

90. A holder of an expired flight instructor rating shall be required to meet the requirements of regulation 89 (b) (ii) in order to renew the expired flight instructor rating.

Flight Examiner Authorisation

Flight examiner requirements and privileges.

91. (1) A flight examiner shall hold—

(a) a licence and rating for which he is authorized to conduct skill tests or proficiency checks; and

(b) appropriate flight instructor ratings for skill tests.

(2) To qualify for a flight examiner authorization, a pilot shall have logged 1000 hours of flight time and 200 hours providing flight instruction.

(3) The ground, flight and synthetic flight training for examiner shall include the subjects listed in regulation 82(2).

(4) To qualify for a flight examiner authorization, a pilot shall have conducted at least one skill test under the observation by the Authority, in the role of an examiner for which authorization is sought, including briefing, conduct of the skill test, assessment of the applicant to whom the skill test is given, debriefing, and recording or documentation.

(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.

(6) A flight examiner shall not endorse—

(a) 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

(b) 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.

Flight examiner training requirements.

92. (1) The ground training for examiners shall include—

(a) examiner duties, functions, and responsibilities;

(b) applicable regulations and procedures;

(c) appropriate methods, procedures and techniques for conducting the required tests and checks;

(d) proper evaluation of student performance including the detection of—

(i) improper and insufficient training; and

(ii) personal characteristics of an applicant that could adversely affect safety;

(e) appropriate corrective action in the case of unsatisfactory tests and checks; and

(f) approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures in the aircraft.

(2) The flight training shall include—

(a) training and practice in conducting flight evaluation from the left and right pilot seats for pilot examiners in the required normal, abnormal, and emergency procedures to ensure competence to conduct the flight tests and checks;

(b) the potential results of improper, untimely, or non-execution of safety measures during an evaluation; and

(c) the safety measures to be taken from either pilot seat for pilot check examiners for emergency situations that are likely to develop during an evaluation.

(3) The flight training for examiners in synthetic flight trainer shall include—

(a) training and practice in conducting flight checks in the required normal, abnormal, and emergency procedures to ensure competence to conduct the evaluations tests and checks required under these Regulations; and

(b) training in the operation of synthetic flight trainer to ensure competence to conduct the evaluations required under these Regulations.

PART VIII— LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN PILOTS

Flight Engineers Licence

Licences and ratings required.

93. A person shall not act as a flight engineer of an aircraft registered in Kenya unless that person holds a flight engineer licence with appropriate ratings.

General eligibility requirements.

94. An applicant for a flight engineer licence shall—

(a) be at least eighteen years of age;

(b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language

proficiency requirements contained in the Second Schedule to these Regulations;

(c) comply with the requirements of these Regulations that apply to the rating sought; and

(d) possess a valid Class 1 Medical Certificate issued under these Regulations.

Additional aircraft ratings.

95. An applicant for an additional aircraft class, category or type rating flight engineer licence, shall—

(a) pass the knowledge test and practical test that is appropriate to the class category or type of aircraft for which an additional rating is sought; and

(b) satisfactorily complete an approved flight engineer training program that is appropriate to the additional class rating sought.

Knowledge requirements.

96.(1) An applicant for a flight engineer licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence and shall pass a knowledge test on the following subjects—

(a) air law: rules and regulations relevant to the holder of a flight engineer licence, rules and regulations governing the operation of aircraft pertinent to the duties of a flight engineer;

(b) aircraft general knowledge—

(i) basic principles of engines, gas turbines or piston engines, characteristics of fuels, fuel systems including fuel control, lubricants and lubrication systems, afterburners and injection systems, function and operation of engine ignition and starter systems;

(ii) principles of operation, handling procedures and operating limitations of aircraft engines, effects of atmospheric conditions on engine performance;

(iii) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life, identification of structural damage and defects;

(iv) ice and rain protection systems;

(v) pressurization and air-conditioning systems, oxygen systems;

(vi) hydraulic and pneumatic systems;

(vii) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding, and screening;

(viii) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;

(ix) limitations of appropriate aircraft;

(x) fire protection, detection, suppression, and extinguishing systems; and

(xi) use and serviceability checks of equipment and systems of appropriate aircraft;

(c) flight performance and planning—

(i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass, and balance calculations; and

(ii) use and practical application of performance data including procedures for cruise control;

(d) human performance— human performance relevant to the flight engineer including principles of threat and error management;

(e) operational procedures—

(i) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power, installed equipment and cabin systems;

(ii) normal, abnormal, and emergency procedures; and

(iii) operational procedures for carriage of freight and dangerous goods;

(f) principles of flight: fundamentals of aerodynamics;

(g) radiotelephony: radiotelephony procedures and phraseology;

(h) fundamentals of navigation; principles and operation of self-contained systems; and

(i) operational aspects of meteorology.

(2) The validity of the knowledge test results for an applicant for a flight engineer's licence shall be eighteen months after passing the examination.

Aeronautical experience requirements.

97.(1) Except as otherwise specified in this regulation, an applicant for a flight engineer licence shall obtain and log the flight time used to satisfy the aeronautical experience requirements of sub-regulation (2) on an aeroplane on which a flight engineer is required by these Regulations.

(2) An applicant for a flight engineer licence with a type rating shall present, for the type rating sought, satisfactory evidence of one of the following, including the practical experience with the aircraft described in sub-regulation (1) —

(a) at least 3 years of practical experience in aircraft maintenance and at least 5 hours of flight training in the duties of a flight engineer;

(b) graduation from at least a two and half-years specialized aeronautical training course in aircraft maintenance and at least 6 months of practical experience in maintaining aircraft and aircraft engines and at least 5 hours of flight training in the duties of a flight engineer;

(c) a degree in aeronautical or avionics engineering from a college, university, or engineering school acceptable to the Authority at least one year of practical experience in aircraft maintenance and at least 5 hours of flight training in the duties of a flight engineer;

(d) a degree in electrical or mechanical engineering from a college, university, or engineering school acceptable to the Authority at least one year of practical experience in aircraft maintenance and at least 5 hours of flight training in the duties of a flight engineer;

(e) at least a Commercial Pilot Licence with an instrument rating and at least 5 hours of flight training in the duties of a flight engineer;

(f) at least 200 hours of flight time in a transport category aeroplane as pilot-in-command or a co-pilot performing the functions of a pilot-in-command under the supervision of a pilot-in-command;

(g) not less than one hundred hours of flight time as a flight engineer; or

(h) within the ninety-day period before the application, successful completion of an approved flight engineer ground and flight course.

(3) The applicant for a flight engineer licence shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer approved by the Authority for that purpose, in at least the following areas—

(a) normal procedures—

(i) pre-flight inspections;

(ii) fuelling procedures, fuel management;

(iii) inspection of maintenance documents;

(iv) normal flight deck procedures during all phases of flight;

(v) crew coordination and procedures in case of crew incapacitation; and

(vi) defect reporting.

(b) abnormal and alternate (standby) procedures—

(i) recognition of abnormal functioning of aircraft systems;

(ii) use of abnormal and alternate (standby) procedures.

(c) emergency procedures—

(i) recognition of emergency conditions;

(ii) use of appropriate emergency procedures.

Skill requirements.

98.(1) An applicant for a flight engineer licence with a type rating shall—

(a) pass a practical test on the duties of a flight engineer in the type of aircraft for which a rating is sought or an approved synthetic flight trainer replicating such an aircraft;

(b) show satisfactorily performance in pre-flight inspection, servicing, starting, pre-takeoff and post-landing procedures;

(c) while in-flight, show satisfactorily performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers, if appropriate, systems and appliances; and

(d) while in-flight, in a synthetic flight trainer or in a flight simulation training device approved by the Authority, show satisfactorily performance on emergency duties and procedures and recognize and take appropriate action for

malfunctions of the aeroplane, engines, propellers, if appropriate, systems and appliances.

(2) An applicant for a flight engineer licence shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures described in regulation 97(3) with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence, and to—

(a) recognize and manage threats and errors;

(b) use aircraft systems within the aircraft's capabilities and limitations;

(c) exercise good judgement and airmanship;

(d) apply aeronautical knowledge;

(e) perform all the duties as part of an integrated crew with the successful outcome assured; and

(f) communicate effectively with the other flight crew members.

Privileges.

99. A holder of a flight engineer licence may—

(a) act as flight engineer of any type of aircraft on which the holder is rated;

(b) be authorized to act as a flight engineer instructor for issue or renewal of flight engineer licences or ratings; and

(c) exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in regulation 134.

Renewal Requirements.

100.A holder of a Flight Engineer Licence may apply for renewal of the licence if the holder has logged not less than six hours as Flight Engineer within the six months preceding the date of application for renewal.

PART IX— LICENCES, CERTIFICATES, RATINGS AND AUTHORISATIONS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

Air Traffic Controller Licence

Required licences and ratings or qualifications.

101. (1) A person shall not act as an air traffic controller unless that person holds an air traffic controller licence issued under these Regulations.

(2) A student air traffic controller shall not be permitted to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 medical assessment.

(3) A licence to act as an air traffic controller shall include—

(a) one or more ratings as specified in regulation 5(7) specifying the type of air traffic control service which the holder of the licence is competent to provide; and

(b) a list of the places at which, and the type of radar equipment, if any, with the aid of which the licence holder may provide the service.

(4) Where during a continuous period of six months the holder of an air traffic controller licence has not at any time provided at a particular place the type of air traffic control service specified in the rating, the rating shall cease to be valid for that place at the end of the six months period.

(5) Upon a rating ceasing to be valid as specified for a place, in sub -regulation (4) the holder of the air traffic controller licence shall forthwith inform the Authority to that effect and shall forward the licence to the Authority to enable the licence to be endorsed accordingly.

General eligibility requirements.

102. An applicant for an air traffic controller licence shall—

(a) be at least 21 years of age;

(b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations, and without impediment of speech that would interfere with two-way radio conversation;

(c) comply with the knowledge requirements of regulations 103 and 104; and

(d) hold a current Class 3 Medical Certificate.

Knowledge requirements for the issue of Air Traffic Controller licence.

