THE CIVIL AVIATION [(NO. 1) GENERAL APPLICATION AND PERSONNEL LICENSING] REGULATIONS, 2004

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LEGAL NOTICE NO. 44

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, 2001

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER UNDER SECTION 33 OF THE CIVIL AVIATION ACT

THE CIVIL AVIATION [(NO. 1) GENERAL APPLICATION AND PERSONNEL LICENSING] REGULATIONS, 2004

Citation

1. These Regulations may be cited as the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004.

Interpretation

2. In these Regulations —

"Act" means the Civil Aviation Act, 2001; No. 11 of 2001

"aerodrome" means a defined area on land or water, including buildings, installations and equipment, intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

"aeronautical experience" means pilot time obtained in an aircraft, approved flight simulator or approved flight-training device for meeting the training and flight time requirements of these Regulations;

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

"aeronautical product" means any aircraft engine, propeller, or sub-assembly, appliance, material, part or component to be installed on an aircraft, or any aircraft;

"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;

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

"aircraft component" means any component part of an aircraft up to and including a complete powerplant and any operational or emergency equipment;

"Aircraft Maintenance Programme", means a maintenance programme approved by the Authority;

"aircraft type" means all aircraft of the same basic design;

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

"Aircraft Maintenance Engineer" means a person approved by the Authority to perform defined maintenance upon aeronautical products and includes persons similarly qualified by other Contracting States and referred to as "licenced mechanic", "certificated mechanic" or "certified mechanic", "aviation maintenance technician", "Aircraft Maintenance Technician Licence holder" or by any other term which means an Aircraft Maintenance Engineer;

"airman licence" means either a Pilot Licence, Flight Engineer Licence, an Air Traffic Control Licence, Aircraft Maintenance Licence issued in accordance with these Regulations;

"air operator" means a person who undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement;

"air transport service" means a service for the carriage by air of passengers, cargo or mail;

"Air Traffic Control" means a service that promotes the safe, orderly, and expeditious flow of air traffic at aerodromes and during the approach, departure and en route environments;

"Air Traffic Control Facility" means an area control centre, approach control unit and an aerodrome control tower;

"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 by the Authority" means approved by the Authority directly or in accordance with a procedure approved by the Authority;

"approved flight training device", means a flight training device that has—

(a) a cockpit that accurately replicates a specific make, model and type of aircraft cockpit; and

(b) handling characteristics that accurately model the aircraft handling characteristics;

"Approved Maintenance Oganization" means an organization approved by the Authority or by a civil aviation authority of another Contracting State to perform specific aircraft maintenance activities by the Authority by a civil aviation authority of another Contracting State including the inspection, overhaul, maintenance, repair and modification and release to service of aircraft or aeronautical products;

"approved maintenance programme" means a maintenance programme approved by the State of Registry;

"approved standard" means a manufacturing, design, maintenance, or quality standard approved by the Authority;

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

"authorized instructor" means a person who—

(a) holds a current Flight Instructor Rating issued under Part III of these Regulations; or

(b) is authorized by the Authority to provide ground training, flight simulator training or flight training under these Regulations;

"Authority" means the Trinidad and Tobago Civil Aviation Authority established under the Act;

"Aviation Repair Specialist" means a person who holds an Aviation Repair Specialist Licence issued in accordance with regulation 177, to perform repair works on specific aeronautical products under the supervision of an Air Operator or Aircraft Maintenance Organization;

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

"Category II operations" means with respect to the operation of aircraft, a straight-in instrument landing system approach to the runway of an airport under a Category II instrument landing system instrument approach procedure issued by the Authority or the appropriate authority of another Contracting State;

"Category III operations" means with respect to the operation of aircraft, an Instrument Landing System approach to, and landing on, the runway of an airport using a Category III Instrument Landing System instrument approach procedure issued by the Authority or the appropriate authority of another Contracting State;

"commercial air transport" means the transport by air of passengers, cargo or mail for remuneration or hire;

"competency" means having adequate knowledge, ability and qualification for the task to be performed;

"complex aeroplane" means an aeroplane having flaps, a controllable propeller and except in seaplanes, a retractable landing gear;

"co-pilot" means a licenced pilot serving in a piloting capacity other than as pilot in command, who is designated as co-pilot and who meets the requirements under these Regulations for such position;

"core curriculum" means a set of courses approved by the Authority, for use by an approved Aviation Training Organization and its satellite approved Aviation Training Organizations consisting of training that is required for licensing or aircraft ratings but does not include training for tasks and circumstances unique to a particular user;

"course" means a programme of instruction to obtain—

(a) an airman licence; and

(b) rating, qualification or authorization;

"course ware" means instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programmes, audio-visual programmes, workbooks and handouts;

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

"cross-country" means a flight in an aircraft during which the pilot navigates a route distance of greater than twenty-five nautical miles from the point of departure;

"currency" means a period of validity of a medical assessment required for an airman licence;

"Director General" means the Director General of Civil Aviation appointed under section 13 of the Act;

"examiner" means a person designated by the Authority to conduct an aeronautical knowledge and other tests for which he is qualified;

"flight crew member" means a licenced crew member charged with duties essential to the operation of an aircraft during flight time;

"flight simulator" means a device that—

(a) is a full-size aircraft cockpit replica of a specific type, make, model and series of aircraft;

(b) includes the hardware and software necessary to represent the aircraft in ground operations and flight operations;

(c) uses a force cueing system that provides cues at least equivalent to those cues provided by a three-degree freedom of motion system;

(d) uses a visual system that provides at least a 45-degree horizontal field of view and a 30-degree vertical field of view simultaneously for each pilot; and

(e) has been approved or accepted by the Authority;

"Flight Test Examiner" means a person designated by the Authority to conduct an evaluation in an aircraft, flight simulator or a flight training device for a particular type of aircraft for an operator or Aviation Training Organization;

"flight time" means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

"flight time (helicopter)" means the total time from the moment a helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped;

"flight training" means training other than ground training, received from an authorized instructor in flight in an aircraft;

"flight training device" means an instrument that—

(a) is a full-size replica of the instruments, equipment, panels, and controls of an aircraft, open or in an enclosed cockpit, including the hardware and software for the systems installed, that is necessary to simulate the aircraft in ground and flight operations;

(b) need not have a force cueing or visual system; and

(c) has been approved or accepted by the Authority;

"flight training equipment" means an aircraft, flight simulator or a flight training device;

"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;

"gyroplane" means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axis;

"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 aeronautical product to establish compliance with a standard approved by the Authority;

"Inspector" means a person designated by the Director General under regulation 3(4) to conduct an inspection, aeronautical knowledge test, skill test and proficiency check, as applicable, for an airman licence and ratings;

"instrument approach" means procedure for approach prescribed by the Authority having jurisdiction over an aerodrome;

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

"large aircraft" means an aeroplane having a maximum certified take-off mass of five thousand and seven hundred kilogrammes or more or a helicopter having a maximum certified take-off mass of three thousand, one hundred and eighty kilogrammes or more;

"maintenance" means tasks required to ensure the continued airworthiness of an aircraft or aeronautical product including any one or combination of overhaul, repair, inspection, replacement, modification, and defect rectification;

"medical certificate" means a Class 1, Class 2 or Class 3 medical certificate issued in accordance with Part VIII;

"Minimum Equipment List" means a list approved by the Authority which provides for the operation of aircraft subject to specified conditions, with particular equipment inoperative, prepared by an air operator or operator of an aircraft, in compliance with, or more restrictive than, the Master Minimum Equipment List established for the aircraft type by the aircraft manufacturer and approved in the State of Design;

"national air operator" means a person who has been issued a Trinidad and Tobago Air Operator Certificate by the Authority under the Act;

"night" means the hours between the end of evening civil twilight, when the center of the disc of the sun is 6˚ below the horizon and the beginning of the morning civil twilight, when the centre of the disc of the sun is 6˚ below the horizon;

"operating position" means an air traffic control function performed within or directly associated with an Air Traffic Control Facility;

"pilot" means a person holding a Student Pilot Licence, Private Pilot Licence, Commercial Pilot Licence or Airline Transport Pilot Licence issued in accordance with these Regulations;

"pilot in command" means the person responsible for the operation and safety of the aircraft during flight time;

"pilot time" means that time in which a person—

(a) serves as a required pilot;

(b) receives training from an authorized instructor in an aircraft, flight simulator, or approved flight training device; or

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

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

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

"proficiency check" means a competency test on areas of operation to assess continued skills for a licence, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;

"propeller" means 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 includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

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

"recency" means the prescribed period of time since an airman last exercised the privileges of his licence, rating or authorization;

"release to service" means an aeronautical product is certified as either airworthy or serviceable and is permitted to return to normal operations;

"repair" means the restoration of an aircraft or aeronautical product to a serviceable condition in compliance with an approved standard;

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

"skill test" means a competency test on the areas of operations for the initial issue of a licence, certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;

"small aeroplane" means an aeroplane having a maximum certified take-off mass of less than five thousand and seven hundred kilogrammes;

"solo flight" means flight time during which a Student Pilot is the sole occupant of the aircraft, or that flight time during which the Student acts as a pilot in command of a gas balloon or an airship requiring more than one flight crew member;

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

"training programme" means a programme that consists of courses, courseware, facilities, flight training equipment, and qualified 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 authorized instructor, flight training, ground training, or simulated flight training in a flight simulator or approved flight-training device;

"Trinidad and Tobago aircraft" means aircraft registered in Trinidad and Tobago;

"Trinidad and Tobago Air Operator Certificate" means an Air Operator Certificate issued by the Authority under the Act; and

"type rating" means a rating issued with respect to a specific type of aircraft.

PART I

GENERAL ADMINISTRATION PRACTICES FOR ALL AVIATIOIN DOCUMENTS

Applicability of these Regulations

3. (1) Regulations made under the Act shall apply to all persons—

(a) operating or maintaining—

(i) a Trinidad and Tobago aircraft;

(ii) an aircraft registered in another Contracting State that is operated by a person licenced in Trinidad and Tobago and maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed; and

(iii) an aircraft of other Contracting States operating in Trinidad and Tobago;

(b) certified under these Regulations; and

(c) who engage in an operation governed by these Regulations who does not have the appropriate certificate, operations specification or similar document required as part of the certification.

(2) Specific standards applicable to the holder of a certificate shall apply where they conflict with a more general regulation.

(3) Foreign air operators who conduct commercial air transport into, from or within Trinidad and Tobago, shall be governed by the provisions of the Operations Specification issued by the Authority, and by those provisions and any other requirements under the Civil Aviation [(No. 10) Foreign Air Operator] Regulations, 2004, that specifically address commercial air transport operations.

(4) The Director General may by Order appoint such number of persons to be Inspectors for the purpose of carrying out the requirements of the Act.

(5) An Inspector appointed under subregulation (4), is authorized to act as an Examiner in respect of the Act or Regulation made thereunder.

(6) The Director General may for the purpose of the Act or Regulations made thereunder, recommend that the Authority—

(a) approve persons, processes, procedures, programmes and aviation documents in accordance with the Act or Regulations made thereunder;

(b) accept aviation data, documents or approved documents of another Contracting State; and

(c) vary any procedures, processes, programmes or aviation document approved under the Act or Regulations made thereunder.

Requirement to Have Approved Licence, Rating or Authorization

Prohibition on persons performing aviation related functions

4. A person shall not perform any aviation related function requiring a licence, rating, authorization, approval or certificate unless that person has been issued with or has had validated his licence, rating, authorization, approval or certificate, by the Authority for the performance of that function.

Specifications of Airmen Licences

Airman Licence specification

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

(a) be in the prescribed form;

(b) be in the English Language; and

(c) contain—

(i) the words "Trinidad and Tobago";

(ii) the title of the licence;

(iii) the serial number of the licence, in arabic numerals;

(iv) the name of the holder in full;

(v) the date of birth of the holder;

(vi) the address of the holder;

(xvi) the nationality of the holder;

(viii) the signature of the holder;

(ix) privileges and, where necessary, the conditions under which the licence is issued;

(x) certification concerning the validity and authorization for the holder to exercise such privileges appropriate to licence;

(xi) the signature of the officer issuing the licence and the date of such issue;

(xii) a seal or stamp of the authority issuing the licence;

(xiii) ratings, such as category, class, type of aircraft, airframe and aerodrome control;

(xiv) remarks, such as category, class, type of aircraft, airframe and aerodrome control;

(xv) where necessary, a photograph; and

(xvi) such other details as required by the Authority.

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

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

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

(a) the medical currency of such airman licence;

(b) the competency of the airman; and

(c) the recency of experience of the airman.

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

Display of Aviation Document

6. (1) A person required by the Act or Regulations made thereunder, to have an airman licence or aviation document, shall have it in his physical possession or readily accessible in the aircraft or at his work site when exercising the privileges of such licence or aviation document. Display of aviation documents

(2) A person under subregulation (1), shall produce the licence or aviation document for inspection by the Director General or an Inspector upon request, or within a time to be determined by the Director General or the Inspector.

(3) In order to act as a pilot or flight engineer of a Trinidad and Tobago aircraft and a civil aircraft of foreign registration within Trinidad and Tobago, a pilot shall have in his physical possession or readily accessible in the aircraft a valid pilot licence, or valid Fight Engineer Licence as applicable.

(4) A person who holds a Fight Instructor rating shall have the rating, or other documentation acceptable to the Authority, in his physical possession or readily accessible in the aircraft when exercising the privileges of that rating.

(5) A person required by these Regulations to have a current medical certificate shall have it in his physical possession or readily accessible in the aircraft or at his work site when exercising the privileges of the licence or authorization which requires such current medical certificate for its validity.

(6) A holder of a Air Operator Certificate shall display such certificate in a place in the facility that is normally accessible to the public and that is not obscured.