103. (1) An applicant for an air traffic controller licence shall have received and passed a competency-based approved training and assessment course in air traffic control conducted at an approved training authorization in at least the following subjects—

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

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

(c) general knowledge - principles of flight; principles of operation and functioning of aircraft, RPAS, engines and systems; aircraft performances relevant to air traffic control operations;

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

(e) language - the language or languages nationally designated for use in air traffic control and ability to speak such language or languages without accent or impediment which would adversely affect radio communication;

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

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

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

(2) The applicant shall have undergone the actual control of air traffic under the supervision of an appropriately rated air traffic controller and acquired experience for the rating sought as specified in regulation 105.

(3) The validity of the knowledge test results for an applicant for an air traffic controller licence shall be 18 months after passing the test.

Knowledge requirements for Air traffic controller ratings.

104. The ratings and knowledge requirements for Air traffic controller shall be as follows—

(a) aerodrome control rating—

(i) aerodrome layout, physical characteristics, and visual aids;

(ii) airspace structure;

(iii) applicable rules, procedures, and source of information;

(iv) air navigation facilities;

(v) air traffic control equipment and its use;

(vi) terrain and prominent landmarks;

(vii) characteristics of air traffic;

(viii) weather phenomena; and

(ix) emergency and search and rescue plans;

(b) approach control procedural and area control procedural ratings—

(i) airspace structure;

(ii) applicable rules, procedures, and source of information;

(iii) air navigation facilities;

(iv) air traffic control equipment and its use;

(v) terrain and prominent landmarks;

(vi) characteristics of air traffic and traffic flow;

(vii) weather phenomena; and

(viii) emergency and search and rescue plans;

(c) approach control surveillance, approach precision radar and area control surveillance ratings - an applicant shall meet the requirements specified in sub-regulation(b) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects—

(i) principles, use and limitations of radar, other surveillance systems and associated equipment; and

(ii) procedures for the provision of approach, precision approach or area radar control services, as appropriate, including procedures to ensure appropriate terrain clearance;

(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 and 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 procedural rating; to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and

(f) area control surveillance rating- to provide and supervise the provision of area control service with the use of an Air Traffic Safety surveillance system, within the control area or portion thereof, for which the licence holder is rated.

Aeronautical experience and skill requirements for air traffic controller ratings.

105. (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 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 3 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;

(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 control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an air traffic control on the job training instructor.

(2) The experience requirements specified for air traffic controller ratings in regulation 104 may be credited as part of the experience specified in this regulation.

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

Privileges and limitations.

106. (1) Subject to sub-regulation (2), a holder of an air traffic controller licence which includes ratings of two or more of the classes specified in sub-regulation (2) shall not at any one time perform the function specified in respect of more than one of these ratings.

(2) The functions of any one of the following groups of ratings may be exercised at the same time—

(a) the aerodrome control rating and the approach control rating;

(b) approach control procedural rating and the approach control surveillance rating; except that the functions of the approach control surveillance rating shall not be exercised at the same time as the functions of the approach control surveillance rating if the service being provided under the approach control surveillance is a surveillance radar approach terminating at a point less than 2 nautical miles from the point of intersection of the glide path with the runway, the two functions shall not be exercised at the same time;

(c) the area control procedural rating and the area control surveillance rating; or

(d) by an aerodrome control tower or area control centre when it is necessary or desirable to combine under the responsibility of one unit of the functions of the approach control service with those of the aerodrome control service or area control service.

Privileges of air traffic controller ratings.

107. (1) The privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be—

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

(b) approach control procedural rating: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion of the airspace, under the

jurisdiction of the unit providing approach control procedural service;

(c) approach control surveillance rating: to provide or supervise the provision of approach control service with the use of radar or other surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or of the airspace, under the jurisdiction of the unit providing approach control service; and in case the holder complies with the rating the privileges shall include the provision of surveillance radar approaches;

(d) approach precision radar control rating: to provide or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;

(e) area control procedural rating: to provide or supervise the provision of area control service within the control area or portion of the control area, for which the licence holder is rated; and

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

(2) Before exercising the privileges indicated in sub-regulation (1), the air traffic controller licence holder shall be familiar with all pertinent and current information and shall indicate by signing his name indicating the time in Universal Time Co-ordinated in the appropriate air traffic controller logbook.

(3) The holder of an air traffic controller licence shall not carry out instructions in an Approved Training Organisation for issue of an air traffic controller licence or rating unless such person—

(a) holds or had held an appropriate licence and rating(s);

(b) has appropriate training in instructional techniques and experience; and

(c) has received proper authorisation from the Authority.

(4) The holder of an air traffic controller licence shall not carry out instruction in an operational environment unless such holder has received proper authorization from the Authority.

Validity of air traffic controller ratings.

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 not exceeding 6 months and shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

Maximum working hours.

109. (1) Except in case of an emergency, a licensed air traffic controller shall not perform any duties for twenty-four consecutive hours during each seven consecutive days.

(2) An air traffic controller may not serve or be required to serve—

(a) for more than ten consecutive hours; or

(b) for more than ten hours during a period of twenty-four consecutive hours unless the air traffic controller has had a rest period of at least eight hours at or before the end of the ten hours of duty.

Responsibilities over fatigue.

110. A person holding an air traffic controller licence shall not act as an air traffic controller nor shall an employer allow a licensed controller, if the controller or the employer knows or suspects that the controller is suffering from or, having regard to the circumstances of the period of duty to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of any aircraft to which an air traffic control service may be provided.

Prohibition of unlicensed air traffic controllers.

111. (1) An air traffic controller shall not provide any type of air traffic service at any aerodrome at which air traffic control service is required to be provided under the Civil Aviation (Rules of the Air) Regulations, or at any other place, not being an aerodrome, at which air traffic control service is provided, whether or not under the direction of the Authority, unless he does so in accordance with the terms of—

(a) a valid air traffic controller licence so granted authorizing air traffic controller to provide that type of service at that aerodrome or other places;

(b) a valid air traffic controller licence so granted which does not authorize air traffic controller to provide that type of service at the aerodrome or other place, but he is supervised by a person who is present at the time and who is the holder of a valid air traffic controller licence so granted which authorizes him to provide at that aerodrome or other place the type of air traffic control service which is being provided; or

(c) the air traffic controller's appointment as an air traffic controller trainee and he is supervised by a person who is present at the time and who is the holder of a valid air traffic controller's licence so granted which authorizes him to provide that type of service at any aerodrome or at a place at which air traffic control service is provided:

Provided that the air traffic controller licence shall not be required by any person who acts in the course of his duty as a member of Kenya military or a visiting force.

(2) A holder of an air traffic controller licence shall not perform any of the functions specified in regulation 107 in respect of a rating at any of the places referred to in sub-regulation (1) unless—

(a) his licence includes that rating, and the rating is valid for the place at which, and the type of radar equipment, if any, with the aid of which functions are performed; or

(b) he is supervised by a person who is present at the time and who is the holder of a valid air traffic controller's licence granted under these Regulations which authorizes him to provide at that aerodrome or other place the type of air traffic control service which is being provided.

(3) Nothing in this regulation shall prohibit a holder of a valid air traffic controller licence from providing at any place for which the licence includes a valid rating, information to aircraft in flight in the interests of safety.

Renewal requirements.

112. An air traffic controller licence may be renewed if the holder demonstrates, at a level appropriate to the privileges being renewed, the skill, judgement and performance required to provide safe, orderly, and expeditious control service within the 6 months preceding the date of application for renewal.

Ground Instructor Authorisation

Eligibility requirements.

113. (1) An applicant for a ground instructor authorization shall—

(a) be at least 18 years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language;

(c) have received training in teaching and instructional techniques; and

(d) pass a knowledge test on the aeronautical knowledge areas specified in regulations 42, 48 and 54 as appropriate.

(2) A ground instructor authorisation shall be issued as either —

(a) private pilot ground instructor;

(b) commercial pilot ground instructor;

(c) airline transport pilot ground instructor;

(d) instrument ground instructor; or

(e) a combination of any or all of the above.

(3) The knowledge test specified in sub-regulation (1)(c) is not required if the applicant holds a flight instructor rating issued under these Regulations.

(4) The knowledge test results for a ground instructor authorization shall be valid for 18 months after passing the examination.

Privileges.

114. A holder of a ground instructor authorization may exercise the privileges appropriate to the authorization he or she holds.

Limitations.

115. A person who holds a ground instructor authorization may, within the limitations of their authorization, endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in regulation 113 and 114.

Renewal Requirements.

116. A holder of a ground instructor authorisation shall not perform the duties of a ground instructor unless within the 12 preceding months the person has served for three months as a ground instructor.

Flight Operations Officer Licence

General eligibility requirements.

117. An applicant for a flight operations officer licence shall—

(a) be at least 21 years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations; and

(c) comply with the knowledge requirements, experience or training requirements and skill requirements for flight operations officer as contained in these Regulations.

Knowledge requirements.

118. (1) An applicant for a flight operations officer licence shall pass a knowledge test covering the following areas—

(a) air law—rules and regulations relevant to the holder of a flight operations officer licence and appropriate air traffic services practices and procedures;

(b) aircraft general knowledge—

(i) aircraft general knowledge—

(ii) principles of operation of aeroplane engines, systems and instruments;

(iii) operating limitations of aeroplanes and engines; and

(iv) minimum equipment list and configuration deviation list;

(c) flight performance calculation and planning procedures—

(i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;

(ii) operational flight planning, fuel consumption and endurance calculations, alternate aerodrome selection procedures, en-route cruise control and extended range operation;

(iii) take off performance including field length, climb and obstacle criteria and limitation;

(iv) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;

(v) landing performance including approach climb and field length criteria and limitations;

(vi) preparation and filing of air traffic services flight plans; and

(vii) basic principles of computer-assisted planning systems;

(d) human performance— human performance relevant to dispatch duties including principles of threats and error management;

(e) meteorology—

(i) aeronautical meteorology, the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; and

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

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

(g) operational procedures—

(i) use of aeronautical documentation and standard operating procedures;

(ii) operational procedures for the carriage of freight and dangerous goods;

(iii) procedures relating to aircraft accidents and incidents and emergency flight procedures; and

(iv) procedures relating to unlawful interference and sabotage of aircraft;

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

(i) radio communication;

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

(2) The knowledge test results for a flight operations officer licence shall be valid for 18 months after passing the examination.

(3) Competency-based approved training for flight operations officer shall be conducted within an approved training organization.

Experience or training requirements.