(7) The owner or operator of an aircraft shall ensure that the Airworthiness Certificate of such aircraft and the Certificate of Aircraft Registration are carried in the cockpit of such aircraft.

(8) The holder of an Approved Maintenance Organization Certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the Approved Maintenance Organization.

Amendment of a Licence or Certificate

Change of name on licence or certificate

7. (1) A holder of a licence or certificate issued under the Act or Regulations made thereunder may apply to change the name on such licence or certificate.

(2) An application under subregulation (1), shall be accompanied by—

(a) the current licence or certificate; and

(b) a copy of the marriage certificate, court order or other document verifying the change in his name.

(3) The documents specified in subregulation (2), shall be returned to the airman by the Director General, after they have been verified.

Change of Address

Change of address on licence or certificate

8. A holder of an aviation document issued by the Authority, who has made a change of his permanent mailing address, shall not, after thirty days from that date, exercise the privileges of the licence or certificate unless he has notified the Authority in writing of the new permanent mailing address, or current residential address where the permanent mailing address includes a post office box number.

Replacement of an Aviation Document

Replacement of an aviation document

9. (1) A person who has lost or destroyed an aviation document issued under these Regulations shall request a replacement in writing from the Authority.

(2) A request under subregulation (1), shall state—

(a) the name of the applicant;

(b) permanent mailing address, or where the permanent mailing address includes a post office box number, the current residential address of the applicant;

(c) an official personal identification number;

(d) the date and place of birth of the airman or applicant; and

(e) any available information regarding the—

(i) grade, number, and date of issuance of the licence, and the ratings, where applicable;

(ii) date of the medical examination, where applicable; and

(iii) date the knowledge test was taken, where applicable.

(3) Upon receiving information by facsimile or other medium from the Authority confirming that the lost or destroyed document has been re-issued, the facsimile may be used in lieu of the lost or destroyed document for up to thirty days pending the receipt of the duplicate document.

Falsification or Unauthorized Reproduction, or Alteration of Licence

Falsification, reproduction, or alteration of licence

10. (1) Where applying for any licence, certificate, rating, qualification, authorization or duplicate, a person shall not make or cause to be made—

(a) any fraudulent or intentionally false statement; or

(b) fraudulent entry in any logbook, record or report required by the Act or Regulations made thereunder.

(2) A person shall not make any reproduction of or alteration to any licence, certificate, rating, qualification or authorization for fraudulent purpose.

(3) A person who commits any act prohibited under this regulation may have his airman licence, rating, certificate, qualification, or authorization revoked or suspended.

Revocation of Aviation Document

Suspension, Revocation or limitation of licence, certificate or other aviation document

11. (1) The Director General may, where safety of flight is affected, after due enquiry recommend that the Authority—

(a) suspend;

(b) revoke; or

(c) limit,

an aviation document issued by it where the Director General is not satisfied that the holder—

(d) is a fit and proper person to hold such aviation document;

(e) continues to meet the conditions of issuance or the requirements prescribed under the Act or Regulations made thereunder.

(2) Before revoking or limiting an aviation document under subregulation (1), the affected party shall be—

(a) given at least twenty-eight days notice in writing of the intention so to do and of the reasons for such proposal; and

(b) offered an opportunity to make representations.

(3) Notwithstanding subregulation (2), where it is determined that the safe operation of the aircraft is adversely affected, the aviation document may be suspended in part or in whole without prior notice until the procedures set out in subregulation (2) are completed.

Effects of Surrender, Suspension or Revocation of Aviation Document

Requirements of and effects of surrendered, suspended or revoked aviation document

12. (1) An aviation document issued by the Authority shall cease to have effect where it is surrendered, suspended, or revoked.

(2) A holder of any licence or certificate issued under these Regulations which has been suspended or revoked shall return that licence or certificate to the Authority.

(3) Where an aviation document issued by the Authority has been revoked the Director General shall cause a notice of such revocation to be published in two daily newpapers in Trinidad and Tobago.

Re-application after Revocation

Restriction on re-application after revocation

13. A person whose aviation document has been revoked shall not apply for any licence, certificate, rating, or authorization for one year from the date of revocation, unless otherwise authorized by the Authority.

Re-application after Suspension

Re-application after suspension

14. A person whose aviation document has been suspended shall not apply for a licence, rating, or authorization during the period of suspension, unless otherwise authorized by the Authority.

Voluntary surrender of Aviation Document

Voluntary surrender of aviation document

15. (1) The holder of an aviation document issued under the Act or Regulations made thereunder may voluntarily surrender it for—

(a) cancellation;

(b) issuance of a lower grade licence; or

(c) another licence with specific ratings deleted.

(2) An applicant who voluntarily surrenders his aviation document shall submit a signed statement in the form set out in Part B of Schedule 1.

Schedule 1 Part B

Prohibition on Performance during Medical Deficiencies

Restriction on Performance due to medical deficiencies

16. A person who holds a current medical certificate issued under these Regulations shall not act in a capacity for which that medical certificate is required where he—

(a) knows or has suspicion of any medical condition that would make him unable to meet the requirements for the required medical certificate; or

(b) is taking medication or receiving other treatment for a medical condition that results in him being unable to meet the requirements for the required medical certificate.

Testing for drugs and alcohol

Drug and alcohol testing and reporting

17. (1) A person who performs any function requiring a licence, rating, qualification, or authorization under the Act or Regulations made thereunder, directly or under contract for a certificate holder and who fails a drug or alcohol test may—

(a) be denied any licence, certificate, rating, qualification, or authorization issued under the Act or Regulations made thereunder, for a period of up to one year after the date of final conviction; or

(b) have his licence, certificate, rating, qualification, or authorization issued under the Act or Regulations made thereunder suspended or revoked.

(2) A person subject to the Act or Regulations made thereunder, who is convicted for the violation of any national or international statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of illegal narcotic drugs, marijuana, or depressant or stimulant drugs or substances, may—

(a) be denied any licence, certificate, rating, qualification, or authorization issued under the Act or Regulations made thereunder for a period of up to one year after the date of final conviction; or

(b) have his licence, certificate, rating, qualification, or authorization issued under the Act or Regulations made thereunder suspended or revoked.

(3) A person who is subject to these Regulations and who—

(a) refuses to submit to a drug or alcohol test, when requested by the Authority or its authorized representative; or

(b) refuses to furnish or to authorize the release of the test results requested by the Authority may—

(i) be denied any licence, certificate, rating, qualification, or authorization issued under the Act or Regulations made thereunder, for a period of up to one year after the date of that refusal; or

(ii) have his licence, certificate, rating, qualification, or authorization issued under the Act or Regulations made thereunder, suspended or revoked.

Equivalent Safety Case and Deviations

Restrictions on deviation from procedures

18. (1) A person shall not introduce a procedure which is contrary to those prescribed in the Act or Regulations made thereunder.

(2) Notwithstanding subregulation (1), where circumstances warrant deviation from prescribed procedures, a certificate holder may apply to the Authority for a Deviation Certificate.

(3) Where the Authority determines that the deviation applied for under subregulation (2), is equivalent to what is required, it may approve the use of such procedure by granting a Deviation Certificate.

(4) An alternative procedure under subregulation (3) (hereinafter referred to as “an equivalent safety case”), shall only be considered on an individual case by case basis and would be conditional upon compliance with any supplementary conditions the Authority considers to be necessary to ensure equivalent safety.

(5) A request for a Deviation Certificate shall be made in a form and manner prescribed and submitted to the Authority at least sixty days before the date the deviation is necessary for the intended maintenance, preventive maintenance, modification or operation.

(6) A request for a Deviation Certificate under subregulation (5), shall contain a statement of the circumstances, justifications and alternate method proposed for the deviation requested, and show that a level of safety shall be maintained equal to that provided by the rule from which the deviation is sought.

(7) A national air operator or person who receives a Deviation Certificate shall ensure that—

(a) the appropriate management;

(b) personnel authorized by an Approved Maintenance Organization to certify aircraft or aircraft components for release to service; and

(c) other personnel,

are notified of the deviation, including the extent of the deviation and when the deviation is terminated or amended.

(8) Notwithstanding the sixty-day requirement for submission under subregulation (5), where the deviation required is one which necessitates immediate implementation, a national air operator may submit a request for such deviation within a shorter period and where he shows that such deviation is necessary in the interest of safety, the Director General may recommend that the Authority authorize the use of such deviation for a prescribed period.

Licences Issued

Issue of airman licences

19. The Director General may recommend that the Authority issue the following licenses under this Part:

(a) Student Pilot Licence;

(b) Private Pilot Licence;

(c) Commercial Pilot Licence;

(d) Airline Transport Pilot Licence;

(e) Flight Engineer Licence;

(f) Air Traffic Controller Licence;

(g) Aircraft Maintenance Engineer Licence;

(h) Aviation Repair Specialist Licence; and

(i) Parachute Rigger Licence.

Validation of Foreign Licence

Validation of licences issued by another Contracting State

20. The Director General may recommend that the Authority validate a licence issued by another Contracting State, by issuing a suitable authorization to be carried with the foreign licence with such limitations and restrictions as the Director General may recommend.

Conversion of Foreign Licence

Conversion of foreign licence

21. The Director General may recommend that the Authority issue a Trinidad and Tobago airman licence to an applicant who holds a valid airman licence issued by another contracting State with such limitations and restrictions as the Director General may recommend.

General Airmen Ratings

Authority to issue ratings for pilots

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

(a) category ratings in the following aircraft:

(i) aeroplane;

(ii) rotorcraft;

(iii) glider;

(iv) lighter-than-air; and

(v) powered-lift;

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

(i) single-engine, land;

(ii) single-engine, sea;

(iii) multi-engine, land; and

(iv) multi-engine, sea;

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

(i) helicopter; and

(ii) 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) large aircraft, other than lighter-than-air;

(ii) small turbojet powered aeroplanes;

(iii) small helicopters for operations requiring a Trinidad and Tobago Air Operator Certificate;

(iv) aircraft certified for at least two pilots; and

(v) any aircraft considered necessary by the Authority; and

(f) Instrument Ratings in the following aircraft:

(i) aeroplane;

(ii) helicopter; and

(g) Flight Instructor Rating.

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

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

(a) Reciprocating engine powered Rating;

(b) Turbopropeller powered Rating; and

(c) Turbojet powered Rating.

Airmen Authorizations

Authority may issue authorizations

23. The Director General may recommend that the Authority issue the following authorizations:

(a) Category II Pilot Authorization;

(b) Category III Pilot Authorization;

(c) Flight Test Examiner Authorization;

(d) Ground Instructor Authorization;

(e) Special Pilot Authorization;

(f) Flight Operations Officer Authorization; and

(g) Inspector Authorization.

PART II

PILOT LICENCES, RATINGS AND AUTHORIZATIONS

Applicability

24. This Part sets out the requirements for licences, ratings and authorizations that may be issued by the Authority for pilots.

Student Pilot Licence General Requirements

Requirement for Student Pilot Licence

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

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

(b) pay the prescribed fee;

(c) be at least sixteen years of age;

(d) be able to read, speak, write and understand the English Language; and

(e) hold a current Class 2 medical assessment in accordance with Part VIII.

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

Issue and Validity of Student Pilot Licence

Issue and validity of Student Pilot Licence

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

(2) Notwithstanding regulation 5(3) a Student Pilot Licence issued in accordance with subregulation (1), shall expire at the end of the last day of the—

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

(b) twelfth month from the date of the medical examination shown on the certificate where the person has reached his fortieth birthday on or before the date of such examination, for operations requiring a Student Pilot Licence.

Student Pilot Solo Requirements

Solo requirements for student pilot

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

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

(a) air law;

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

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

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

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

(a) received and logged flight training for the manoeuvres and procedures set out in Part A of Schedule 2 that are appropriate to the make and model of aircraft to be flown; and

Schedule 2 Part A

(b) demonstrated satisfactory proficiency and safety, as judged by an authorized 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.

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

Schedule 2 Part B

(6) Where the student pilot—

(a) passes the aeronautical knowledge test under subregulation (2); and

(b) meets the requirements of subregulations (4) and (5), the Director General may recommend that the Authority to authorize such Student Pilot to conduct a solo flight.

(7) A recommendation under subregulation (6), shall be endorsed on a Student Pilot Licence.

Student Pilot Licence General Limitations

General limitation of a Student Pilot Licence and training requirements

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

(a) that is carrying a passenger;

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

(c) that is operated for compensation or hire;

(d) in furtherance of a business;

(e) on an international flight;

(f) with a flight of surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;

(g) when the flight cannot be made with visual reference to the surface; or

(h) in a manner contrary to any limitations placed in the logbook of the student pilot by an authorized Flight Instructor.

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

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

(a) the aircraft type certificate; or

(b) by the Act or Regulations made thereunder.

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

(a) when receiving flight training from an authorized Flight Instructor or on board an airship; and

(b) where no person other than a required flight crew member is carried on the aircraft.

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

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

(a) flight training at night that includes takeoffs, approaches, landings, and go-arounds at night at the airport where the student pilot intends to conduct the solo flight;

(b) navigation training at night in the vicinity of the airport where the student pilot intends to conduct the solo flight; and

(c) an endorsement for night solo flight.

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

Solo Cross-country

Solo cross-country requirements for student pilot

29. (1) A student pilot shall before—

(a) conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the aerodrome from where the flight originated; and

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

meet the requirements of these Regulations.

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

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

(b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures set out in Part C of Schedule 2, to an authorized Flight Instructor; Schedule 2 Part C

(c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures set out in Part C of Schedule 2, in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and

(d) comply with any limitations included in the endorsement of the authorized Flight Instructor that are required by subregulations (6) and (7).

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

(4) Notwithstanding subregulations (1) and (2), a student pilot under subregulation (3), may make solo flights to another airport that is within 25 nautical miles from the airport where he normally receives training, where—

(a) the authorized fight 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 takeoffs and landings at the other airport;

(b) the student pilot has a current solo flight endorsement in accordance with subregulation 27(7);

(c) the authorized Flight Instructor has determined that the student pilot is proficient to make the flight; and

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

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

(a) the authorized Flight Instructor who gave the endorsement gave the student pilot flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs and landings at the airport to be used;

(b) the student pilot has current solo flight endorsements in accordance with regulation 27(7); and

(c) the student pilot has a current solo cross-country flight endorsement in accordance with subregulation (6), except that separate endorsements are not required for each flight made under this regulation.

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

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

Private Pilot Licence General Requirements

Private Pilot Licence requirement

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

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

(b) pay the prescribed fee;

(c) be at least seventeen years of age;

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;

(e) pass the required aeronautical knowledge test in the aeronautical knowledge areas as set out in regulation 31;

(f) receive flight instruction as set out in regulation 32 and a logbook endorsement from an authorized Flight Instructor who—

(i) conducted the training in the areas of operation that apply to the aircraft category and rating sought; and

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

(g) meet the aeronautical experience requirements of these Regulations that apply to the aircraft rating sought before applying for the skill test;

(h) pass a skill test on the areas of operation listed in regulation 33 that apply to the aircraft rating sought;

(i) provide the Authority with evidence of having received training in the physiology of flight set out in Part D of Schedule 2;

Schedule 2 Part D

(j) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and

(k) pass the skill test under regulation 33;

(l) hold a current Class 2 medical certificate in accordance with Part VIII of these Regulations.

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

(3) Where an applicant under this Part requires a Type Rating shall satisfy the requirements of regulation 58.

(4) Where an applicant under this Part requires an Instrument Rating, the applicant under this regulation shall satisfy the requirements of regulation 60.

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

(6) The Authority may accept the Instrument Rating on the Commercial Pilot Licence or Airline Transport Pilot Licence issued by another Contracting State where it meets the requirement of regulation 60.

Private Pilot Licence Aeronautical Knowledge Requirements

Private Pilot Licence aeronautical knowledge requirements

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

(2) An applicant under subregulation (1) shall have demonstrated through an aeronautical knowledge test a level of knowledge appropriate to the privileges granted to the holder of a Private Pilot Licence in the areas set out in Part A of Schedule 3.

Schedule 3 Part A

Private Pilot Flight Instruction Requirements

Private pilot flight instruction requirements

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

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

(a) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;

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

(c) control of the aircraft by external visual reference;

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

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

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

(g) maximum performance take-offs in respect of short field and obstacle clearance, short-field landings;

(h) flight reference solely to instruments, including the completion of a level 180˚ turn;

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

(j) emergency operations, including simulated aircraft equipment malfunctions; and

(k) operations to, from and transiting controlled aerodromes, compliance with Air Traffic Controls procedures, radiotelephony procedures and phraseology.

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

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

(a) an aeroplane category rating with a multiengine class rating shall have received and logged training in multiengine operations;

(b) a rotorcraft category rating with a helicopter class rating shall have received and logged training in—

(i) airport and heliport operations; and

(ii) hovering manoeuvres;

(c) a rotocraft category rating with a gyroplane class rating shall have received and logged training in flight at slow airspeeds;

(d) a powered-lift category rating shall have received and logged training in—

(i) airport and heliport operations; and

(ii) hovering manoeuvres;

(e) a glider category rating shall have received and logged training in—

(i) airport operations;

(ii) launches and landings;

(iii) performance speeds; and

(iv) soaring techniques; and

(f) lighter-than-air category rating with a balloon class rating shall have received and logged training in launches and landings.

Private Pilot Skill Requirements

Private Pilot skill requirement
Schedule 3 Part B Part C

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

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

Private Pilot Aeronautical Experience Requirements

Private Pilot Licence aeronautical experience requirements for additional ratings

34. (1) An applicant for a Private Pilot Licence with an aeroplane, rotorcraft, or powered-lift category rating shall receive and log one of the following minimum flight training times:

Schedule 3 Part A

(a) at least forty hours of flight time that includes at least twenty hours of flight training from an approved Aviation Training Organization or an authorized instructor in the aeronautical knowledge areas listed in Part A of Schedule 3; and

(b) ten hours of solo flight training in the areas listed in regulation 32.

(2) An applicant who has successfully completed a Private Pilot Licence course conducted by an approved Aviation Training Organization need have only thirty-five hours of aeronautical experience unless fewer hours are approved by the Authority.

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

(4) An applicant for a Private Pilot Licence may credit one of the following in an approved flight simulator or an approved flight training device representing the category, class, and type, where applicable, of aircraft appropriate to the rating sought:

(a) a maximum of two and one half hours of training, where such training is received from an authorized instructor other than an approved Aviation Training Organization; or

(b) a maximum of five hours of training where such training is accomplished in a course conducted by an approved Aviation Training Organization.

(5) Where an applicant under this Part requires a Type Rating he shall satisfy the requirements of regulation 58.

(6) Where an applicant under this Part requires an Instrument Rating he shall satisfy the requirements of regulation 60.

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

Conversion of a Private Pilot Licence from another Contracting State

35. (1) Notwithstanding regulation 30, a person is also qualified to hold a Private Pilot Licence under these Regulations where he— Conversion of a Private Pilot Licence based on qualifications of another Contracting State

(a) holds a pilot licence issued by the civil aviation authority of another Contracting State that is equivalent to the Private Pilot Licence issued by the Authority;

(b) satisfies the requirements of regulation 30(1)*(c), (d)* and *(l)*;

(c) provides the Authority with evidence of having successfully completed the aeronautical knowledge and skill test for the grant of a Private Pilot Licence; and

(d) passes the required knowledge test in air law.

(2) Where a Type Rating is required the applicant under this regulation shall satisfy the requirements of regulation 58.

(3) Where an Instrument Rating is required the applicant under this regulation shall satisfy the requirements of regulation 60.

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

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

Issue of Private Pilot Licence

Issue of Private Pilot Licence

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

Privileges and Limitations of a Private Pilot Licence

Private Pilot Licence privileges and limitations

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

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

(b) operated for compensation or hire.

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

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

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

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

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

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

(i) an agency of the Government of Trinidad and Tobago; or

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

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

Limitations of Private Pilot Licence with Balloon Rating

Limitations of Private Pilot with balloon rating

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

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

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

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

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

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

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

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

Commercial Pilot General Requirements

General requirements for Commercial Pilot Licence and rating requirements

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

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;

(e) pass or provide the Authority with evidence of having passed the required aeronautical knowledge test under regulation 40;

(f) receive or provide the Authority with evidence of having

received the instruction required by regulation 41 and a logbook endorsement from an authorized Flight Instructor who—

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

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

(g) meet the aeronautical experience requirements of regulation 39 that apply to the aircraft category and class rating sought before applying for the skill test check;

(h) pass or provide the Authority with evidence of having passed the skill test on the areas of operation set out in Part A of Schedule 4 that apply to the aircraft category and class rating sought;

Schedule 4 Part A

(i) pass the skill test under paragraph *(h)* in the manner set out in Part B of Schedule 4;

(j) complete or provide the Authority with evidence of having completed the training in the physiology of flight set out in Part D of Schedule 2;

Schedule 4 Part B

(k) hold a valid Private Pilot Licence issued under these regulations;

Schedule 2 Part D

(l) holds a military pilot licence which is certified by the issuing Contracting State as being equivalent to a Commercial Pilot Licence or an Airline Transport Pilot Licence;

(m) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and

(n) hold a current Class 1 medical certificate issued in accordance with Part VIII.

(2) Where a Type Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 58.

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

Commercial Pilot Aeronautical Knowledge Requirements

Aeronautical knowledge requirements for the issue of a Commercial Pilot Licence Schedule 4 Part C

40. An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence that he has received and logged ground training from an approved Aviation Training Organization or an authorized instructor on the aeronautical knowledge areas set out in Part C of Schedule 4 and a recommendation from the authorized instructor that he is prepared for the knowledge test.

Commercial Pilot Flight Instruction Requirements

Commercial pilot flight instruction requirements

41. (1) An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence of having received and logged ground and flight instruction at an approved Aviation Training Organization or from an authorized instructor on the required flight instruction areas of operation.

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

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

(4) The instrument training and experience specified in subregulation (2), and the night flying experience specified in subregulation (3), shall not entitle the holder of a Commercial Pilot Licence to pilot aircraft under Instrument Flight Rules.

Commercial Pilot Skill Test

Skill test for the issue of a Commercial Pilot Licence

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

Schedule 4 Part A
Schedule 4 Part B

Commercial Pilot Aeronautical Experience Requirements

Commercial Pilot Aeronautical Experience requirements
Schhedule 4 Part E

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

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

(a) one hundred and ninety hours for an aeroplane or powered-lift rating; and

(b) one hundred and fifty hours for a helicopter rating.

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

(4) An applicant for a Commercial Pilot Licence may credit one of the maximum times for training in approved or accepted flight training equipment representing the applicable category, class, and type of aircraft appropriate to the rating sought with the following hours:

(a) fifty hours for an aeroplane or powered-lift rating;

(b) twenty-five hours for a helicopter rating;

(c) one hundred hours for an aeroplane or powered-lift rating in a course conducted by an approved Aviation Training Organization certified under these Regulations; or

(d) fifty hours for a helicopter rating in a course conducted by an approved Aviation Training Organization certified under these Regulations.

Conversion of a Commercial Pilot Licence from another Contracting State

Requirements for Commercial Pilot Licence where applicant holds equivalent licence

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

(a) holds a valid pilot licence issued by a civil aviation authority of another Contracting State that is equivalent to a Commercial Pilot Licence issued by the Authority; and

(b) passes the required knowledge test on the following knowledge areas:

(i) rules and regulations relevant to the holder of a Commercial Pilot Licence;

(ii) rules of the air, appropriate Air Traffic Control practices and procedures;

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

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

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

(vi) general aeronautical knowledge; and

(vii) aeronautical knowledge specific to the aircraft type.

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

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

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

(5) Where a Type Rating is required, the applicant under subregulation (2), shall satisfy or provide the Authority with evidence that he has met the requirements of regulation 58.

(6) Where an Instrument Rating is required the applicant shall satisfy or provide the Authority with evidence that he has met the requirements of regulation 60.

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

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

Issue of Commercial Pilot Licence

Issue of Commercial Pilot Licence

45. Where the Director General is satisfied that the applicant for a Commercial Pilot Licence meets the requirements of this Part, he may recommend that the Authority issue the applicant with a Commercial Pilot Licence.

Commercial Pilot Licence Additional Category and Class Rating Requirements

Requirements for additional category class and Type Rating for the holder of a Commercial Pilot Licence

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

(a) meet the applicable eligibility requirements;

(b) pass a knowledge test on the applicable aeronautical knowledge areas;

(c) meet the applicable aeronautical experience requirements; and

(d) pass the skill test proficiency check on the areas of operation.

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

Commercial Pilot Licence Privileges

Commercial Pilots Licence privileges

47. (1) The holder of a Commercial Pilot Licence (hereinafter referred to as "a commercial pilot") may—

(a) exercise all the privileges of the holder of a Private Pilot Licence;

(b) act as pilot in command in any aircraft engaged in operations other than commercial air transport;

(c) act as pilot in command in commercial air transport operations in any aircraft certificated for single pilot operation; and

(d) act as co-pilot in commercial air transport operations in aircraft for which he holds a Type Rating and which is required to be operated with a co-pilot.

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

(a) give flight and ground training in an airship for the issuance of a licence or rating for an airship;

(b) endorse a pilot logbook for an airship; and

(c) act as pilot in command of an airship under Instrument Flight Rules;

(d) give flight and ground training in a balloon for the issuance of a licence or rating for a balloon; and

(e) endorse a pilot logbook for a balloon.

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

Commercial Pilot Licence Limitations

Limitations of Commercial Pilots Licence

48. (1) The Director General may recommend that the Authority issue to an applicant for a Commercial Pilot Licence with an aeroplane category or powered-lift category rating who does not hold an Instrument Rating in the same category and class, a Commercial Pilot Licence that contains the limitation,

"The carriage of passengers for hire in (aeroplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited.".

(2) A Commercial Pilot may apply to the Authority to have the limitation under subregulation (1), removed by satisfactorily accomplishing the requirements of regulation 60 for an Instrument Rating in the same category and class that has the limitation.

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

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

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

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

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

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

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

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

Airline Transport Pilot Licence General Requirements

Airline Transport Pilot Licence requirements

49. (1) A person wishing to apply for an Airline Transport Pilot Licence, shall—

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

(b) pay the prescribed fee;

(c) be at least twenty-one years of age;

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;

(e) meet at least one of the following requirements:

(i) hold a valid and current Commercial Pilot Licence and an instrument rating;

(ii) hold a military pilot licence which is certified by the issuing Contracting State as being equivalent to a Commercial Pilot Licence or an Airline Transport Pilot Licence; or

(f) meet the aeronautical experience requirements of regulation 52 before applying for the skill test check;

(g) pass or provide the Authority with evidence of having passed an aeronautical knowledge test in the applicable knowledge areas under regulation 50;

(h) pass or provide the Authority with evidence of having passed the skill test under regulation 51;

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(i) provide the Authority with evidence of having received training on the physiology of flight set out in Part D of Schedule 2; and

(j) hold a current Class 1 medical certificate in accordance with Part VIII of these Regulations.

(2) Where a Type Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 58.