119. An applicant for a flight operations officer licence shall present documentary evidence satisfactory to the Authority that the applicant has the experience or training as follows—

(a) a total of 2 years' service in any one or in any combination of the capacities specified in sub-paragraph (i), (ii), (iii), provided that in any combination of experience the period served in any capacity shall be at least one year—

(i) a flight crew member in air transportation;

(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.

(b) at least 1 year as an assistant in the dispatching of 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 ninety working days within the six months immediately preceding the application.

Skill requirements.

120. An applicant for a flight operations officer licence shall demonstrate the ability to—

(a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;

(b) identify and evaluate the risk factors and the possible consequences for flight operations;

(c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;

(d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;

(e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;

(f) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

(g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;

(h) determine the optimum flight path for a given segment, and create accurate manual and/or computer-generated flight plans;

(i) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and

(j) recognize and manage threats and errors.

Privileges.

121. Subject to compliance with the requirements set forth in these Regulations, the privileges of a holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in the Civil Aviation (Operation of Aircraft) Regulations.

Renewal requirements.

122. A flight operations officer licence may be renewed if the holder presents to the Authority—

(a) documentary evidence that he has performed his duties in the six months preceding the date of application for renewal exercising the privileges of the licence; or

(b) a certificate showing that he has successfully completed an approved flight operations officer refresher course from an approved training organization conducted within the preceding 90 days.

Aircraft Maintenance Engineer Licence

General eligibility requirements.

123. (1) An applicant for a grant of an Aircraft Maintenance Engineer license or rating shall meet such requirements in respect of age, knowledge, experience, and where appropriate, skill as are specified by the Authority for that licence or rating.

(2) An applicant for aircraft maintenance engineer licence without type rating shall be not less than 18 years of age.

(3) A Licensed Aircraft Maintenance Engineer who applies for specific or group rating shall meet the requirements of regulation 126.

(4) Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organization or other organization acceptable to the Authority.

Basic Knowledge and skill requirements.

124. An applicant for issue of an aircraft maintenance engineers' licence without ratings shall—

(a) demonstrate a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of aircraft maintenance engineers license holder in at least the following subjects—

(i) air law and airworthiness requirements;

(ii) natural science and aircraft general knowledge;

(iii) aircraft engineering;

(iv) aircraft maintenance;

(v) human performance;

(b) have had experience in the inspection, servicing and maintenance of aircraft or its components and have;

(c) demonstrated skill by performing those functions applicable to the privileges to be granted;

(d) completed a course of training appropriate to the privileges to be granted.

Basic Experience requirements: licence without type rating.

125. (1) The applicant shall have acquired practical maintenance experience in the inspection, servicing and maintenance of aircraft or its components for various categories of License without ratings as specified below—

(a) category A, sub-categories B1.2, B1.4. and B3—

(i) four years of practical maintenance experience on operating aircraft, if the applicant has no previous relevant technical training;

(ii) three years of practical maintenance experience on operating aircraft and completion of training considered relevant by the Authority as a skilled worker, in a technical trade; or

(iii) two years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Civil Aviation (Approved Training Organization) regulations.

(b) category B2 and sub-categories B1.1 and B1.3—

(i) five years of practical maintenance experience on operating aircraft if the applicant has no previous relevant technical training;

(ii) four years of practical maintenance experience on operating aircraft and completion of training conducted by a non-approved training organization, but considered relevant by the Authority, as a skilled worker in a technical trade; or

(iii) two years of practical maintenance experience on operating aircraft and completion of a basic training course approved in accordance with Civil Aviation (Approved Training Organization) regulations;

(c) category C with respect to large aircraft—

(i) three years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or support staff in an AMO or a combination of both;

(ii) 5 years of experience exercising category B1.2 or B1.4 privileges on large aircraft or support staff in an AMO or a combination of both;

(d) category C with respect to other-than-large aircraft—three years of experience exercising category B1 or B2 privileges on other-than-large aircraft or as support staff in an AMO or a combination of both.

(2) An applicant for Compass Compensation and Adjustment shall be a holder of a Licence Without Type Ratings in any categories under Categories 'B1', 'B2', 'B3, and shall have demonstrated the level of knowledge and experience specified by the Authority.

Aircraft maintenance personnel ratings.

126. (1) An applicant for endorsement of either specific or group type rating shall—

(a) be a holder of an aircraft maintenance engineers licence in the appropriate category;

(b) have successfully completed initial approved training course relevant to the specific or group rating conducted by—

(i) an approved training organization that is approved or acceptable by the Authority to conduct such a course; or

(ii) manufacturer of applicable categories of airframes, engines, aircraft systems, avionics systems and component;

(c) demonstrate six months relevant aircraft maintenance experience in an organization engaged in maintenance of an operating aircraft after successful completion of the course specified in (b) above.

(2) An applicant for specific type rating endorsement on aircraft that are not considered complex shall—

(a) be a holder of aircraft maintenance engineers license in the appropriate category; and

(b) have successfully completed type training as required by sub-regulation (1)(b);

(c) has five years maintenance experience and successfully completed examination specified by the Authority on type to be endorsed for aircraft without an approved training.

(d) demonstrate active maintenance experience on the type in the last six months.

(3) A Licensed Aircraft Maintenance Engineer who applies for an additional rating shall comply with the requirements specified by the Authority.

Privileges of Aircraft Maintenance Engineer Licence

127. (1) The holder of a current aircraft maintenance engineer licence endorsed with type or group ratings shall have privileges to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory,

instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations and/or routine servicing.

(2) The scope of the privileges of the licence holder to which the certification relates shall be—

(a) category A Aircraft Maintenance Engineers' Licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in Civil Aviation (Approved Maintenance Organization) regulations as amended. The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation;

(b) category B1 Aircraft Maintenance Engineers' Licence shall permit the holder to issue certificates of release to service and to act as B1 support staff for the following—

(i) maintenance performed on aircraft structure, powerplant and mechanical and electrical systems;

(ii) work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting;

(iii) category B1 includes the corresponding A subcategory;

(c) category B2 Aircraft Maintenance Engineers' Licence shall permit the holder—

(i) to issue certificates of release to service and to act as B2 support staff for the maintenance performed on avionic and electrical systems, including electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and

(ii) to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorization referred to in Civil Aviation (Approved Maintenance Organization) regulations as amended. This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorization and limited to the ratings already endorsed in the B2 licence

(d) category B3 aircraft maintenance engineers' licence shall permit the holder to issue certificates of release to service and to act as B3 support staff for maintenance carried out on piston engine aircraft with a maximum take-off weight of 2000kgs and below on the following—

(i) maintenance performed on aeroplane structure, powerplant, mechanical and electrical systems;

(ii) maintenance on avionics systems requiring only simple tests to prove their serviceability and not requiring troubleshooting;

(e) category C aircraft maintenance engineers' licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft.

(3) The privileges apply to the aircraft in its entirety under the authority of an approved maintenance organization, in which case the rating holder shall comply with the requirements of the organization.

(4) The holder of an aircraft maintenance licence shall exercise the privileges on RPAS when—

(a) RPA or RPS as are entered on the licence in their entirety either specifically or under broad category; or

(b) RPAS and associated C2 link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training or maintenance of the RPAS and the associated C2 link system.

(5) The Authority may authorize an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of regulation 127(1), the person appointed shall meet the requirements specified in regulation 123, 124, 125 and 126.

(6) Certification privileges may be endorsed on or attached to the licence, either directly or referenced to another document issued by the Authority.

Conditions and Limitations.

128.The privileges of a holder of an Aircraft maintenance engineers license specified in regulation 127 shall be exercised only—

(a) provided that the license holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the license holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy;

(b) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, and have met the provision for the issue of a license with the appropriate privileges, to the satisfaction of the Authority; or

(c) any other condition and limitations specified by the Authority.

Recency and renewal requirement.

129. (1) A holder of an Aircraft Maintenance Engineers Licence shall apply for renewal of license at least two months before the expiry period in a form and manner specified by the Authority.

(2) The Authority shall review the application and verify its status, once found satisfactory the holder's copy shall be renewed for a period of 5 years.

(3) A holder of an aircraft maintenance engineer's licence shall not exercise the privileges of the licence unless the licence is kept valid as prescribed by the Authority.

Component and Specialized Maintenance Authorisation

Eligibility requirements.

130. An applicant for an aircraft component and specialized maintenance authorization shall—

(a) only be issued to eligible employees who perform component and specialized maintenance tasks of an Approved Maintenance Organisation;

(b) be at least 21 years of age;

(c) be able to read, speak, write, and understand the English language and interpret technical reports and maintenance publications and carry out technical discussions in the English language;

(d) be specially qualified to perform maintenance on aircraft components and specialized services appropriate to the job for which the specialist was employed;

(e) be employed for a specific job requiring special qualifications by an approved maintenance organisation certificated under the Civil Aviation (Approved Maintenance Organisation) Regulations;

(f) be recommended for certification by the specialist's employer, to the satisfaction of the Authority, as able to satisfactorily maintenance of aircraft components or

specialized services, appropriate to the job for which the specialist is employed; and

(g) have at least 18 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; and

(h) have completed formal training acceptable to the Authority and specifically designed to qualify the applicant for the job on which the applicant is to be or employed.

(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 specialised foreign certificate based on this authorization remain valid as applicable.

Privileges and limitations.

131.(1) An applicant for the specialist authorisation who is employed by an approved maintenance organisation shall be concurrent with the rating applied for or issued to the approved maintenance organisation limited to the specific job for which the specialist is employed to perform, supervise, or approve for return to service.

(2) At no instance shall an aviation repair specialist authorisation be issued with an airframe and/or engines or avionics rating to circumvent the process of obtaining an aircraft maintenance engineer's licence.

(3) The specialist shall not perform or supervise duties unless the he or she understands the current instructions of the employing approved maintenance organisation and the instructions for continued airworthiness, which relate to the specific task concerned.

(4) A person who holds the specialist authorisation shall keep that authorisation within the immediate area where the person normally exercises the privileges of the authorisation and shall present it for inspection upon the request of the Authority or any other person authorised by the Authority.

(5) A holder of the specialist authorisation shall surrender the authorisation to the Authority when it is suspended, revoked or at the time the holder leaves the employment of the approved maintenance organisation.

Flight Radiotelephony Operator Licence

General eligibility requirements.

132. (1) Except for a holder of a pilot licence, a person required to use radiotelephone apparatus aboard an aircraft shall hold a flight radiotelephony operator licence.

(2) An applicant for a flight radiotelephony operator licence shall—

(a) be at least 16 years of age;

(b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule to these Regulations;

(c) comply with the knowledge and skill requirements, for flight radiotelephone operator as contained in regulation 133; and

(d) demonstrate a level of knowledge appropriate to the privileges granted to a holder of a flight radiotelephone operator licence.

Skill and knowledge requirements.

133.(1) An applicant for a flight radiotelephony operator licence shall pass a practical and knowledge test covering the following areas—

(a) the spelling alphabet prescribed by the Authority;

(b) departure and position reporting;

(c) obtaining meteorological information;

(d) transmission and procedures of distress and urgency signals;

(e) communication techniques and procedures;

(f) the necessity for brevity in radiotelephony communication and priorities;

(g) pre-flight briefing;

(h) classification of directional finding bearings;

(i) radiotelephony facilities and frequencies available in the Flight Information Region;

(j) elementary knowledge of the relationship between wavelength and frequency;

(k) classification of directional finding bearings;

(l) radiotelephony facilities and frequencies available in the Flight Information Region;

(m) elementary knowledge of the relationship between wavelength and frequency;

(n) radiotelephony procedures and phraseology;

(o) ability to use the radio equipment of the type installed in the aircraft; and

(p) including the ability to carry out emergency procedures.

(2) The knowledge test results for a radiotelephony operator licence shall be valid for twenty-four months after passing the examination.

Privileges and renewal requirements.

134.(1) A holder of a flight radiotelephony operator licence shall have the privilege to use the radiotelephony on board an aircraft.

(2) A holder of a flight radiotelephony operator 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.

Aeronautical station operator licence

Eligibility requirements.

135.(1)A person required to operate as an aeronautical station operator 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) 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;

(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—

(i) satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station 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.

Cabin Crew Member Certificate

Required certificate, ratings, and qualifications.

136.(1) A person shall not act as a cabin crewmember unless that person holds—

(a) a cabin crewmember certificate;

(b) a rating for the specific aircraft type or is operating under the supervision of a rated cabin crew for the purpose of qualifying for the rating;

(c) the required knowledge for the type of aircraft and operating position;

(d) a current Medical Certificate Class 2.

(2) A person undergoing training to qualify for a cabin crewmember certificate or rating shall not—

(a) form a part of the required minimum number of cabin crewmember for that aircraft;

(b) be assigned to an operating position that requires a cabin crewmember.

(3) In this regulation, operating position means a duty station assigned to the cabin crewmember for execution of emergency duties.

Eligibility requirements.

137. An applicant for cabin crewmember certificate shall—

(a) be at least 18 years of age;

(b) be able to read, speak and understand the English language sufficiently to adequately carry out the responsibilities of a cabin crewmember;

(c) have completed an approved course of training conducted by an approved training organization certified under the Civil Aviation (Approved Training Organisations) Regulations; and

(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.

Knowledge requirements.

138.(1) An applicant for a cabin crewmember certificate shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a cabin crewmember certificate, in the following subjects—

(a) fire and smoke training to include—

(i) emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in particular, emphasis on the importance of identifying the actual source of the fire;

(ii) the importance of informing the flight crew immediately, as well as the specific actions necessary for co-ordination and assistance, when fire or smoke is discovered;

(iii) the necessity for frequent checking of potential fire-risk areas including toilets and the associated smoke detectors;

(iv) the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire situations, the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and

(v) the general procedures of ground-based emergency services at aerodromes.

(b) water survival training to include the actual donning and use of personal flotation equipment in water by each cabin crewmember; before first operating on an aeroplane fitted with life-rafts or other similar equipment, training must be given on the use of this equipment, as well as actual practice in water;

(c) survival training appropriate to the areas of operation such as polar, desert, jungle or sea;

(d) medical aspects and first aid to include—

(i) instruction on first aid and the use of first-aid kits;

(ii) first aid associated with survival training and appropriate hygiene; and

(iii) the physiological effects of flying and with particular emphasis on hypoxia;

(e) passenger handling to include the following—

(i) advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive;

(ii) methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation;

(iii) regulations covering the safe stowage of cabin baggage including cabin service items and the risk of the baggage becoming a hazard to occupants of the cabin or otherwise obstructing or damaging safety equipment or aeroplane exits;

(iv) the importance of correct seat allocation with reference to aeroplane mass and balance with particular emphasis given on the seating of disabled passengers and the necessity of seating able-bodied passengers adjacent to unsupervised exits;

(v) duties to be undertaken in the event of encountering turbulence including securing the cabin;

(vi) precautions to be taken when live animals are carried in the cabin;

(vii) dangerous goods training as prescribed in Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations, and Civil Aviation (Air Operator Certification and Administration) Regulations; and

(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;

(f) communication - emphasis shall be placed on the importance of effective communication between cabin crew and flight crew including technique, common language, and terminology;

(i) the importance of cabin crew performing their duties in accordance with the Operations Manual;

(ii) continuing competence and fitness to operate as a cabin crewmember with special regard to flight and duty time limitations and rest requirements;

(iii) an awareness of the aviation regulations relating to cabin crewmember and the role of the Authority;

(iv) general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology, and areas of operation;

(v) pre-flight briefing of the cabin crewmember and the provision of necessary safety information with regard to their specific duties;

(vi) the importance of ensuring that relevant documents and manuals are kept up-to date with amendments provided by the operator;

(vii) the importance of identifying when cabin crewmembers have the authority and responsibility to initiate an evacuation and other emergency procedures;

(viii) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations;

(g) discipline and responsibilities;

(h) Crew Resource Management to include appropriate provisions of the Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations in relation to cabin crewmember.

(2) The knowledge test results for a cabin crewmember certificate shall be valid for 12 months after passing the examination.

Skill requirements.

139. An applicant for a cabin crewmember certificate shall have demonstrated the ability to perform as cabin crewmember of an aircraft in the following procedures—

(a) to execute those safety duties and functions which the cabin crewmember is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;

(b) drilled and capable in the use of emergency and lifesaving equipment required to be carried such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment and first-aid kits;

(c) when serving on aeroplanes operated above 10,000 feet, knowledge as regards the effect of lack of oxygen and, in the case of pressurized aeroplanes, as regards physiological phenomena accompanying a loss of pressurization;

(d) aware of other crewmembers' assignments and functions in the event of an emergency so far as is necessary for the fulfilment of the cabin crewmember's own duties;

(e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin and has completed the dangerous goods training programme required by Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations;

(f) knowledge about human performance as related to passenger cabin safety duties including flight crew-cabin crew co-ordination.

Privileges.

140. A holder of a cabin crewmember certificate may—

(a) act as a cabin crewmember in aircraft of types specified in the certificate when such aircraft are engaged in commercial transport operations; and

(b) be authorized to act as a cabin crewmember instructor for issue or renewal of cabin crew certificate and aircraft type ratings.

Renewal requirements.

141. A holder of a cabin crew member certificate may apply for renewal if the holder has successfully completed the annual safety and emergency procedure training approved by the Authority every twelve months.

Air Traffic Safety Electronics Personnel (ATSEP) License

General eligibility requirements.

142. An applicant for an ATSEP 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; and

(d) present an appropriate certificate from an approved Aviation Training Organization, Factory Training or an institution recognized by the Authority.

Knowledge and skills requirements for issuance of ATSEP licence.

143. (1) An applicant for ATSEP licence shall have demonstrated the level of knowledge and skills in the subjects as set out in the Fourth Schedule of these Regulations.

(2) The applicant in sub-regulation (1) shall have successfully undergone unit training under supervision of an appropriately rated ATSEP and acquired the experience for the rating sought as specified in regulation 144.

(3) The applicant who meets the requirements of sub-regulations (1) and (2) may be issued with a ATSEP licence as provided for in the Fourth Schedule.

Eligibility, knowledge, and skill requirements for issuance of an ATSEP rating.

144. (1) An applicant for an ATSEP rating shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATSEP Rating in the subjects as provided for in the Fourth Schedule from an approved Aviation Training Organization (ATO), Factory Training or any other training organization recognized by the Authority.

(2) The training requirement for the different ratings shall be as specified in the Fourth Schedule of these Regulations and as may be prescribed by the Authority.

(3) Applicants for rating under sub-regulation (1) shall have undergone training supervised by a rated ATSEP.

(4) The applicant for ATSEP rating under sub-regulation (1) shall undergo performance assessment by authorized ATSEP assessor.

(5) Notwithstanding the provisions of this regulation, knowledge and skill requirements for ATSEP in practice or service shall upon the commencement of these regulations, be governed by the provisions of the transitional clauses set out under the Fourth Schedule of these Regulations.

Validity.

145. (1) The validity of an ATSEP rating shall be twenty-four 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 engineering logbooks, CNS-ATM project implementation records, ATSEP training records and any other record of engineering work, performed by applicant over the last twelve months.

(3) Applicants for revalidation under sub-regulation (1) shall have undergone training supervised by a rated ATSEP.

Requirements for renewal of licence.

146. (1) A holder of an ATSEP Licence shall not exercise the privileges of the licence unless the licence is kept valid as prescribed by the Authority.

(2) A holder of an ATSEP Licence shall apply for renewal of Licence before the expiry period in a form and manner prescribed by the Authority.

(3) A holder of an ATSEP licence applying for renewal of a license shall prove that they have been in practice at least six months during the preceding year.

PART X — AVIATION MEDICAL STANDARDS AND CERTIFICATION

General

Medical Assessment – General.

147. (1) The Authority shall issue classes of Medical Assessment that are intended to indicate the minimum medical standards as follows—

(a) class 1 applies to applicants for, and holders of—

(i) commercial pilot licence: aeroplanes, airships, helicopters, balloons and powered-lift;

(ii) airline transport pilot licence: aeroplanes, helicopters and powered-lift;

(iii) flight engineer licence; and

(iv) multi-crew pilot licence: aeroplanes;

(b) class 2 applies to applicants for, and holders of—

(i) private pilot licence: aeroplanes, airships, helicopters, glider and balloons;

(ii) student pilot licence: for all aircraft and powered-lift; and

(iii) cabin crew member certificate;

(c) class 3 applies to applicants for, and holders of air traffic controller licence, and remote pilot licence.