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

Airline Transport Pilot Aeronautical Knowledge Requirements

Airline transport pilot aeronautical knowledge requirements

50. An applicant for an Airline Transport Pilot Licence, under regulation 49, shall provide evidence to the Authority that he has received and logged ground training from an approved Aviation Training Organization or authorized instructor on the required aeronautical knowledge areas set out in Part A of Schedule 5.

Schedule 5 Part A

Airline Transport Pilot Flight Skill Requirements

Airline transport pilot flight skill requirements

51. (1) An applicant for an Airline Transport Pilot Licence under regulation 49 shall provide evidence of having received the flight instruction required for the issue of a Commercial Pilot Licence and for the issue of an Instrument Rating under regulation 60, that apply to the category and class rating sought.

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

Airline Transport Pilot Aeronautical Experience for Aeroplane Category Rating

52. (1) An applicant for an Airline Transport Pilot Licence with an aeroplane category and class rating shall have no less than one thousand five hundred hours of total time as a pilot that includes no less than— Airline transport pilot aeronautical experience for aeroplane category rating

(a) five hundred hours of cross-country flight time;

(b) one hundred hours of night flight time;

(c) seventy-five hours of instrument flight time, in actual or simulated instrument conditions;

(d) not more than one of the following in an approved or accepted flight training equipment representing an aircraft:

(i) twenty-five hours of simulated instrument time; or

(ii) fifty hours of simulated instrument time where the training was accomplished in a course conducted by an approved Aviation Training Organization certified under these Regulations;

(e) two hundred and fifty hours of flight time in an aeroplane as a pilot in command, or as co-pilot performing the duties and functions of a pilot in command while under the supervision of a pilot in command or any combination thereof, which includes no less than:

(i) rules and regulations relevant to the holder of a Commercial Pilot Licence; one hundred hours of crosscountry flighttime; and

(ii) twenty-five hours of night flight time.

(2) Notwithstanding subregulation (1), a pilot who has performed at least twenty night take-offs and landings to a full stop, may substitute each additional night take-off and landing to a full stop, for 1 hour of night flight time to satisfy the requirements of subregulation (1)*(b)*, but not exceeding twenty-five hours of night flight time.

(3) Notwithstanding subregulation (1)*(a)*, an applicant for an Airline Transport Pilot Licence who holds a Commercial Pilot Licence, may credit the following acquired flight times toward the one thousand, five hundred hours of total time as a pilot required under subregulation (1):

(a) co-pilot time acquired in an aeroplane—

(i) where it is required to have more than one pilot by the aeroplane flight manual or type certificate; or

(ii) engaged in operations under the Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulations, 2004 for which a co-pilot is required;

(b) Flight Engineer time to a maximum of 300 hours—

(i) in an aeroplane required to have a Flight Engineer by the aeroplane flight manual or Type Certificate;

(ii) while engaged in operations under the Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulations, 2004 for which a Flight Engineer is required; and

(iii) while the pilot is participating in a pilot training programme approved by the Authority.

(4) In calculating the Flight Engineer time to be credited under subregulation 3*(b)*, every three hours of flight time recorded shall count as one credit hour.

Airline Transport Pilot Aeronautical Experience for Rotorcraft

Airline Transport Pilot Licence aeronautical experience for rotorcraft category and class rating Schedule 5 Part C

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

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

Conversion of an Airline Transport Pilot Licence from another Contracting State

Requirements for an Airline Transport Pilot Licence where applicant holds equivalent licence

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

(a) holds a valid pilot licence issued by the civil aviation authority of another Contracting State that is equivalent to the Airline Transport Pilot Licence issued by the Authority;

(b) satisfies the requirements of regulation 49*(c), (d)* and *(e);*

(c) passes the required knowledge test on the following knowledge areas:

(i) rules and regulations relevant to the holder of a Airline Transport Pilot Licence;

(ii) rules of the air; appropriate Air Traffic Controls, practices and procedures;

(iii) operating limitations of appropriate aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;

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

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

(vi) general aeronautical knowledge; and

(vii) aeronautical knowledge specific to the aircraft type;

(d) meets the Instrument Rating requirements of regulation 60.

(2) The Authority may accept the Instrument Rating on the Commercial Pilot Licence or Airline Transport Pilot Licence issued by another Contracting State where such Instrument Rating meets the requirement of regulation 60.

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

(4) Where a Type Rating is required an applicant under this regulation shall satisfy the Type Rating requirements set out in regulation 58.

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

Issue and Validity of Airline Transport Pilot Licence

Issue and validity of Airline Transport Pilot Licence

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

Airline Transport Pilot Additional Category, Class and Type Rating

Requirements for additional category class and Type Rating for holder of an Airline Transport Pilot Licence

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

(a) meet the applicable eligibility requirements;

(b) pass a knowledge test on the applicable aeronautical knowledge areas;

(c) meet the applicable aeronautical experience requirements; and

(d) pass the skill test on the areas of operation.

(2) An applicant for an Airline Transport Pilot Licence with a Type Rating shall not be required to pass a knowledge test where the Airline Transport Pilot Licence of the pilot lists the aircraft category and class rating appropriate to the Type Rating sought.

Privileges of Airline Transport Pilot Licence

Airline Transport Pilot Licence privileges

57. (1) The holder of an Airline Transport Pilot Licence (hereinafter referred to as "Airline Transport Pilot") may, subject to continued validity and medical fitness requirements, exercise the same privileges as those extended to a Commercial Pilot Licence with an Instrument Rating and the privilege to act as pilot in command and co-pilot in an aircraft category and class rating appropriate to the Type Rating sought.

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

(3) An Airline Transport Pilot may instruct—

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

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

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

(5) Subregulation (4), shall not include briefing and debriefing.

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

General Requirements for Type Ratings

Type Rating requirements

58. (1) A pilot, shall, in acting as a pilot in command of—

(a) large aircraft, other than lighter-than-air;

(b) small turbojet power aeroplanes;

(c) small helicopters for operations requiring a Trinidad and Tobago Air Operator Certificate;

(d) aircraft certified for at least two pilots; and

(e) any aircraft considered necessary by the Authority;

(f) hold a Type Rating for such aircraft.

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

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

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

(i) aeronautical knowledge areas;

(ii) areas of operation;

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

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

(e) not be required to take an additional aeronautical knowledge test, where he holds an aeroplane, rotorcraft, powered-lift, or airship rating on his pilot licence.

(3) Notwithstanding subregulation 2*(d)* an applicant for a Type Rating in—

(a) a multi-engine aeroplane with a single pilot station may meet the requirements of subregulation 2*(b)* in a multi-seat version of that multi-engine aeroplane;

(b) a single engine single pilot station aeroplane may meet the requirements of subregulation 2*(b)*, in a multi-seat version of that single engine aeroplane.

(4) An applicant for a Type Rating who during testing for such rating provides an aircraft which is not capable of the instrument manoeuvres and procedures required by the appropriate requirements of regulation 60 for the skill test, may obtain a Type Rating limited to "Visual Flight Rules only".

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

(6) Notwithstanding subregulation (3), the Director General may recommend that the Authority issue to an applicant for a Type Rating, a licence with the limitation "Visual Flight Rules only" for each aircraft type not adequately equipped to allow the applicant to show instrument proficiency.

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

Special Pilot Authorization

Special Pilot Authorization

59. (1) The Director General may recommend that the Authority issue a special Pilot Authorization for the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, in place of issuing the class or type rating required.

(2) The special Pilot Authorization under subregulation (1) shall be limited in validity to the time needed to complete the specific flight.

Instrument Rating Requirements

Instrument rating requirements

60. (1) Where a pilot wishes to apply for an Instrument Rating, he shall—

(a) hold a pilot licence with an aircraft category and class rating for the Instrument Rating sought;

(b) provide the Authority with evidence that he has—

(i) received aeronautical knowledge instruction on an approved instrument rating course at an organization approved to conduct such courses;

(ii) received a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required skill test check;

(iii) passed an aeronautical knowledge test on the aeronautical knowledge areas set out in Part D of Schedule 6, unless the applicant already holds an Instrument Rating issued by another Contracting State or already holds an Instrument Rating in another category; and

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(iv) passed the required skill test set out in Part B of Schedule 6 on the areas of operation in—

Schedule 6 Part B

(A) the aircraft category, class, and Type Rating, where appropriate to the rating sought; or

(B) flight training equipment appropriate to the rating sought and approved for the specific manoeuvre or procedure performed, unless the applicant already holds an Instrument Rating issued by another Contracting State;

(v) a level of knowledge appropriate to the privileges granted to the holder of an instrument rating;

(vi) received and logged ground training from an authorized instructor on the areas of aeronautical knowledge that apply to the instrument rating set out in Part E of Schedule 6; and

Schedule 6 Part E

(vii) received and logged training from an authorized Flight Instructor in an aircraft, or in approved or accepted flight training equipment, in accordance with subparagraph (iv), in the following areas of operation:

(A) pre-flight preparation;

(B) pre-flight procedures;

(C) Air Traffic Control clearances and procedures;

(D) flight by reference to instruments;

(E) navigation systems;

(F) instrument approach procedures;

(G) emergency operations; and

(H) post-flight procedures;

(c) perform the skill test under paragraph *(b)*(iv) in the manner set out in Part C of Schedule 6;

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(d) log the aeronautical experience set out in Part D of Schedule 6;

(e) hold a Class 1 medical certificate issued in accordance with Part VIII.

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

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

(a) a maximum of thirty hours in that flight training equipment where the training was accomplished in accordance with a training programme approved under these Regulations; or

(b) a maximum of twenty hours in that flight training equipment where the training was not accomplished in accordance with a training programme approved under these regulations.

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

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

(6) The flight instructor under subregulation (5) shall ensure that the applicant has operational experience in the operation of the aeroplane solely by reference to instruments with one engine inoperative or simulated inoperative.

Validity and Revalidation of Instrument Rating

Validity and revalidation of Instrument Ratings

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

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

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

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

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

Renewal of Instrument Rating

Renewal of expired Instrument Rating

62. Where the instrument rating has not been revalidated within the preceding seven years of the date of expiration, the holder shall, where the Authority deems it necessary, retake some or all of the required skill test under regulation 60 and upon successful completion thereof such instrument rating shall be renewed.

Limitations

Limitation on Instrument Rating

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

Credits and Exemptions

Credits and exemptions applicable to theoretical knowledge for licences

64. (1) The holder of a helicopter instrument rating shall be exempted from the aeronautical knowledge instruction and examination requirement under regulation 60 for an instrument rating.

(2) The holder of the following licences shall be exempted from the aeronautical knowledge instruction and examination requirements where he completes the relevant bridge instruction and passes the relevant examinations:

(a) a helicopter category rating for the issue of an aeroplane category rating;

(b) an aeroplane category rating for the issue of a helicopter category rating; or

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

(d) Commercial Pilot Licence or Airline Transport Pilot Licence aeroplane category rating for the issue of an Airline Transport Pilot Licence helicopter category rating not restricted to Visual Flight Rules;

(e) an Airline Transport Pilot Licence helicopter category rating restricted to Visual Flight Rules or of a Commercial Pilot Licence helicopter category rating for the issue of a Commercial Pilot Licence aeroplane category rating; or

(f) a Commercial Pilot Licence aeroplane category rating for the issue of an Airline Transport Pilot Licence helicopter category rating restricted to Visual Flight Rules or of a Commercial Pilot Licence helicopter category rating.

(3) An applicant having passed the aeronautical knowledge examination for Commercial Pilot Licence aircraft category rating is credited with the aeronautical knowledge requirement for a Private Pilot Licence aircraft category.

General Requirements for Category Rating

Category Rating requirements

65. A pilot seeking a category rating shall—

(a) have the required training and possess the aeronautical experience required by these regulations for the aircraft category and, where applicable, class and Type Rating sought;

(b) have an endorsement in his logbook or training record from an authorized instructor that the applicant has in respect of the pilot licence for the aircraft category and, where

applicable, class and Type Rating sought been found competent in the following areas, as appropriate to:

(i) aeronautical knowledge areas; and

(ii) areas of operation;

(c) pass the skill test applicable to the pilot licence for the aircraft category and, where applicable, class and Type Rating sought; and

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

General Requirements for Additional Class Rating

66. A pilot seeking an additional class rating shall— Additional class rating requirements

(a) have an endorsement in his logbook or training record from an authorized instructor that the applicant has in respect of the pilot licence and for the aircraft class rating sought been found competent in the following areas:

(i) aeronautical knowledge areas; and

(ii) areas of operation;

(b) pass the skill test applicable to the pilot licence for the aircraft class rating sought;

(c) not be required to meet the training time requirements prescribed by these Regulations for the aircraft class rating sought; and

(d) not be required to take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating appropriate to that Pilot Licence.

General Requirements for Category II and Category III Pilot Authorization

67. (1) An applicant for a Category II or Category III Pilot Authorization shall— Category II or III Pilot Authorization requirements

(a) hold a pilot licence with an Instrument Rating or an Airline Transport Pilot Licence;

(b) hold a category, class and Type Rating, where applicable, for the aircraft for which the authorization is sought; and

(c) complete the skill test requirements.

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

(a) fifty hours of night flight time as a pilot in command;

(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 approved or accepted flight training equipment; or

(ii) forty hours of simulated instrument flight time where accomplished in an approved course conducted by an approved Aviation Training Organization certified to conduct Category II or Category III pilot training and testing; and

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

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

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

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

Issue of Category II or Category III Pilot Authorization

Issue of Category II or III Pilot Authorization

68. (1) Where an applicant for a Category II or Category III Pilot Authorization under regulation 67, meeting the requirements of that rating the Director General may recommend that the Authority issue such authorization.

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

Limitations of Category II and III Pilot Authorization

Limitations of Category II and Category III Authorization

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

(a) for Category II operations, 1,600 feet Runway Visual Range and a 150 feet decision height; and

(b) for Category III operations, as specified in the authorization document.