(2) As part of the State Safety Programme, the Authority shall apply minimum basic safety management principles to the medical assessment process of licence holders to include—

(a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and

(b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

Health promotion

148.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.

Aviation medical examiner, designation, and qualifications.

149.(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.

(2) For a medical doctor to be designated as an aviation medical examiner, he shall—

(a) be qualified and licensed in the practice of medicine;

(b) have obtained aviation medicine training at an institution recognised by the Authority;

(c) demonstrate adequate competence in aviation medicine; and

(d) have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

(3) A medical examiner shall receive a refresher training at regular intervals as prescribed by the Authority.

(4) 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.

(5) The Authority shall retain the right to reconsider any action of an aviation medical examiner.

Evaluation of Medical Examiners' Competence.

150.(1) The Authority shall use the services of medical assessors to evaluate reports submitted to it by medical examiners and making final assessments for issue, renewal, or denial of medical certificates.

(2) The medical assessors shall be qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

(3) Medical assessors shall maintain the currency of their professional knowledge.

(4) The medical assessors shall periodically evaluate the competence of medical examiners to ensure that they meet applicable standards for good medical practice and aeromedical risk assessment.

(5) The medical assessors shall normally be in charge of Accredited Medical Conclusions.

Medical Certification Procedures

Medical records.

151.(1) An applicant for a Medical Certificate shall, in a form and manner prescribed by the Authority, sign and furnish the medical examiner with a personally certified statement of medical facts concerning personal, familial, and hereditary history that is as complete and accurate as the applicant's knowledge permits.

(2) Where the aviation medical examiner finds that additional medical information or history is needed, the aviation medical examiner shall request that the applicant to furnish that information, or authorize any clinic, hospital, physician, or other person to release to the aviation medical examiner all available information or records concerning that history.

(3) Where an applicant for a Medical Certificate fails within a reasonable period to provide the requested medical information or history or fails to authorize the release so requested, the Authority may deny the application as well as suspend, modify, or revoke all Medical Certificates held by the applicant.

(4) Where a Medical Certificate is suspended or modified under sub-regulation (3), the suspension or modification remains in effect until—

(a) the holder provides the requested information, history, or authorisation to the Authority; and

(b) the Authority determines that the holder meets the medical standards.

(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.

Aviation medical examiner submission of signed medical assessment report.

152.(1) An aviation medical examiner who is authorised to conduct a medical examination under these regulations shall—

(a) sign the required report and Medical Certificate and submit directly to the Authority the full details in the form and manner prescribed by the Authority;

(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

(c) having commenced a medical assessment of an applicant, submit to the Authority the report, whether the evaluation is terminated prior to completion, yielded sub-standard results, or was completed satisfactorily.

(2) If the medical report is submitted to the Authority in electronic format, adequate identification of the examiner shall be established.

Issue of Medical Certificate.

153.(1) An aviation medical examiner shall issue the applicable medical certificate to any person who meets the medical standards prescribed in these regulations, based on medical examination and evaluation of the applicant's history and condition.

(2) A person to be issued with a medical certificate shall undergo a medical examination based on the physical and mental standards contained in these Regulations.

(3) If the medical examination is carried out by two or more medical examiners, the Authority shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

(4) The medical examiner shall be required to submit sufficient medical information to the Authority to enable the Authority to audit Medical Assessments.

Denial of Medical Certificate.

154.(1) An applicant for a medical certificate may be denied a certificate if, upon medical examination, the applicant does not meet the physical and mental standards specified in these Regulations.

(2) The denial of the Medical Certificate is effective—

(a) the date of the medical evaluation that determined the applicant did not meet the physical and mental standards specified in these Regulations; and

(b) until such time that the applicant is again determined by the Authority to be fit to exercise the privileges through—

(i) an accredited medical conclusion;

(ii) a special flight test; or

(iii) with respect to a transient condition, until a subsequent satisfactory report is acceptable to the Authority.

(3) An applicant who is denied a Medical Certificate by an aviation medical examiner may, within thirty days after the date of the denial, apply in writing to the Authority for reconsideration of the denial.

(4) Upon receiving an application for reconsideration, the Authority shall appoint more than one medical examiner to conduct medical examination on the applicant and shall designate one of the medical examiners to be responsible for coordinating the results of the examination, evaluation, and findings with regard to medical fitness, and signing the report.

(5) Where the applicant does not apply for reconsideration during the thirty day period after the date of the denial, the Authority shall consider that applicant has withdrawn the application for a Medical Certificate.

(6) The period of validity of a Medical Assessment may be reduced when clinically indicated.

Medical confidentiality.

155.(1) Medical confidentiality shall be respected at all times and all medical reports and records shall be securely held with accessibility restricted to authorised personnel.

(2) When justified by operational considerations, a medical assessor shall determine to what extent pertinent medical information, in addition to the information contained in the medical report submitted under these Regulations, is presented to relevant officials of the Authority.

Issue of special Medical Certificate with a limitation.

156.(1) The Authority may issue a medical certificate with a limitation to an applicant who does not meet the applicable standards for a medical certificate if the applicant shows to the satisfaction of the Authority that—

(a) an accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety;

(b) relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration; and

(c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.

Validity of Medical Certificate.

157.(1) A Class 1 Medical Certificate issued to an applicant who is—

(a) under the age of forty years shall be valid for twelve months from the day the medical examination is performed;

(b) forty years of age or more shall be valid for six months from the day the medical examination is performed; and

(c) except for holders of ATPL (aeroplanes, helicopters, powered-lift) and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in multi crew commercial air transport operations whose validity shall be 12 months until they attain their 60th birthday when validity shall be reduced to 6 months.

(2) A Class 2 Medical Certificate issued to an applicant who is—

(a) under the age of forty years shall be valid for forty-eight months from the day the medical examination is performed;

(b) forty years of age or more shall be valid for twenty-four months from the day the medical examination is performed;

(c) sixty years of age or more shall be valid for twelve 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 twelve months from the day the medical examination is performed.

(3) A Class 3 Medical Certificate issued to an applicant who is—

(a) under the age of forty years shall be valid for forty-eight months from the day the medical examination is performed; and

(b) forty years of age or more shall be valid for twenty-four months from the day the medical examination is performed.

(4) The period of validity of a Medical Assessment may be reduced when clinically indicated.

Renewal of Medical Certificate.

158. The requirements for the renewal of a Medical Certificate are the same as those for the initial assessment except where otherwise specifically stated.

Prohibition of Medical certification.

159.A person shall not hold or be issued with a Medical Certificate if that person suffers from any disease or disability that could render that person likely to become suddenly unable to either perform assigned duties safely or operate an aircraft safely.

Medical requirements.

160.A person shall not hold or be issued a Medical Certificate if that person—

(a) has any organic, functional, or structural disease, defect, or limitation (active, latent, acute, or chronic);

(b) has any wound, injury, or sequelae from operation; or

(c) uses any prescribed or non-prescribed medication or other treatment that, based on the case history and appropriate qualified medical judgement relating to the condition involved, the Authority finds that the medication or treatment—

(i) makes the person unable to safely perform the duties or exercise the privileges of the licence or rating applied for or held; or

(ii) may reasonably be expected, for the maximum duration of the medical Certificate applied for or held, to make the applicant unable to perform the duties or exercise the privileges of the licence or rating.

Physical and mental requirements.

161.(1) An applicant for any class of Medical Assessment shall be free from—

(a) any abnormality, congenital or acquired;

(b) any active, latent, acute, or chronic disability;

(c) any wound, injury, or sequelae from operation; or

(d) any effect or side-effect of any prescribed or non-prescribed therapeutic diagnostic or preventive medication taken such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.

(2) An applicant 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.

(3) An applicant shall have no established medical history or clinical diagnosis of—

(a) an organic mental disorder;

(b) a mental or behavioural disorder due to use of psychoactive substances including dependence syndrome induced by alcohol or other psychoactive substances;

(c) schizophrenia or schizotypal or delusional disorder;

(d) a mood (affective) disorder;

(e) a neurotic, stress-related or somatoform disorder;

(f) a behavioural syndrome associated with physiological disturbances or physical factors;

(g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;

(h) mental retardation;

(i) a disorder of psychological development;

(j) a behavioural or emotional disorder with onset in childhood or adolescence; or

(k) a mental disorder not otherwise specified such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

(4) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

Hearing test requirements.

162.(1) A person holding or being issued a Medical Certificate shall be required to demonstrate a hearing performance sufficient for the safe exercise of his licence or rating privileges.

(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.

(3) An applicant for a Class 2 medical certificate shall be tested by pure-tone audiometry at first issue and, after the age of 50 years, not less than once every 2 years or other alternative methods providing equivalent results may be used.

(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 years, up to the age of 40 years, thereafter not less than once every 2 years.

(5) At a medical examination where audiometry is not performed, an applicant shall be tested in a quiet room by whispered and spoken voice tests.

Issue of Medical Certificate for persons under oral drugs.

163.A Medical Certificate may be issued to an applicant where oral drugs are administered under conditions permitting appropriate medical supervision and control and which, according to an accredited medical conclusion, are compatible with the safe exercise of the applicant's licence and rating privileges.

Visual requirements: general.

164.(1) A person holding or being issued a Medical Certificate shall have—

(a) normally functioning eyes and adnexa;

(b) normal fields of vision, normal binocular function;

(c) and no active pathological condition, acute or chronic, no any sequelae of surgery or trauma of the eyes or their adnexa, 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.

(2) A person with reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia shall not be disqualified.

(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 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 duties the applicant is to perform.

Vision testing requirements.

165.(1) The corrected and uncorrected visual acuity must be measured and recorded at each examination.

(2) An applicant for a medical examination who uses contact lenses need not have his uncorrected visual acuity measured at each re-examination provided the history of the contact lens prescription is known.

(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;

(b) visual acuity shall be measured by means of a series of optotypes of landolt, or similar optotypes, placed at a distance of 6 metres from the applicant, or 5 metres as appropriate.

(4) The Authority may require a separate ophthalmic report before issue of a Medical Certificate.

(5) The conditions which indicate a need to obtain an ophthalmic report include—

(a) a substantial decrease in the uncorrected visual acuity;

(b) any decrease in best corrected visual acuity; and

(c) the occurrence of eye disease, eye injury or eye surgery.