(2) In order to have the limitation at subregulation (1)*(a)* removed, a pilot with a Category II Pilot Authorization issued in accordance with these regulations, shall for six months preceding the exercise of each authorization, make three Category II Instrument Landing System approaches with a 150 feet decision height to a landing under actual or simulated instrument conditions.

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

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

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

(a) issuance or renewal of—

(i) a Category II Pilot Authorization;

(ii) a Category III Pilot Authorization; and

(b) the addition of another type aircraft to—

(i) a Category II Pilot Authorization;

(ii) a Category III Pilot Authorization.

(6) To be eligible for the skill test for a Pilot Authorization under this subregulation (5), an applicant shall—

(a) meet the requirements of regulation 67; and

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

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

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

(A) in respect of a Category II pilot authorization under the conditions set out in Part A of Schedule 7; Schedule 1 Part A

(B) in respect of a Category III Pilot Authorization under the conditions set out in Part B of Schedule 7,

Schedule 7 Part B

during the six 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.

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

(8) The skill test under subregulation (5)*(a)*(i) and *(b)*(i), shall consist of—

(a) an oral increment of the skill test where an applicant shall demonstrate knowledge in the areas specified in Part C of Schedule 7; and

Schedule 7 Part C

(b) a flight increment which shall have the components set out in Part D of Schedule 7.

Schedule 7 Part D

(9) The skill test under subregulation (5)*(a)*(ii) and *(b)*(ii), shall consist of—

(a) a practical test of the knowledge in the areas specified in Part E of Schedule 7; and

Schedule 7 Part E

(b) a flight test which shall have the components set out in Part F of Schedule 7.

Schedule 7 Part F

Validation of Foreign Pilot Licences

Validation of Foreign Pilot Licences

70. (1) The Director General may recommend that the Authority validate a licence issued by another Contracting State, by issuing a suitable authorization to be carried with the foreign licence with such limitations and restrictions as the Director General may recommend, where he is satisfied that the licensee—

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

(b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of the Chicago Convention, for that licence;

(c) does not currently hold a pilot licence issued by the Authority;

(d) holds a current medical certificate issued by the Contracting State which issued the licence;

(e) except as provided under regulation 189, is able to read, speak, write, and understand the English Language; and

(f) has passed the aeronautical knowledge test in air law.

(2) The validity of the authorization under subregulation (1), shall not extend beyond the period of validity of the licence, or twelve months from date of issue.

Pilot in Command and Co-pilot

Restrictions in who may act as a pilot in command or co-pilot

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

(a) is the sole occupant of the aircraft;

(b) is receiving training for the purpose of obtaining an additional pilot licence or rating that is appropriate to that aircraft while under the supervision of an authorized instructor, or

has received training required by this Part that is appropriate to the aircraft category, class, and Type Rating for the aircraft to be flown, and has received the required logbook endorsements from an authorized instructor.

Category and Class Rating of Pilots

Pilot in command and co-pilot shall hold category, class and Type Rating

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

(a) carrying another person; or

(b) operated for compensation or hire,

unless that pilot holds a category, class, and Type Rating that apply to the aircraft.

Further limitations on pilots

Further limitations for pilot in command or co-pilot

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

(a) of a complex aeroplane, high-performance aeroplane, or a pressurized aircraft capable of flight above 25,000 feet above mean sea level; or

(b) of an aircraft that the Authority has determined requires aircraft type specific training,

unless the person has—

(c) received and logged ground and flight training from an authorized instructor on the applicable aircraft type, or in approved or accepted flight training equipment that is representative of that aircraft, and he is proficient in the operation of the systems of that aircraft; and

(d) received a one-time endorsement in his logbook from an authorized instructor who certifies him as proficient to operate that aircraft.

Exceptions to Requirements for Training and Endorsements

Exceptions to requirements for training and endorsement

74. Notwithstanding regulation 73, the training and endorsement required under that regulation shall not be required where the person has logged flight time as pilot in command or co-pilot of that type of aircraft, or in approved or accepted flight training equipment that is representative of such an aircraft, prior to these regulations coming into effect.

Tail-wheel Aeroplane Restrictions

Restrictions on acting as pilot in command or co-pilot of tail-wheel aeroplane

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

(a) received and logged flight training from an authorized instructor in a tail-wheel aeroplane on the manoeuvres and procedures listed in paragraph *(b)*;

(b) received an endorsement in his logbook from an authorized instructor who found the person proficient in the operation of a tail-wheel aeroplane, to include at least—

(i) normal and crosswind take-offs and landings; and

(ii) wheel landings,

unless the manufacturer has recommended against such landings, and goaround procedures; and

(c) passed the human factors knowledge test.

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

Limitations on Rating

Endorsement on limitations

76. Where a Type Rating is issued, limiting the privileges to act as co-pilot such limitation shall be endorsed on the rating.

PART III

PILOT TRAINING PERSONNEL

Applicability

77. This Part prescribes the requirements for the issuance of flight instructor ratings, the conditions under which such ratings are necessary, and the limitations on those ratings.

Flight Instructor Certification

Prohibitions on instructing in flight training

78. A person shall not instruct in flight training unless he holds a Flight Instructor Rating issued by the Authority in accordance with these regulations.

Flight Instructor Ratings Requirements

Flight Instructor Ratings requirements

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

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;

(e) 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; and

(ii) an Instrument Rating, where the person holds a Commercial Pilot Licence and is applying for a Flight Instructor Rating with—

(A) an aeroplane category and single-engine class rating;

(B) an aeroplane category and multi-engine class rating;

(C) a powered-lift rating; or

(D) an Instrument Rating;

(f) demonstrate or provide the Authority with evidence of meeting the requirements of regulation 80;

(g) receive a logbook endorsement from an authorized instructor on the areas of operation listed in regulation 81, appropriate to the Flight Instructor Rating sought;

(h) pass or provide evidence of having passed the required skill test 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) a flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought,

and used in accordance with an approved course at an organization approved to conduct such courses;

(i) log at least fifteen hours as pilot in command in the category and class of aircraft that is appropriate to the Flight Instructor Rating sought;

(j) comply with the appropriate regulations that apply to the Flight Instructor Rating sought;

(k) provide the Authority with evidence that he has received instruction in flight instructional techniques including demonstration, student pilot practices, recognition and correction of common student pilot errors under the supervision of an authorized Flight Instructor; and

(l) has practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction under the supervision of an authorized instructor.

(2) A Flight Instructor Rating under subregulation (1), is not required by—

(a) a commercial pilot with a lighter than air rating, where the training is to be conducted in a lighter than air aircraft;

(b) an Airline Transport Pilot with appropriate ratings where the training is to be conducted in accordance with an approved air operator training programme;

(c) a person who is qualified in accordance with these Regulations where the training is to be conducted in accordance with an approved training programme; or

(d) a Ground Instructor where the training is to be conducted in accordance with the privileges of his authorization.

(3) Where an applicant under subregulation (1), is seeking a rating in an aeroplane or a glider he shall—

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

(b) demonstrate instructional proficiency for a Flight Instructor Rating in stall awareness, spin entry, spins, and spin recovery procedures with an aeroplane or glider rating.

(4) A Flight Test Examiner designated under regulation 91, may accept the endorsement specified in subregulation (3)*(a)*, as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the skill test check, where the skill test is not a re-test as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.

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

Aeronautical Ground Training Requirements for Flight Instructor

Flight Instructor Rating aeronautical ground training requirements

80. (1) An applicant for a Flight Instructor Rating under regulation 79, shall receive and log ground training from an authorized instructor on—

(a) techniques of applied instruction;

(b) assessment of Student Pilot performance in those subjects in which ground instruction is given;

(c) the learning process;

(d) elements of effective teaching;

(e) Student Pilot evaluation and testing training philosophies;

(f) training programme development;

(g) lesson planning;

(h) classroom instructional techniques;

(i) use of training aids;

(j) analysis and correction of Student Pilot errors;

(k) human performance relevant to flight instruction; and

(l) hazards involved in simulating system failures and malfunctions in the aircraft;

(m) the aeronautical knowledge areas for a Private Pilot Licence and a Commercial Pilot Licence applicable to the aircraft category for which Flight Instructor privileges are sought; and

(n) the aeronautical knowledge areas for the rating applicable to the category for which Flight Instructor privileges are sought.

(2) The following applicants are not required to comply with subregulation (1)*(a)* to *(j)*:

(a) the holder of a Ground Instructor Authorization issued in accordance with this Part;

(b) the holder of a current teacher's certificate that authorizes that person to teach at secondary level or higher; and

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

Areas of Operation for Flight Proficiency for Flight Instructor

Flight Instructor's areas of operation for flight proficiency

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

(2) Where an applicant under subregulation (1), receives flight and ground training he shall receive an endorsement from an authorized Flight Instructor that he is proficient to pass a skill test in the areas set out in Schedule 8 for the Flight Instructor Rating sought.

Schedule 8

(3) An applicant under subregulation (1), may accomplish the flight training required by this regulation—

(a) in an aircraft that is representative of the category and class of aircraft for the rating sought; or

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

Issue of Flight Instructor Rating

Director General to recommend issue of Flight Instructor Rating

82. (1) Where an applicant under regulation 79, meets the requirements for the grant of such Flight Instructor Rating the Director General may recommend that the Authority issue such Flight Instructor Rating.

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

Additional Flight Instructor Rating

Additional Flight Instructor Ratings requirements

83. (1) An applicant for an additional Flight Instructor Rating shall meet the eligibility requirements listed in regulation 79, that apply to the Flight Instructor Rating sought.

(2) Notwithstanding subregulation (1), an applicant for an additional rating on a Flight Instructor Rating is not required to pass the aeronautical knowledge test on the areas listed in regulation 80.

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

Flight Instructor Records

Flight Instructor records requirements

84. A holder of a Flight Instructor Rating (hereinafter referred to as a "Flight Instructor") shall—

(a) sign the logbook of each person to whom that Flight Instructor has given flight training or ground training;

(b) maintain a record in a logbook or a separate document that contains the following:

(i) the name of each person whose logbook or Student Pilot licence that Flight Instructor has endorsed for solo flight privileges, and the date of the endorsement; and

(ii) the name of each person that Flight Instructor has endorsed for an aeronautical knowledge test or skill test check, and a record of the kind of test, the date, and the results; and

(c) retain the records required by this regulation for at least three years.

Flight Instructor Privileges

Privileges of Flight Instructor

85. A flight instructor is authorized within the limitations of his flight instructor rating, and pilot licence and ratings, to give training and endorsements that are required to—

(a) supervise solo flights by student pilots;

(b) carry out flight instruction for the issue of—

(i) a private pilot licence;

(ii) a flight instructor rating;

(iii) a ground instructor authorization;

(iv) an aircraft rating;

(v) an instrument rating; and

(vi) a flight review, operating privilege, or recency of experience requirement,

provided that the flight instructor—

(c) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;

(d) holds the licence and rating necessary to act as the pilot in command of the aircraft on which the instruction is given; and

(e) has the flight instructor privileges granted entered on the licence.

Limitations on Flight Instructor Rating

Flight Instructor limitation

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

(a) he shall not exceed the flight and duty times limitation and rest requirements prescribed under the Act or Regulations made thereunder;

(b) he shall not conduct flight training in any aircraft for which he does not hold—

(i) a pilot licence and Flight Instructor Rating with the applicable category and class rating; and

(ii) where appropriate, a Type Rating;

(c) for instrument flight training or for training for a Type Rating not limited to Visual Flight Rules he shall have an appropriate Instrument Rating on his Flight Instructor Rating and pilot licence;

(d) a Flight Instructor shall not endorse a logbook of—

(i) a student pilot for solo flight privileges;

(ii) a student pilot for solo cross-country flight;

(iii) a student pilot for solo flight in a controlled airspace or at an airport within controlled airspace;

(iv) a pilot for a flight review, unless that Flight Instructor has conducted a review of that pilot in accordance with the requirements of regulation 111; or

(v) a pilot for an instrument proficiency check,

unless that instructor has trained that pilot in accordance with the Act or Regulations made thereunder.

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

(3) Notwithstanding subregulation (1)*(d)*(i), a Flight Instructor may endorse the licence or logbook of a student pilot for solo flight privileges where the Flight Instructor has—

(a) given that student pilot, the flight training required for solo flight privileges required by this regulation;

(b) determined that the student pilot is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the logbook of the student pilot that the Flight Instructor considers necessary for the safety of the flight;

(c) given the Student Pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and

(d) endorsed the logbook of the Student Pilot for the specific make and model aircraft to be flown.

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

(a) the flight preparation, planning, equipment, and proposed procedures of the Student Pilot are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and

(b) the Student Pilot has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown.

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

(a) given that Student Pilot ground and flight training in such controlled airspace or airport; and

(b) determined that the Student Pilot is proficient to operate the aircraft safely.

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

(a) holds a current Flight Instructor Rating with the appropriate Type Rating for at least twenty-four months, and has given at least forty hours of ground training; or

(b) holds a current Flight Instructor Rating and has given at least one hundred hours of ground training in a course which has been approved by the Authority;

(c) meets the eligibility requirements prescribed in regulation 79;

(d) has given at least two hundred hours of flight training as a Flight Instructor for training in preparation for an aeroplane, rotorcraft, or powered-lift rating; and

(e) has given at least eight hours of flight training as a Flight Instructor for training in preparation for a glider rating.

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

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

Renewal of Flight Instructor Rating

Renewal of Flight Instructor Rating

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

(a) passes a skill test for—

(i) renewal of the Flight Instructor Rating; or

(ii) an additional Flight Instructor Rating; or

(b) presents to the Authority—

(i) a record of training that shows that during the preceding twenty-four months, the Flight Instructor has endorsed at least five students for a skill test for a licence or rating, and at least eighty per cent of those students have passed that test on the first attempt;

(ii) a record that shows that within the preceding twenty-four months, he served in the position of either a company check airman, chief Flight Instructor, or Flight Instructor for an air operator or in a position involving the regular evaluation of pilots;

(iii) passed as a proficiency check, the skill test set out in Part B of Schedule 6, within the twelve months preceding the expiry date of the Flight Instructor Rating; or

Schedule 6 Part B

(iv) a graduation certificate or equivalent document showing that the pilot has successfully completed an approved Flight Instructor refresher course consisting of ground training, flight training or both, within the ninety days preceding the expiration month of his Flight Instructor Rating;

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

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

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

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

Expired Flight Instructor Rating

Expired Flight Instructor Rating

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

(a) attending a Flight Instructor refresher seminar, as approved by the Authority within the twelve months preceding the expiry date of the Flight Instructor Rating or presenting a graduation certificate showing that the pilot has successfully completed an approved Flight Instructor refresher course consisting of ground training or flight training within the ninety days preceding the expiration month of the Flight Instructor Rating; and

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

Flight Test Examiner Authorization

Application for a Flight Test Examiner Authorization

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

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

(b) pay the prescribed fee; and

(c) hold a current Flight Instructor Rating.

Requirements for Flight Test Examiner

Flight Test Examiner Requirements

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

(a) hold a licence and rating at least equal to the licence or rating for which he is authorized to conduct skill test or proficiency checks and, unless specified otherwise, the privilege to instruct for this licence or rating;

(b) be qualified to act as pilot in command of the aircraft during a skill test and shall meet the applicable experience requirements set out in these regulations;

(c) be assessed an examiner authorization test prescribed by the Authority and supervised by an Inspector of the Authority or by a Flight Test Examiner specifically authorized by the Authority for this purpose in the role of an examiner for which authorization is sought, including—

(i) briefing;

(ii) conduct of the skill test check;

(iii) assessment of the applicant to whom the skill test is given; and

(iv) de-briefing and recording or documentation;

(d) a check airman of an air operator or a check instructor of an Aviation Training Organization who has undergone the full training programme of the air operator or Aviation Training Organization may not be required to be assessed under subregulation (1)*(c)*.

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

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

Designation of Instructors as Flight Test Examiner

Designation of Instructors as Flight Test Examiners

91. (1) The Director General shall upon receipt of an application under regulation 89 and where he is satisfied that the applicant is a suitably qualified person of integrity to conduct on behalf of the Authority, skill test checks, recommend the Authority designate such applicant to be a Flight Test Examiner.

(2) The Flight Test Examiner under subregulation (1), shall be a person who holds an approved Flight Instructor Rating under regulation 82.

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

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

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

Flight Test Examiner Privileges

Privileges of Flight Test Examiner

92. (1) Where a Flight Test Examiner under this Part may where his licence and ratings permits conduct—

(a) skill test checks for the issue of Type Ratings;

(b) proficiency checks for revalidation or renewal of multi-pilot type and Instrument Ratings;

(c) skill test checks for the initial issue and proficiency checks for the revalidation or renewal of Instrument Ratings;

(d) type and Instrument Rating proficiency checks on multi-pilot aircraft in a flight simulator.

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

General Requirements for Ground Instructor Authorization

Ground Instructor Authorization requirements

93. (1) An applicant for a Ground Instructor Authorization shall—

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;

(e) provide to the Authority evidence of training on the fundamentals of instructing which shall include—

(i) the learning process;

(ii) elements of effective teaching;

(iii) student evaluation and testing;

(iv) course development;

(v) lesson planning;

(vi) classroom training techniques;

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

(viii) analysis and correction of student errors; and

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

(2) The requirements of subregulation (1)*(e)* shall not apply to an applicant who—

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

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

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

Ground Instructor Authorization

Issue of Ground Instructor Authorization

94. (1) Where the Director General is satisfied that an applicant for a Ground Instructor Authorization satisfies the requirements of this Part he may recommend that the Authority issue a Ground Instructor Authorization to the applicant.

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

Privileges of Ground Instructor

Ground Instructor privileges

95. (1) A person who holds a Ground Instructor Authorization (hereinafter referred to as a "Ground Instructor"), is authorized to provide—

(a) ground training in the aeronautical knowledge areas required for the issuance of a pilot licence in the associated category or class rating;

(b) ground training required for a pilot flight review;

(c) a recommendation for a knowledge test required for the issuance of any licence issued in accordance with these regulations; and

(d) ground training in the aeronautical knowledge areas required for the issuance of an Instrument Rating.

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

Recency Requirements for Ground Instructor

Ground Instructor recency requirements

96. A person shall not perform the duties of a Ground Instructor unless, within the preceding twelve months—

(a) he has served as a Ground Instructor; or

(b) the Director General has determined that the person meets the standards prescribed under this Part for the authorization.

Expired Ground Instructor Authorization

Renewal of expired Ground Instructor Authorization

97. Where a Ground Instructor seeking to exercise the privileges of his authorization, has not exercised the privileges of such authorization within the preceding twelve months, he may apply for a new Ground Instructor Authorization or renewal of his expired Ground Instructor Authorization upon attending a seminar for instructors acceptable to the Authority.

PART IV
FLIGHT ENGINEER CERTIFICATE

Applicability

98. This Part prescribes the requirements for the issue of a Flight Engineer Licence and rating.

General Requirements for Flight Engineer Licence

General requirements of Flight Engineer Licence and rating

99. A person wishing to apply for a Flight Engineer Licence, shall—

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;

(e) hold a Class 1 medical certificate issued under Part VIII; and

(f) comply with the requirements of this Part that apply to the rating sought.

Flight Engineer Knowledge Requirements

Flight Engineer Licence knowledge requirements Schedule 9

100. (1) An applicant for a Flight Engineer Licence under regulation 99 shall pass an aeronautical knowledge test on the subjects listed in Schedule 9.

(2) Before taking the aeronautical knowledge test required under subregulation (1), an applicant for a Flight Engineer Licence shall present satisfactory evidence of having completed one of the aeronautical experience requirements of regulation 101.

(3) An applicant for a Flight Engineer Licence or rating shall have passed the knowledge test required under subregulation (1) within twenty-four months of the skill test required under regulation 102.

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

(a) by such national air operator at the time of the skill test check; and

(b) as a flight crew member and has completed initial training and where appropriate, transition, upgrade and recurrent training.

Aeronautical Experience Requirements for Flight Engineer

Flight Engineer Licence aeronautical experience requirements

101. (1) An applicant for a Flight Engineer Licence under regulation 99, shall obtain and log the flight time used to satisfy the aeronautical experience requirements of subregulation (2) on an aeroplane on which a Flight Engineer is required by the Act or Regulations made thereunder.

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

(a) at least three years of skill and experience in aircraft and aircraft engine maintenance and at least five hours of flight training in the duties of a Flight Engineer;

(b) graduation from a specialized aeronautical training course in maintaining aircraft and aircraft engines for a period of at least two years and at least five hours of flight training in the duties of a Flight Engineer;

(c) a degree in aeronautical, electrical, or mechanical engineering from a recognized college, university, or engineering school, at least six months of skill experience in maintaining aircraft and at least five hours of flight training in the duties of a Flight Engineer;

(d) a Commercial Pilot Licence with an Instrument Rating and at least five hours of flight training in the duties of a Flight Engineer;

(e) at least two hundred hours of flight time in a transport category aeroplane as pilot in command or co-pilot performing the functions of a pilot in command under the supervision of a pilot in command;

(f) at least one hundred hours of flight time as a Flight Engineer; or

(g) successful completion, within the ninety-day period before application, of an approved Flight Engineer ground and flight course of instruction.

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

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

(a) pre-flight inspections;

(b) fuelling procedures, fuel management;

(c) inspection of maintenance documents;

(d) normal flight deck procedures during all phases of flight;

(e) crew co-ordination and procedures in case of crew incapacitation;

(f) defect reporting;

(g) recognition of abnormal functioning of aircraft systems;

(h) use of abnormal and alternate or standby procedures;

(i) recognition of emergency conditions; or

(j) use of appropriate emergency procedures.

Skill Requirements of Flight Engineer

Flight Engineer Licence skill requirements

102. (1) An applicant for a Flight Engineer Licence with a Type Rating shall pass or provide the Authority with evidence that he has passed a skill test on the duties of a Flight Engineer—

(a) in the class of aeroplane for which a rating is sought; and

(b) only on an aeroplane for which a Flight Engineer Licence with a class rating is required, or an approved flight simulator replicating such an aeroplane.

(2) An applicant under this regulation shall—

(a) show satisfactory performance in pre-flight inspection, servicing, starting, pre-takeoff, and post-landing procedures;

(b) in flight, show satisfactory performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers, systems and appliances; and

(c) in flight, in an aeroplane simulator or in an approved training device, show satisfactory performance on emergency duties and procedures and recognize and take appropriate action for malfunctions of the aeroplane, engines, propellers, systems and appliances;

(d) use aircraft systems within the capabilities and limitations of the aircraft;

(e) exercise good judgement and airmanship;

(f) apply aeronautical knowledge;

(g) perform all the duties as part of an integrated crew with the successful outcome never in doubt; and

(h) communicate effectively with the other flight crew members.

Issue of Flight Engineer Licence

Issue of Flight Engineer Licence

103. Where the Director General is satisfied that an applicant for a Flight Engineer Licence meets the requirements of regulations 98 through 102, he may recommend that the Authority issue a Flight Engineer Licence to the applicant.

Conversion of Flight Engineer Licence issued by another Contracting State

Flight Engineer Licence issued on the basis of a Flight Engineer Licence issued in another Contracting State

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

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

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

(4) A Flight Engineer may apply for renewal of his Flight Engineer Licence issued under regulation 103, and the Director General may recommend that the Authority renew that licence and the ratings placed thereon where, at the time of application for renewal, the foreign Flight Engineer Licence on which that licence is based, is in effect.

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

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

Flight Engineer Requirements for an Additional Aircraft Rating

Flight Engineer Licence requirements for additional aircraft rating

105. (1) An applicant under regulation 99 may have another aircraft class rating added to his Flight Engineer Licence, where he—

(a) passes the knowledge test in the areas set out in regulation 100(1) and skill test that is appropriate to the class of aeroplane for which an additional rating is sought; or

(b) satisfactorily completes an approved Flight Engineer training programme that is appropriate to the additional class rating sought.

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

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

PART V

TESTING AND TRAINING

Applicability

106. This Part prescribes the testing and training procedures for airmen and training equipment requirements.

General Training and Testing for Airmen

General training and testing for airmen

107. (1) A test prescribed by or under this Part shall be administered at the times, places and by the persons designated by the Authority.

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

(a) an aeronautical knowledge test; and

(b) a skill test.

Skill Test for Airmen

Requirements to take skill test

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

(2) Where an applicant under this regulation, does not complete all the increments of a skill test for a licence or rating on one date, he shall complete all remaining increments of the skill test not more than sixty days after that date.

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

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

(a) pass the required knowledge test within the twenty-four month period preceding the month the applicant completes the skill test, where a aeronautical knowledge test is required;

(b) present the aeronautical knowledge report at the time of application for the skill test, where an aeronautical knowledge test is required;

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

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

(e) have an endorsement in his logbook or training record that has been signed by an authorized 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 skill test;

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

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

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

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

(b) has qualification training requirements appropriate to the airman licence and rating sought.

Procedures for Skill Tests for Airmen

General procedures for skill test

109. (1) The ability of an applicant to hold a licence or rating issued under these Regulations shall be based upon the ability of the applicant as assessed by the Flight Test Examiner to safely meet the following requirements during a skill test:

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

(b) demonstrate mastery of the aircraft in accordance with Part C of Schedule 3 for the Private Pilot Licence and Part C of Schedule 4 for the Commercial Pilot Licence and Airline Transport Pilot Licence with the successful outcome of each task never seriously in doubt;

Schedule 3 Part C

Schedule 4 Part C

(c) demonstrate reasonable judgement in airmanship;

(d) complete all manoeuvres with smoothness and accuracy;

(e) operate the aircraft within its limitations; and

(f) demonstrate single pilot competence where the aircraft is type certified for single pilot operations.

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

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

(a) the failure by an applicant for an airman licence or rating of any area of operation, shall be treated as a failure of the skill test;

(b) where an applicant under these regulations fails a skill test, he shall be issued with a “Notice of Disapproval” in the prescribed form;

(c) an applicant for an airman licence or rating, is not eligible for such airman licence or rating until all the areas of operation are passed.

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

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

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

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

(a) passes the remainder of the skill test within the sixty-day period after the date the test began;

(b) presents to the Flight Test Examiner for the retest the original Notice of Disapproval or the Letter of Discontinuance Form; and

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

Equipment Required for Skill Tests

Equipment required for skill test

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

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

(a) provide a Trinidad and Tobago aircraft registry for each required skill test that—

(i) is of the category, class, and type, applicable to the licence or rating sought; and

(ii) has a current Airworthiness Certificate;

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

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

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

(a) the equipment for each area of operation;

(b) no prescribed operating limitations that prohibit its use in any of the areas of operation;

(c) except as provided in subregulation (6), 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 observer seat is provided for the Flight Test Examiner.

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

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

(a) equipment on board the aircraft that permits the applicant to be assessed in the areas of operation that apply to the rating sought; and

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

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

(a) Fight Examiner agrees to conduct the test;

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

(c) proficiency of the applicant can be observed by a Flight Test Examiner who is in a position to observe the applicant.