Acceptability of correcting lenses.

166.(1) A person may meet the visual acuity fitness for near or distant vision by using correcting lenses.

(2) Correcting spectacles may be used if—

(a) not more than one pair of correcting spectacles is used to demonstrate compliance with visual acuity requirements;

(b) single vision near correction lenses (full lenses of one power only, appropriate to reading) are not used for both near and distance vision; and

(c) 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 material and also to make use of distant vision, through the windows, without removing the lenses.

(3) An applicant for medical examination may use contact lenses to meet the distance vision acuity requirement if the lenses are—

(a) monofocal;

(b) non-tinted; and

(c) well tolerated.

(4) A pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(5) A person issued with a Medical Certificate that requires correcting lenses or spectacles shall have a limitation placed on the document requiring that person, while exercising the privileges of the licence or certificate, as appropriate—

(a) wear the distant-correction lenses at all times;

(b) have readily available and use the near-correction spectacles as necessary to accomplish near vision functions; and

(c) have a second pair of suitable spectacles (distant or near-correction, as appropriate) available for immediate use.

Distance vision requirements.

167.(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.

(2) Uncorrected distance visual acuity is not a limiting factor.

(3) An applicant for a medical certificate with a large refractive error shall use contact lenses or high-index spectacle lenses.

(4) Where spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

(5) An applicant for a medical certificate whose uncorrected distant visual acuity in either eye is worse than 6/60 shall provide a full ophthalmic report prior to initial medical evaluation and every five years thereafter.

(6) Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

Near vision requirements.

168.(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; and

(b) N14 chart or its equivalent at a distance of 100 cm, with "N14" referring to "Times Roman" font.

(2) Where the near-vision requirements are met only by the use of near-correction and the applicant also needs distant-correction, both corrections must be added to a pair of spectacles to be used to meet the requirements.

(3) When required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the aviation medical examiner of reading distances for the duties the applicant is to perform.

(4) When required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the aviation medical examiner of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

Colour perception requirements.

169.(1) An applicant for a medical certificate shall demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

(2) The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D_{65} as specified by the International Commission on Illumination (CIE).

(3) An applicant obtaining a satisfactory result as prescribed by the Licensing Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights.

(4) Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.

(5) An applicant for a medical certificate unable to satisfactorily complete the special test provided in sub-regulation (3) shall be—

(a) eligible for a Class 2 Medical Certificate with the following restriction: "Valid for Day Operations Only"; and

(b) advised that any sunglasses worn during the exercise of the privileges must be non-polarizing and of a neutral grey tint.

Ear and related structures.

170.(1) A person shall not hold or be issued a Medical Certificate if that person 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.

(2) There shall be—

(a) no disturbance of the vestibular function;

(b) no significant dysfunction of the Eustachian tubes; and

(c) no unhealed perforation of the tympanic membranes.

(3) A single dry perforation of the tympanic membrane need not render the applicant unfit.

(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.

Hearing requirements.

171.(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 or2000 Hz, or more than 50 dB at 3000 Hz.

(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.

(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.

(4) An applicant who does not meet the requirements listed above shall undergo further testing in accordance with these Regulations.

(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.

(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.

(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.

Vestibular Apparatus

172.(1) A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of any of the following medical conditions—

(a) active acute or chronic pathological process of the internal ear or of the middle ear;

(b) a disease or condition of the middle or internal ear, nose, oral cavity, pharynx, or larynx that—

(i) interferes with, or is aggravated by, flying or may reasonably be expected to do so; or

(ii) interferes with, or may reasonably be expected to interfere with clear and effective speech communication;

(c) a disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium;

(d) permanent disturbances of the vestibular apparatus; or

(e) permanent obstruction to eustachian tubes.

(2) Unless there is an accredited medical conclusion indicating that the condition is not likely to affect the safe exercise of the applicant's license or rating privileges, the following medical conditions are disqualifying—

(a) acute or chronic impairment of nasal air entry on either side; or

(b) serious malformation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.

Cardiovascular: general.

173.(1) A person shall not hold nor be issued a Medical Certificate if that person has any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of his licence or rating privileges.

(2) An applicant who has undergone coronary artery by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or suffers from any other potentially incapacitating cardiac condition shall not hold nor be issued a medical certificate unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(3) The applicant for a medical certificate with an abnormal cardiac rhythm shall not hold or be issued a Medical Certificate unless the cardiac arrhythmia has been investigated and evaluated with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Blood pressure and circulation.

174.(1) A person shall not hold or be issued a medical certificate if that person has—

(a) systolic and diastolic blood pressures outside normal limits; or

(b) a significant functional or structural abnormality of the circulatory system.

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

Electro-cardiography examination.

175.(1) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate.

(2) The purpose of routine electrocardiography is case finding, and it does not provide sufficient evidence to justify this qualification without further thorough cardiovascular investigation.

(3) Electrocardiography shall be included in a re-examination of applicants for a medical certificate between the ages of thirty and fifty years no less frequently than every two years, except for Class 1 medical certificate which shall be annually.

Neurological requirements.

176.(1) A person shall not hold nor be issued a medical certificate if that person has a medical history or clinical diagnosis of any of the following—

(a) a progressive or non-progressive disease of the nervous system, the effect of which, is likely to interfere with the safe exercise of the applicant's licence or rating privileges;

(b) epilepsy; or

(c) any disturbance of consciousness without satisfactory medical explanation of cause.

(2) A person shall not hold nor be issued a medical certificate if that person has suffered any head injury, the effects of which, are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Respiratory capability.

177.(1) A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

(a) disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations;

(b) active pulmonary tuberculosis; and

(c) asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations.

(2) Unless there is an accredited medical conclusion indicating that the use of drugs for control of asthma is not likely to interfere with the safe exercise of the applicant's license or rating privileges, the use of such drug shall be disqualifying.

(3) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(4) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

(5) Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

(6) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

(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.

Chest Radiography.

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.

Bones, muscles, and tendons.

179.(1) A person shall not hold nor be issued a medical certificate if that person possesses any abnormality of the bones, joints, muscles, tendons, or related structures which is likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(2) Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

Endocrine system.

180.A person shall not hold or be issued a Medical Certificate if that person has an established medical history or clinical diagnosis of any metabolic, nutritional or endocrine disorders that are likely to interfere with safe exercise of his licence or rating privileges.

Diabetic applicant.

181.A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

(a) insulin treated diabetes mellitus; or

(b) non-insulin treated diabetes mellitus unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of that person's licence or rating privileges.

Gastrointestinal and digestive tract.

182.(1) A person shall not hold, nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of any of the following medical conditions—

(a) significant impairment of function of the gastrointestinal tract or its adnexa;

(b) 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, obstruction due to stricture or compression; or

(c) hernias that might give rise to incapacitating symptoms except for Class 3 medical certificate.

(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.

Kidneys and urinary tract.

183.(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.

(2) A urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

(3) A person shall not hold nor be issued a medical certificate if that person has—

(a) any sequelae of diseases of, or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, unless his condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of that person's licence or rating privileges; or

(b) undergone nephrectomy unless the condition is well compensated.

Disease of the blood and Lymphatic system.

184.An applicant for a medical certificate with a disease of the blood and 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.

Gynaecological conditions.

185.An applicant for a medical certificate who has a gynaecological disorder that is likely to interfere with the safe exercise of the applicant's licence or rating privileges shall be assessed as unfit.

Pregnancy.

186.(1) An applicant for a medical certificate who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated 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 12th week to the end of the 26th 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.

(3) Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence or ratings.

(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.

Speech defects.

187.An applicant for a medical certificate with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

Acquired Immunodeficiency Syndrome.

188.(1) An applicant for a medical certificate with Acquired Immunodeficiency Syndrome shall be assessed as unfit.

(2) 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 likely to interfere with the safe exercise of the applicant's licence or rating privileges.

PART XI— EXEMPTIONS

Requirements for application.

189.(1) A person may apply to the Authority for an exemption from any of these Regulations.

(2) An application for an exemption shall be submitted at least sixty days in advance of the proposed effective date, to obtain timely review.

(3) A request for an exemption must contain the applicant's—

(a) name;

(b) physical address and mailing address;

(c) telephone number;

(d) fax number if available; and

(e) email address if available.

(4) The application shall be accompanied by a fee specified by the Authority, for technical evaluation.

Substance of the request for exemption.

190.(1) An application for an exemption must contain the following—

(a) a citation of the specific requirement from which the applicant seeks exemption;

(b) an explanation of why the exemption is needed;

(c) a description of the type of operations to be conducted under the proposed exemption;

(d) the proposed duration of the exemption;

(e) an explanation of how the exemption would be in the public interest, that is, benefit the public as a whole;

(f) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;

(g) a review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware; and

(h) if the applicant seeks to operate under the proposed exemption outside of Kenya's airspace, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization as well as the Regulations pertaining to the airspace in which the operation will occur.

(2) Where the applicant seeks emergency processing, the application must contain supporting facts and reasons that the application was not timely filed, and the reasons it is an emergency.

(3) The Authority may deny an application if the Authority finds that the applicant has not justified the failure to apply for an exemption in a timely fashion.

Review, Publication and Issue or Denial of the Exemption

Initial review by the Authority.

191.(1) The Authority shall review the application for accuracy and compliance with the requirements of regulations 190 and 191.

(2) If the application appears on its face to satisfy the provisions of this regulation and the Authority determines that a review of its merits is justified, the Authority will publish a detailed summary of the application in either Kenya Gazette, aeronautical information circular or at least one local daily newspaper for comment and specify the date by which comments must be received by the Authority for consideration.

(3) Where the filing requirements of regulations 189 have not been met, the Authority will notify the applicant and take no further action until and unless the applicant corrects the application and re-files it in accordance with these Regulations.

(4) If the request is for emergency relief, the Authority shall publish the application or the Authority's decision as soon as possible after processing the application.

Evaluation of the request.

192.(1) After initial review - if the filing requirements have been satisfied - the Authority shall conduct an evaluation of the request to determine—

(a) whether an exemption would be in the public interest;

(b) whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;

(c) whether a grant of the exemption would contravene these regulations; and

(d) whether the request should be granted or denied, and of any conditions or limitations that shall be part of the exemption.