Re-testing after Failure

Procedure for re-testing after failure

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

(a) the necessary training from an authorized instructor who has determined that the applicant is prepared for such test; and

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

(2) An applicant for a Flight Instructor Rating—

(a) with an aeroplane category rating; or

(b) with a glider category rating,

who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—

(i) receive the necessary training from an authorized instructor who has determined that the applicant is proficient to pass the test before being re-tested;

(ii) furnish an aircraft for the re-test that is of the appropriate aircraft category for the rating sought and is certified for spins; and

(iii) demonstrate satisfactory instructional proficiency on stall awareness, spins entry, spins, and spin recovery to a Flight Test Examiner during the re-test.

Flight Training and Aeronautical Experience Records

Flight training and aeronautical experience to be recorded

112. (1) A person shall record and credit the fight time for—

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

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

in a manner acceptable to the Authority.

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

(a) general information which shall include as applicable the—

(i) date;

(ii) total flight time;

(iii) location where the aircraft departed and arrived, or the location where the lesson occurred, where the training was conducted in an approved flight simulator or an approved flight training device;

(iv) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate; and

(v) name of a safety pilot, where required by the Act or Regulations made thereunder;

(b) type of pilot experience or training which shall include as applicable—

(i) solo;

(ii) pilot in command;

(iii) co-pilot;

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

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

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

(i) day or night;

(ii) actual instrument; or

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

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

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

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

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

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

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

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

(b) operating as pilot in command of an aircraft on which more than one pilot is required under the Type Rating of the aircraft or the regulations under which the flight is conducted; or

(c) the sole occupant of the aircraft.

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

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

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

(a) is the sole occupant of the aircraft or is performing functions of the pilot in command of an airship requiring more than one flight crew member; or

(b) has a current solo flight endorsement as required under Regulation 27; or

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

(10) A pilot, when operating as co-pilot of an aircraft 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.

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

(a) is qualified in accordance with the co-pilot requirements of regulation 71 and occupies a crew member station in an aircraft that requires more than one pilot by the type certificate of the aircraft; or

(b) holds the appropriate category, class, and Instrument Rating, where an Instrument Rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is being conducted.

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

(13) A Flight Instructor may log instrument flight time under subregulation (13), when conducting instrument flight instruction in actual instrument flight conditions.

(14) For the purposes of logging instrument flight time under subregulations (12) and (13) to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in the logbook of such person:

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

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

(15) Approved or accepted flight training equipment may be used by a person to log instrument flight time under subregulations (12), (13) and (14), provided an authorized instructor is present during the simulated flight.

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

(17) The training time under subregulation (16), shall be recorded in a logbook and shall—

(a) be endorsed in a legible manner by the 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 expiration date.

(18) A pilot, as co-pilot when performing the functions and duties of a pilot in command, and under the supervision of a pilot in command shall be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

Limitation on the use of Flight Simulator and Flight Training Devices

Limitation on the use of flight simulator and flight training devices

113. (1) A pilot shall not receive credit for the use of any flight training equipment for satisfying any training, testing, or checking requirement of this Part unless that flight training equipment is—

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

(b) approved by the Authority for—

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

(ii) each particular manoeuvre, procedure, or crew member function performed; and

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

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

(3) The Director General may recommend that the Authority consider as a flight training device, any device used for flight training, testing, or checking which has been accepted or approved by it prior to these Regulations coming into force and which performs as originally designed, where it is used for the same purposes for which it was originally approved or accepted and only to the extent of such approval or acceptance.

(4) The Director General may recommend that the Authority approve a device other than a flight training simulator or flight training device for specific purposes.

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

Flight training equipment for aeroplane category to be conducted in accordance with approved course

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

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

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

(a) the flight simulator shall be approved as Level C or Level D; and

(b) the applicant for an additional rating under these Regulations shall meet any one of the following experience and qualification requirements:

(i) hold a Type Rating for a turbojet or turbofan aeroplane of the same class of aeroplanes for which the Type Rating is sought;

(ii) hold a Type Rating for a turbo propeller aeroplane of the same class of aeroplanes for which the Type Rating is sought;

(iii) have at least two thousand hours of flight time, of which five hundred hours is in turbine-powered aeroplanes of the same class of aeroplanes for which the Type Rating is sought;

(iv) have at least five hundred hours of flight time in the same type of aeroplane as the aircraft for which the rating is sought; and

(v) have at least one thousand hours of flight time in at least two different aeroplanes requiring a Type Rating.

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

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

(b) the applicant for an additional rating under this regulation meets at least one of the following requirements:

(i) holds a Type Rating in a propeller-driven aeroplane where a Type Rating in a turbojet or turbofan aeroplanes is sought, or holds a Type Rating in a turbojet or turbofan aeroplanes where a Type Rating in a propeller-driven aeroplane is sought; or

(ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional aeroplane rating, has logged—

(A) at least one hundred hours of flight time in aeroplanes of the same class for which the Type Rating is sought and which requires a Type Rating; and

(C) at least twenty-five hours of flight time in aeroplanes of the same type for which the rating is sought.

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

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

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

(b) may have the limitation removed by accomplishing fifteen hours of supervised operating experience as pilot in command under the supervision of a qualified and current

pilot in command, in the seat normally occupied by the pilot in command, in the same type of aeroplane to which the limitation applies.

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

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

(i) pre-flight inspection;

(ii) normal takeoff;

(iii) normal Instrument Landing System approach;

(iv) missed approach; and

(v) normal landing; and

(b) subregulations (8) and (9).

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

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

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

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

Approved or Accepted Flight Training Equipment

Applicant, approved flight simulator and approved or accepted flight training devices for rotorcraft, helicopter class and Type Rating

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

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

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

(a) hold a Type Rating in a turbine-powered helicopter;

(b) have at least two thousand hours of flight time that includes at least five hundred hours in turbine-powered helicopters;

(c) have at least five hundred hours of flight time in turbine-powered helicopters; or

(d) have at least one thousand hours of flight time in at least two different turbine-powered helicopters.

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

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

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

(i) holds a Type Rating in a turbine-powered helicopter where a Type Rating in a turbine-powered helicopter is sought; or

(ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional helicopter rating, has logged at least twenty-five hours of flight time in helicopters of the same type for which the rating is sought.

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

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

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

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

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

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

(i) pre-flight inspection;

(ii) normal takeoff;

(iii) normal Instrument Landing System approach;

(iv) missed approach; and

(v) normal landing;

(b) compliance with subregulation (1).

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

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

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

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

Approved or Accepted Flight Training Equipment for Powered-Lift

Applicant approved flight similar or flight trading device for powered-lift category and Type Rating to meet certain requirements

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

(a) requirements of regulations 114;

(b) the applicant shall meet at least one of the following if a

Type Rating is sought in a turbine powered-lift:

(i) hold a Type Rating in a turbine powered-lift;

(ii) have at least two thousand hours of flight time that includes at least five hundred hours in a turbine powered-lift;

(iii) have at least five hundred hours of flight time in a turbine powered-lift;

(iv) have at least one thousand hours of flight time in a turbine powered-lift.

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

(3) Subject to the limitation described in subregulation 114 (9), an applicant who does not meet the requirements of subregulation 114(2), may complete all training and testing, with the exception of pre-flight inspection, for a rating when using a flight simulator where—

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

(b) the applicant meets at least one of the following:

(i) holds a Type Rating in a turbine powered-lift if a Type Rating in a turbine powered-lift is sought; or

(ii) since the beginning of the twelfth month before the month in which the applicant completes the skill test for an additional powered-lift rating, has logged at least twenty-five hours of flight time in powered-lifts of the same type for which the rating is sought.

Graduates of an Approved Training Programme

Graduation certificate to be sufficient evidence of training and experience

117. (1) A graduation certificate issued by an approved Aviation Training Organization, and presented to the Authority within sixty days of such graduation shall be sufficient evidence that the applicant has met the applicable aeronautical experience, aeronautical knowledge and areas of operation training requirements of these Regulations.

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

PART VI

AIR TRAFFIC CONTROL CERTIFICATION

Applicability

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

Limitations

Restrictions on persons to exercise air traffic control privileges

119. A person shall not exercise air traffic control privileges under this Part unless he—

(a) holds an Air Traffic Controller Licence issued to him by the Authority under these Regulations; and

(b) holds an appropriate rating for the particular Air Traffic Control Facility or has qualified for the operating position and acts under the supervision of the holder of Air Traffic Control Rating for that Air Traffic Control Facility.

Issue of Air Traffic Control Licences

Issue of Air Traffic control Licences

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

(a) Air Traffic Trainee Licence;

(b) Air Traffic Controller Licence;

(c) Air Traffic Controller Ratings—

(i) Aerodrome Control Rating;

(ii) Approach Control Rating;

(iii) Approach Control Radar Rating;

(iv) Area Control Rating; and

(v) Area Control Radar Rating;

(d) Air Traffic Instructor Authorization; and

(e) Air Traffic Examiner Authorization.

Air Traffic Trainee Licence Requirements

Air Traffic Trainee Licence Requirements

121. (1) Where a person wishes to apply for an Air Traffic Trainee Licence he shall—

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in regulation 189 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation; and

(e) have completed an approved training course in the areas specified in regulations 122 and 123;

(f) have passed an approved aeronautical knowledge tests in respect of the training courses under paragraph *(e)*;

(g) hold a current Class 3 medical certificate in accordance with Part VIII of these Regulations.

(2) The training required to be completed by subregulation (1)*(e)* shall be conducted by the holder of an Air Traffic Instructor Authorization issued in accordance with regulation 135.

Aeronautical Knowledge Requirements

122. An applicant for an Air Traffic Trainee Licence shall pass an aeronautical knowledge test referred to in regulation 121(1)*(f)*, on the areas set out in Part A of Schedule 10.

Air Traffic Controller Licence, aeronautical knowledge requirements Schedule 10 Part A

Air Traffic Trainee Knowledge Requirements

123. In completing a training course under regulation 121(1)*(e)*, an applicant for an Air Traffic Trainee Licence shall demonstrate to an Air Traffic Instructor through a skill test, general knowledge of and ability to perform completely, the normal and emergency air traffic control procedures and practices in the areas of operation set out in Part B of Schedule 10.

Applicant for Air Traffic Trainee Licence to demonstrate knowledge and ability in air traffic control procedures Schedule 10 Part B

Recommendation by Air Traffic Instructor

124. Where an Air Traffic Instructor is conducting courses under regulation 121(1)*(e)* is satisfied that the applicant for an Air Traffic Trainee Licence is ready to take the tests required under regulations 122 and 123 he may make such recommendation to the Director General.

Instructor to recommend applicant to take tests under regulation 121(1)*(e)* and *(d)*

Designation of Air Traffic Examiner

125. The Director General on receiving a recommendation under regulation 124 shall assign an Air Traffic Examiner to administer the tests under regulations 122 and 123.

Director General to designate examiner to administer test to applicant for Air Traffic Trainee Licence

Issue of Air Traffic Trainee Licence

126. The Director General shall recommend the Authority issue the Air Traffic Trainee Licence where an applicant has passed the test under regulation 124.

Examiner to recommend issue of Air Traffic Trainee Licence

Privileges of Air Traffic Trainee

Privileges of an Air Traffic Trainee Licence

127. The holder of an Air Traffic Trainee Licence, (hereinafter referred to as "an Air Traffic Trainee") while training may perform air traffic control duties under the direct supervision of the holder of an Air Traffic Instructor Authorization, for the purpose of obtaining the necessary skill and experience in air traffic control duties to—

(a) qualify for the issue of an Air Traffic Controller Licence or rating; and

(b) regain recency of experience for an Air Traffic Controller Licence or rating.

Requirements for Air Traffic Controller Licence

Air Traffic Controller Licence Requirements

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

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

(b) be at least eighteen years of age;

(c) except as provided in regulation 189 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;

(d) hold a current Air Traffic Trainee Licence issued in accordance with this Part, or a current Air Traffic Controller Licence issued by another Contracting State; and

(e) have at least—

(i) three months experience under the supervision of an appropriately rated Air Traffic Instructor, exercising the privileges of an Air Traffic Trainee Licence issued in accordance with this Part; or

(ii) two years experience, exercising the privileges of an Air Traffic Controller Licence in another Contracting State where the licence was issued; and

(f) have met the necessary training and experience and have passed the required test for at least one Air Traffic Control Rating issued in accordance with these Regulations.

(2) The experience specified in subregulation (1)*(e)* shall have been completed within the six month period immediately preceding the application.

Requirements for Air Traffic Controller Rating

Requirements for Air Traffic Controller Ratings

129. (1) Where an initial rating is to be issued an applicant under regulation 128 he shall provide evidence of having—

(a) satisfactorily completed a training course in the areas set out in Part C of Schedule 10, in respect of the rating sought;

Schedule 10 Part C

(b) completed the experience requirements set out in Part D of the Schedule 10; and Schedule 10 Part D

(c) passed the test relevant to the privileges of the rating, in the subject areas specified in subregulation (1)*(a)*, conducted by an Air Traffic Examiner;

(d) demonstrated to the holder of an air traffic instructor rating, through a skill test the skill, judgment and performance required to provide a safe, orderly and expeditious control service at an Air Traffic Control Facility appropriate to the rating sought.

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

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

(a) have completed the training required by subregulation (1)*(a)*, for such Air Traffic Control Facility; and

(b) have complied with the requirement of subregulations (1) and (2), for such Air Traffic Control Facility.