(2) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request.

(3) The summary referred to in sub-regulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) If the exemption affects a significant population of the aviation community of Kenya, the Authority shall publish the summary in an aeronautical information circular.

PART XII—GENERAL PROVISIONS

Possession of the licence.

193.(1) A holder of a licence, certificate or authorisation issued by the Authority shall have it in his physical possession or at the work site when exercising the privileges of that licence, certificate, or authorization.

(2) A crewmember of a foreign registered aircraft shall hold a valid licence, certificate or authorisation, including an appropriate and current medical certificate, issued by the State of Registry and has it in his or her physical possession or at the workstation when exercising the privileges of that licence, certificate or authorization.

Use of psychoactive substances.

194.(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.

(2) A person whose function is critical to the safety of aviation (safety-sensitive personnel) shall not undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(3) The person referred to in sub-regulation (1) and (2) shall not engage in any kind of problematic use of substances.

Drug and alcohol testing and reporting.

195.(1) A person who performs any function requiring a licence, certificate, and related rating, qualification, or authorisation prescribed by these Regulations directly or by contract may be tested for drug or alcohol usage.

(2) A person who refuses to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority shall—

(a) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year from the date of that refusal; or

(b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(3) A person who refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority shall—

(a) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year from the date of that refusal; or

(b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(4) Any person who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, shall—

(a) be denied any license, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year after the date of conviction; or

(b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

Inspection of licences, certificates and authorisations.

196. A person who holds a licence, certificate, or authorisation required by these Regulations shall present it for inspection upon a request from the Authority or any person authorized by the Authority.

Change of Name.

197. (1) A holder of a licence, certificate or authorisation issued under these Regulations may apply to change the name on a licence or certificate.

(2) The holder shall include with any such request—

(a) the current licence or certificate; and

(b) a court order, or other legal document verifying the name change.

(3) The Authority may change the licence, certificate or authorisation and issue a replacement thereof.

(4) The Authority shall return to the holder the original documents specified in sub-regulation 2(b) and retain copies thereof and return the replaced licence, certificate or authorisation with the appropriate endorsement.

Change of address.

198.A holder of a licence, certificate, or authorisation issued under these Regulations shall notify the Authority of the change in the physical and mailing address and shall do so in the case of—

(a) physical address, at least fourteen days in advance;

(b) mailing address upon the change.

Replacement of documents.

199. A person may apply to the Authority in the prescribed form for replacement of documents issued under these Regulations if the documents are lost or destroyed.

Suspension and revocation of documents.

200. (1) The Authority may, where it considers it to be in the public interest, suspend provisionally, pending further investigation, any licence, certificate, approval, permission, exemption, authorisation or such other document issued, granted or having effect under these Regulations.

(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to its satisfaction and where it considers it to be in the public interest, revoke, suspend, or vary any licence, certificate, approval, permission, exemption, authorisation or other document issued or granted under these Regulations.

(3) The Authority may, where it considers it to be in the public interest, prevent any person or aircraft from flying.

(4) A holder or any person having the possession or custody of any licence, certificate, approval, permission, exemption, authorisation or other documents which has been revoked, suspended or varied under these Regulations shall surrender it to the Authority within 14 days from the date of revocation, suspension or variation.

(5) The breach of any condition subject to which any licence, certificate, approval, permission, exemption, authorisation, or any other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

Use and retention of documents and records.

201. (1) A person shall not—

(a) use any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations which has been forged, altered, revoked, or suspended, or to which he is not entitled;

(b) forge or alter any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations;

(c) lend any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations to any other person; or

(d) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal, or variation of any such licence, certificate, approval, permission or exemption, authorisation or other document.

(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these Regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or wilfully omit to make a material entry in such record.

(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue any certificate, document or exemption under these Regulations unless he is authorised to do so by the Authority.

(5) A person shall not issue any certificate, document or exemption of the kind referred to in sub-regulation (4) unless he has satisfied himself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

Reports of violation.

202. (1) Any person who knows of a violation of the Civil Aviation Act or any regulations or orders issued there under, shall report it to the Authority.

(2) The Authority will determine the nature and type of any additional investigation or enforcement action that need be taken.

Enforcement of directions.

203. A person who fails to comply with any direction given to him by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

Aeronautical user fees.

204. (1) The Authority may notify the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or other document, including the issue of a copy thereof, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with the provisions of sub-regulation (1), the applicant shall be required, before the application is accepted, to pay the fee so chargeable.

(3) If, after that payment has been made, the application is withdrawn by the applicant or otherwise ceases to have effect or is refused, the Authority, shall not refund the payment made.

Application of regulations to Government, visiting forces, etc.

205. (1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government, and for the purposes of such application, the Department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these regulations to the same extent as if the visiting force formed part of the military force of Kenya.

Extra-territorial application of Regulations.

206. Except where the context otherwise requires, these Regulations—

(a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in Kenya, shall apply to such aircraft wherever they may be;

(b) in so far as they apply, whether by express reference or otherwise, to other aircraft, shall apply to such aircraft when they are within Kenya;

(c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in Kenya, shall apply to such persons and crew, wherever they may be; and

(d) in so far as they prohibit, require, or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Kenya by other persons shall, where such persons are citizens of Kenya, apply to them wherever they may be.

PART XIII—OFFENCES AND PENALTIES

Contravention of Regulations.

207. A person who contravenes any provision of these Regulations may have his licence, certificate, approval, authorisation, exemption, or any other document issued by the Authority revoked or suspended.

Conduct of examinations and tests.

208. All knowledge, oral, 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.

Penalties.

209. (1) If any provision of these Regulations, orders, notices or proclamations made under the regulations is contravened in relation to an aircraft, the operator of that aircraft and the pilot in command, if the operator or the pilot in command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed to have contravened that provision unless he proves that the contravention occurred without his consent or connivance and that he or she exercised all due diligence to prevent the contravention.

(2) A person who contravenes any provision specified as an "A" provision in the Fifth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding one million shillings for each offence and or to imprisonment for a term not exceeding one year or to both.

(3) A person who contravenes any provision specified as a "B" provision in the Fifth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding two million shillings for each offence and or to imprisonment for a term not exceeding three years or to both.

(4) A person who contravenes any provision of these Regulations not being a provision referred to in the Fifth Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding 2 million shillings, and in the case of a second or subsequent conviction for the like offence to a fine not exceeding four million shillings.

Savings and Transition.

210. (1) All valid licenses, certificates, permits or authorisations issued or granted by the Authority before the commencement of these regulations shall continue to be in force to the extent that the terms and conditions thereof are not inconsistent with the provisions of these regulations or until expiry or are revoke, annulled or replaced.

(2) Notwithstanding any other provision of these Regulations, a person who at the commencement of these Regulations, is carrying out any acts, duties or operations affected by these Regulations shall, within 1 year from the date of commencement, or within such longer time that the Cabinet Secretary may, by notice in the Gazette prescribe, comply with the requirements of these Regulations or cease to carry out such acts, duties or operations.

Revocation of L.N. No.95 of 2018.

211. The Civil Aviation (Personnel Licensing) Regulations, 2018 are revoked.

FIRST SCHEDULE

(rr.4(3),22(1)(d),102(b))

SPECIFICATIONS FOR PERSONNEL LICENCES

Personnel licences issued by a Contracting State in accordance with the relevant provisions of these Regulations shall conform to the following specifications—

1. Detail

(a) A Contracting State having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.

(b) the following details shall appear on the licence—

(i) name of State (in bold type);

(ii) title of licence (in very bold type);

(iii) serial number of the licence, in Arabic numerals, given by the authority issuing the licence;

(iv) name of holder in full (in Roman alphabet also if script of national language is other than Roman);

(v) date of birth;

(vi) address of holder if desired by the State;

(vii) nationality of holder;

(viii) signature of holder;

(ix) authority and, where necessary, conditions under which the licence is issued;

(x) certification concerning validity and authorization for holder to exercise privileges appropriate to licence;

(xi) signature of officer issuing the licence and the date of such issue;

(xii) seal or stamp of authority issuing the licence;

(xiii) ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;

(xiv) remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5 march 2008 an endorsement of language proficiency, and other information required in pursuance to article 39 of the Chicago convention;

(xv) any other details desired by the State issuing the licence.

2. Material: First quality papers or other suitable material, including plastic cards, shall be used and the items mentioned in paragraph 1(b) shown clearly thereon.

3. Language

When licences are issued in a language other than English, the licence shall include an English translation of at least items i), ii), vi), ix), xii), xiii) and xiv) under paragraph 1(b) and when provided in a language other than English, authorizations issued shall include

an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.

4. Arrangement of items

Item headings on the licence shall be uniformly numbered in roman numerals as indicated in paragraph 1 (b), so that on any licence the number will, under any arrangement, refer to the same item heading.

SECOND SCHEDULE

(rr. 8 (1), 20 (1)(d), 21 (1)(d), 41 (c), 60(b), 113(1)(b), 117(b) and 126 (2)(b))

LANGUAGE PROFICIENCY REQUIREMENTS

(1) To meet the language proficiency requirements contained in regulation 9, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, compliance with the holistic descriptors at paragraph (2) and with the Operational Level (Level (4) of the Language Proficiency Rating Scale in paragraph (3).

(2) Holistic descriptors - proficient speakers shall—

(a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;

(b) communicate on common, concrete and work-related topics with accuracy and clarity;

(c) use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;

(d) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and

(e) use a dialect or accent which is intelligible to the aeronautical community.

(3) Rating scales:

(a) Operational Level (Level 4):

(i) Pronunciation: Pronunciation, stress, rhythm and intonation are influenced by the first language or regional variation but only sometimes interfere with understanding;

(ii) Structure: Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning;

(iii) Vocabulary: Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances;

(iv) Fluency: Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting;

(v) Comprehension: Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies;

(vi) Interactions: Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

(b) Extended Level (Level 5):

(i) Pronunciation: Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding;

(ii) Structure: Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning;

(iii) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic;

(iv) Fluency: Able to speak at length with relative ease on familiar topics but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors;

(v) Comprehension: Comprehension is accurate on common, concrete, and work-related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers;

(vi) Interactions: Responses are immediate, appropriate, and informative. Managers the speaker/listener relationship effectively.

(c) Expert Level (Level 6)

(i) Pronunciation: Pronunciation, stress, rhythm, and intonation, thought possibly influenced by the first language or regional variation, almost never interfere with ease of understanding;

(ii) Structure: Both basic and complex grammatical structures and sentence patterns are consistently well controlled;

(iii) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register;

(iv) Fluency: Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously;

(v) Comprehension: Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties;

(vi) Interactions: Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.

THIRD SCHEDULE

(rr.61, 62(2), 63(3))

REQUIREMENTS FOR THE ISSUE OF THE MULTI-CREW PILOT LICENCE — AEROPLANE

1. Training

1.1 In order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant shall have completed an approved training course. The training shall be competency-based and conducted in a multi-crew operational environment.

1.2 During the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine- powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.

2. Assessment level

The applicant for the multi-crew pilot licence in the aeroplane category shall have satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in the Level of Competency.

3. Competency units

The nine competency units that an applicant has to demonstrate are as follows:

(1) apply threat and error management (TEM) principles;

(2) perform aeroplane ground operations;

(3) perform take-off;

(4) perform climb;

(5) perform cruise;

(6) perform descent;

(7) perform approach;

(8) perform landing; and

(9) perform after-landing and aeroplane post-flight operations.

4. Simulated flight

4.1 The flight simulation training devices used to gain the experience specified in regulation 63 shall have been approved by the Authority.

4.2 Flight simulation training devices shall be categorized as follows:

(a) *Type I.* E-training and part tasking devices approved by the Authority that have the following characteristics:

—involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad; and

—involve psychomotor activity with appropriate application of force and timing of responses.

(b) *Type II*. A flight simulation training device that represents a generic turbine- powered aeroplane.

(c) *Type III*. A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.

(d) *Type IV*. Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.

MULTI-CREW PILOT LICENCE — AEROPLANE LEVELS OF COMPETENCY

1. Core flying skills.

The level of competency at which the applicant shall have complied with the requirements for the private pilot licence, including night flight requirements, and, in addition, have completed, smoothly and with accuracy, all procedures and manoeuvres related to upset training and flight with reference solely to instruments. From the outset, all training is conducted in an integrated multicrew, competency-based and threat and error management (TEM) environment. Initial training and instructional input levels are high as core skills are being embedded in the *ab initio* application. Assessment at this level confirms that control of the aeroplane is maintained at all times in a manner such that the successful outcome of a procedure or a manoeuvre is assured.

2. Level 1 (Basic)

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that if the successful outcome of a procedure or manoeuvre is in doubt, corrective action is taken. Performance in the generic cockpit environment does not yet consistently meet the Standards of knowledge, operational skills and level of achievement required in the core competencies. Continual training input is required to meet an acceptable initial operating standard. Specific performance improvement/ personal development plans will be agreed and the details recorded. Applicants will be continuously assessed as to their suitability to progress to further training and assessment in successive phases.

3. Level 2 (Intermediate)

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that the successful outcome of a procedure or manoeuvre is assured. The training received at Level 2 shall be conducted under the instrument flight rules, but need not be specific to any one type of aeroplane. On completion of Level 2, the applicant shall demonstrate levels of knowledge and operational skills that are adequate in the environment and achieves the basic standard in the core capability. Training support may be required with a specific development plan to maintain or improve aircraft handling, behavioural performance in leadership or team management. Improvement and development to attain the Standard is the key performance objective. Any core competency assessed as less than satisfactory should include supporting evidence and a remedial plan.

4. Level 3 (Advanced)

The level of competency required to operate and interact as a copilot in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment confirms that control of the aeroplane or situation is maintained at all times in such a manner that the successful

outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

FOURTH SCHEDULE

(rr.5(13),143(1)(3),144(1)(2)(5))

AIR TRAFFIC SAFETY ELECTRONIC PERSONNEL (ATSEP)

1. ATSEP Licensing and Rating

1.1 A person shall not act as an Air Traffic Safety Electronic Personnel (ATSEP) unless that person holds an ATSEP license issued under these Regulations.

1.2 A license to act as an ATSEP shall include one or more ratings as specified in regulation 5(13) specifying the type of ATSEP service which the holder of the license is competent to provide.

1.3 Rating process shall comprise:

(a) ATSEP Training followed by on-the-job training as prescribed by the Authority;

(b) Validation conducted at an ATSEP's Air Navigation Service Provider's (ANSP) workstation

(c) Rating approval by Licensing and Rating Committee (LRC).

1.4 An applicant for an ATSEP licence shall;

1.4.1 have received and passed an approved training course in ATSEP conducted at an approved training organisation in at least the following subjects—

(a) international and national organizations and standards;

(b) air traffic services, airspace standards, aeronautical information systems, meteorology and altimetry;

(c) CNS/ATM concepts;

(d) human factors

(e) specific equipment technical and operational environment;

(f) functionality of the specific system/equipment; and.

(g) use of the relevant aeronautical documentation.

1.4.2 have undergone On-Job-Training under the supervision of a qualified/rated ATSEP for a minimum period prescribed for the specific equipment.

1.5 Subject to completion of training as contained in 1.4, an ATSEP shall undergo a skills test conducted by the Authority on the equipment for which rating is sought before being issued with a rating

1.6 There shall be an ATSEP Licensing and Rating Committee (LRC) consisting of rated officers who have a demonstrable expertise in —

(a) Surveillance (PSR/SSR/MSSR/Mode S /SMR) systems;

(b) ATM radar data display system (ADS-C/ RDPS/ADS-B/MLAT);

(c) Auxiliary (Systems safety programs /CMMS/Air-conditioning systems /Power supply systems (UPS, Solar, Regulators & Gen-sets)) Systems;

(d) Airspace Navigation aids (DVOR/ DME/ GNSS) Systems;

(e) Landing Aids (ILS and DME/GBAS/GPS/SBAS) systems;

(f) NAVAIDS Inspection and Calibration;

(g) Voice Communication (HF/VHF/UHF) Systems;

(h) Communication Links- (Fibre Optics/Radio Links/Microwave)

(i) VSAT or VCCS or VLS systems;

(j) Data Communication (AFTN/AMHS/ATN/DATIS Systems;

(k) AIDPS/AIM/SWIM Systems; and

(l) any equipment/system and is an ATSEP trainer.

1.7 The ATSEP Licensing and Rating Committee (LRC) panels shall consist of at least three rated officers.

1.8 At least one of the LRC panel members in 1.7 shall be rated in the equipment/system in which the officer is seeking a Rating.

1.9 The Authority shall appoint LRC members to ensure that the requirements of paragraphs 1.7 and 1.8 above are met in all meetings of LRC.

1.10 The term of LRC shall be a period of three (3) years.

1.11 The ATSEP Licensing and Rating Committee shall recommend an applicant to Authority for issuance of a license and endorsement of the license with the appropriate rating

2. ATSEP Class Ratings

2.1 An ATSEP shall be rated in one or more-unit ratings in any of the following classes:

I. Session A: Auxiliary Systems (A)

(i) A2: Air-conditioning systems

(ii) A2: Power supply systems (UPS, Solar, Regulators & Gen-sets)

(iii) A3: Fire, emergency equipment & safety systems

(iv) A4: Systems Monitoring and Control (SMC)

II. Class C: Communication Systems (COM)

(i) C1: Voice Communication Radio Systems (HF or VHF)

(ii) C2: Voice Communication Control Systems (VCCS)

(iii) C3: Communication Satellite Systems (VSAT)

(iv) C4: Voice Logging System (VLS)

(v) C5: Aeronautical Fixed Telecommunication Network (AFTN)/ Aeronautical Message Handling System (AMHS)

(vi) C6: Aeronautical Information Management (AIM) or System Wide Information Management (SWIM)

(vii) C7: Digital -Automatic Terminal Information Service (D-ATIS)

(viii) C8: Communication Links (Fibre Optics/Radio Links/Microwave)

(ix) C9: Data Links (CPDLC, VDL Modes, HFDL)

III. Class N: Navigation Systems (NAV)

(i) N1: Very High Frequency Omni Range (VOR)

(ii) N2: Distance Measuring Equipment (DME)

(iii) N3: Instrument Landing System (ILS)

(iv) N4: Very High Frequency Direction Finder (VDF)

IV. Class S: Surveillance Systems (SUR)

(i) S1: Surface Movement Radar (SMR)

(ii) S2: Primary Surveillance Radar (PSR)

(iii) S3: SSR/MSSR/Mode S

(iv) S4: ADS-B/ADS-C

(v) S5: Air Traffic Management (ATM) Data Processing Systems

(vi) S6: Multi-Lateration (MLAT) /Wide Multi-Lateration Systems (WAM)

Abbreviations

UPS- Uninterruptible Power Supply

HF- High Frequency

VHF- Very High Frequency

UHF- Ultra High Frequency

VSAT- Very Small Aperture Terminal

CPDLC- Controller Pilot Data Link Communication

VDL - Very High Frequency Data Link

HFDL- High Frequency Data Link

SSR - Secondary Surveillance Radar

MSSR- Mono-pulse Secondary Surveillance Radar (MSSR)

ADS-B- Automatic Data Surveillance – Broadcast

ADS-C - Automatic Data Surveillance – Contract

AIDPS- Aeronautical Information Data Processing System

2.2 An ATSEP license shall not be issued unless it contains a class and a specific rating.

3. Transitional Clauses

The Authority shall establish the process for the appointment of ATSEPS to implement the Provisions of the Regulations.

FIFTH SCHEDULE

(r.209(2) (3) (4))

OFFENCES AND PENALTI ES

REGULATION NO.	TITLE	PART
11	Validity of licences	A
12	Decrease in medical fitness	A
15	Curtailment of privileges of pilots	A
35	General requirements for pilots 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
68 (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
91(5)	Flight examiner: requirements and privileges	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
136	CCMC; Required certificate, ratings and qualifications	A
137(1)	CCMC; General eligibility requirements	A
142	ATSEP: General eligibility requirements	A
152	Aviation medical examiner submission of signed Medical assessment 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)	Vestibular apparatus	A
173(1), (3)	Cardiovascular: general	A
174	Blood pressure and circulation	A
176	Neurological requirements	A
177(1)	Respiratory capability	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
196	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 examinations and tests	A

Made on the 15th December, 2025.

DAVIS CHIRCHIR,
Cabinet Secretary for Roads and Transport.

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