Issue of Air Traffic Controller Ratings

130. (1) Where an Air Traffic Instructor is satisfied that an applicant for an Air Traffic Controller Rating is ready to be tested under regulation 129, he shall recommend to the Director General that the applicant is prepared for such test. Issue of Air Traffic Controller Ratings

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

(a) certify the record of training in the logbook of the applicant; and

(b) enter the following information in the prescribed form:

(i) the name and date of birth of applicant;

(ii) the air traffic control rating to be issued and any conditions on the use of the rating;

(iii) the location of the Air Traffic Control Facility for which the rating has been certified;

(iv) the following statement:

"(name of Air Traffic Controller) has satisfied the requirements of Part VI of the Civil Aviation [No. 1 General Application and Personnel Licensing] Regulations, 2004, for the issue of the Air Traffic Controller Rating specified above; and

(v) signature, name and licence number of the instructor.

(3) The Director General on receipt of a recommendation under subregulation (1), shall assign an Air Traffic Examiner to administer the tests under regulation 129.

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

(5) Where the Director General is satisfied that the applicant has passed the required tests under regulation 129 he shall recommend the Authority issue the Air Traffic Controller Licence with an Air Traffic Controller Rating.

Additional Ratings for Air Traffic Controller

Requirements for additional ratings for Air Traffic Controller

131. Where the holder of an Air Traffic Controller Licence (hereinafter referred to an "Air Traffic Controller") with an Air Traffic Controller Rating wishes to apply for an additional rating he shall meet the requirements of regulation 129.

Privileges and Limitations of Ratings

Privileges and limitations of Air Traffic Controller

132. (1) Subject to subregulations (2), (3) and (4), an Air Traffic Controller holding—

(a) an Aerodrome Control Rating shall provide aerodrome control service at the aerodrome or aerodromes for which the rating is validated;

(b) an Approach Control Rating shall provide approach control service for the aerodrome or aerodromes for which the rating is certified;

(c) an Approach Control Radar Rating shall provide approach control service with the use of radar, or other surveillance system, for the aerodrome or aerodromes for which the rating is certified;

(d) an Area Control Rating shall provide area control service within the control area or areas for which the rating is certified; and

(e) an Area Control Radar Rating shall provide area control service with the use of radar or other surveillance systems within the control area or areas for which the rating is certified.

(2) Where an Air Traffic Controller wishes to obtain an additional rating, he may perform the Air Traffic Controller duties for that rating while under the direct supervision of an Air Traffic Instructor for the purpose of obtaining the skills and experience in air traffic control duties for that rating.

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

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

(5) Where the privileges of an Air Traffic Controller Licence issued under these Regulations have not been exercised within the preceding five years, the licence holder shall meet the requirement of regulations 121 and 128, before the privileges of that licence may be exercised again.

(6) A person shall not exercise the privileges of a rating at any Air Traffic Control Facility or with any type of radar equipment, unless since the beginning of the twelfth month before that service, that person has passed a proficiency check prescribed by the Authority.

Rest and Duty Limitations

Rest and duty limitation for Air Traffic Controllers

133. (1) Except where the Director General determines that an emergency air traffic situation has arisen, an Air Traffic Controller shall have a minimum of twenty-four consecutive hours free from duty within each seven consecutive days off duty.

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

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

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

Requirement for issue of Air Traffic Instructor Authorization

Air Traffic Instructor Authorization requirements

134. Where a person wishes to apply for an Air Traffic Instructor Authorization he shall—

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

(b) pay the prescribed fee;

(c) hold an Air Traffic Controller Licence issued in accordance with this Part with a rating for the relevant service;

(d) except as provided in regulation 189 be able to read, write and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;

(e) have at least two years experience exercising the privileges of an Air Traffic Controller Licence; and

(f) provide the Authority with evidence of having satisfactorily completed an approved training course in the theory and practice of instruction.

Instructor Authorization

Issue of Air Traffic Control Instructor Authorization

135. Where an applicant meets the requirements of regulation 134, the Director General may recommend that the Authority issue the Air Traffic Instructor Authorization.

Privileges and Limitations of Air Traffic Controller Instructor Rating

Privileges and Limitations of Air Traffic Control Instructor Rating

136. (1) Subject to subregulation (2), the holder of an Air Traffic Instructor Authorization (hereinafter referred to as "an Air Traffic Instructor") may—

(a) instruct Air Traffic Control personnel;

(b) directly supervise Air Traffic Control personnel undergoing training or regaining recency or who are performing Air Traffic Control duties;

(c) assess the preparedness of an applicant for the issue of an Air Traffic Controller Licence or rating.

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

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

(4) In exercising the privileges under subregulation (1), an air traffic instructor shall within the preceding thirteen months have demonstrated to an air traffic examiner his ability to exercise such privileges by passing an examination and a skill test based on the exercise of such privileges.

Requirements for Air Traffic Examiner Authorization

Air Traffic Examiner Authorization Requirements

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

Privileges and Limitations of Air Traffic Examiners Authorizations

Privileges and Limitations of Air Traffic Examiner Authorization

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

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

(a) hold a current Air Traffic Service Licence with a rating for the relevant service; and

(b) conduct the tests at an Air Traffic Control Facility or an Aviation Training Organization approved for Air Traffic Control training;

(c) as far as practicable, not test an applicant to whom he has given instruction for that licence or rating except with the expressed consent in writing of the Authority.

Air Traffic Controller Logbooks

Air Traffic Controller logbook requirements

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

(a) maintain a record in ink of his Air Traffic Control training and experience in a logbook acceptable to the Authority;

(b) have the logbook entries countersigned by his shift supervisor to validate the correctness of such entries; and

(c) submit his logbook in support of any application for a licence, rating or authorization.

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

PART VII

FLIGHT OPERATIONS OFFICER CERTIFICATION

Applicability

140. This Part prescribes the requirements for the issue of a Flight Operations Officer Authorization.

Flight Operations Officer Authorization

Flight Operations Officer Authorization application

141. (1) A person wishing to perform the duties of a Flight Operations Officer Authorization shall—

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

(b) pay the prescribed fee;

(c) be at least twenty years of age; and

(d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language.

(2) An applicant for a Flight Operations Officer Authorization under subregulation (1), shall—

(a) pass a knowledge test;

(b) provide the Authority with a certificate of competency from a national air operator as evidence of having successfully met the knowledge and skill requirements of an approved flight operations officer training programme; or

(c) meet or provide evidence of having met the knowledge requirements set out in Part A of the Schedule 11.

Schedule 11 Part A

Training Programme of National Air Operator

Training programme of national air operator to be approved

142. (1) A national air operator in conducting knowledge and skill test under regulation 141(2)*(a)* shall submit to the Authority for approval a flight operations officer training programme for the initial issue, qualification and recurrent training of a flight operations officer.

(2) The training syllabus for a Fight Operations Officer approved programme under regulation 141, shall include the aeronautical knowledge requirements and skill requirements set out in Part B of the Schedule 11.

Schedule 11 Part B

Experience or Training Requirements for Flight Operations Officer

Experience areas for an applicant under regulation 143

143. (1) The applicant for Flight Operations Officer under regulation 141 shall have the following experience:

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

(i) a flight crew member in air transportation; or

(ii) a meteorologist in an organization dispatching aircraft in air transportation; or

(iii) an Air Traffic Controller; or

(iv) a technical supervisor of flight operations officers or air transportation flight operations systems;

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

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

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

(3) Where an applicant is required to pass a knowledge test under regulation 141, he shall be tested by an Examiner assigned by the Authority for such purpose.

Exemptions where Flight Dispatcher Course is completed

Exemption where applicant completed flight dispatcher course

144. Notwithstanding regulation 141(2), where an applicant for a Flight Operations Officer Authorization provides the Authority with evidence of having successfully completed an approved flight dispatcher course from a Contracting State, he shall be deemed to have met the requirements for the issue of a Flight Operations Officer Authorization.

Certificate of Competency

Requirements of applicant who does not have a certificate of competency

145. (1) An applicant for a Flight Operations Officer Authorization shall demonstrate to the Director General the skills and ability to—

(a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports, provide an operationally valid briefing on weather conditions prevailing in the general

neighbourhood of a specific air route, forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

(b) determine the optimum flight path for a given route segment, and create accurate manual and computer generated flight plans; and

(c) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the flight operations officer.

Issue of Flight Operations Officer Authorization

Issue of a Flight Operations Officer Authorization

146. (1) Where an applicant for a Flight Operations Officer Authorization under regulation 141 meets the requirements of this Part, the Director General may recommend that the Authority issue to the applicant such Flight Operations Officer Authorization.

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

Privileges and Limitations of Authorization

Flight Operations Officer Authorization Privileges and limitations

147. (1) The Flight Operations Officer Authorization shall authorize the holder to exercise the following privileges:

(a) assist the pilot in command in flight preparation and provide the relevant information required;

(b) assist the pilot in command in preparing the operational and air traffic service flight plans, sign and file the air traffic service flight plan with the appropriate Air Traffic Control Facility;

(c) furnish the pilot in command while in flight by the most appropriate means with information, which may be necessary for the safe conduct of the flight;

(d) in the event of an emergency initiate such procedures as may be outlined in the Operations Manual.

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

(a) Air Traffic Control;

(b) the meteorological service; or

(c) the communications service.

PART VIII

MEDICAL STANDARDS AND CERTIFICATION

Civil Aviation Medical Examiner

Applicant to be designated as Civil Aviation Medical Examiner

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

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

(b) pay the prescribed fee;

(c) be registered as a medical practitioner under the Medical Board Act; and

(d) have received training in aviation medicine from an organization acceptable to the Authority.

Designation of Medical Examiner

Designation of Civil Aviation Medical Examiner

149. The Director General shall where he is satisfied that an applicant meets the requirements of regulation 148, recommend the Authority designate such applicant to be Civil Aviation Medical Examiner.

Duties of Medical Examiner

Duties of a Civil Aviation Medical Examiner

150. (1) Where a person has been designated a Civil Aviation Medical Examiner under regulation 149, he shall—

(a) examine an applicant in accordance with medical practice recognized by the medical profession and the personnel licensing medical standards under regulation 158;

(b) record in a medical examination report his clinical findings and submit the signed medical assessment to the Authority; and

(c) report to the Authority any individual cases where, in the judgment of the Civil Aviation Medical Examiner, an applicant for an airman licence fails to meet any requirement which could jeopardize flight safety.

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

(3) Where a person has been designated a Civil Aviation Medical Examiner under regulation 149, he shall attend an indoctrination training programme prescribed by the Authority which shall include training in the practical knowledge and experience in the conditions in which the holders of licences and ratings carry out their duties.

Requirements for Medical Records for Airmen

Medical record requirements

151. (1) An applicant for a medical assessment in pursuance of an airman licence shall provide the Civil Aviation Medical Examiner in the prescribed form, a certified statement of medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits.

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

(a) furnish that information; or

(b) authorize any clinic, hospital, physician, or other person to release to him all available information or records concerning that history.

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

(a) suspend, modify, or revoke all medical certificates the airman holds; or

(b) in the case of an applicant, deny the application for an airman medical certificate.

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

(a) the holder or applicant provides the requested information, history, or authorization to the Civil Aviation Medical Examiner; and

(b) the Civil Aviation Medical Examiner determines that the holder or applicant meets the medical standards.

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

(6) The Authority may employ the services of other medical practitioner experienced in aviation medicine when necessary, to evaluate reports submitted by a Civil Aviation Medical Examiner.

Medical Certification

Medical certification procedures

152. The Director General shall recommend the Authority issue the applicable medical certificate in the prescribed form to any person who meets the medical standards prescribed under regulation 158, based on

medical examination, assessment and evaluation of the history and condition of the applicant by Civil Aviation Medical Examiner.

Medical Certification Requirements

Medical certification requirements

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

(a) an Airline Transport Pilot Licence;

(b) a Commercial Pilot Licence;

(c) a Flight Engineer Licence; and

(d) an Instrument Rating.

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

(a) a Student Pilot Licence; and

(b) a Private Pilot Licence.

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

Validity of Medical Certificate

Duration of a medical certificate

154. (1) A Class 1 medical certificate shall expire at the end of the last day of the—

(a) twelfth month from the date of examination shown on the licence for operations requiring an Airline Transport Pilot Licence, a Commercial Pilot Licence or a Flight Engineer Licence; and

(b) sixth month from the date of examination shown on the licence for operations requiring an Airline Transport Pilot Licence and a Commercial Pilot Licence, where the person has reached his fortieth birthday on or before the date of such medical examination.

(2) A Class 2 medical certificate for operations requiring a Private Pilot Licence, or a Student Pilot Licence shall expire at the end of the last day of the—

(a) twenty-fourth month from the date of the medical examination shown on the certificate where the person has not reached his fortieth birthday on or before the date of such medical examination; or

(b) twelfth month from the date of the medical examination shown on the certificate where the person has reached his fortieth birthday on or before the date of such examination.

(3) A Class 3 medical certificate shall expire at the end of the last day of the—

(a) twenty-fourth month from the date of the medical examination shown on the certificate where the person has not reached his fortieth birthday on or before the date of such examination, for operations requiring an Air Traffic Controller licence; or

(b) twelfth month from the date of the medical examination shown on the certificate where the person has reached his fortieth birthday on or before the date of such examination, for operations requiring an Air Traffic Controller licence.

Limitation on Medical Certificate

Limitation on medical certificate

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

(a) the duties authorized by the medical certificate can be performed without jeopardizing flight safety; and

(b) relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration.

Medical Certificates Renewal

Renewal of a medical certificate

156. The requirements for the renewal of a medical certificate are the same as those for the initial issue of the medical certificate under this Part except where otherwise specifically stated.

Deferral of Medical Examination

Deferral of medical examination

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

(a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;

(b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations, provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such designated medical examiner is not available, by a physician qualified to practice medicine in that area; or

(c) in the case of a private pilot, a single period not exceeding twenty-four months where the medical examination is carried out by medical examiner designated under regulation 149, in which the applicant is temporally located.

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

(3) In this regulation—

"remote" means difficulty in accessing regular transportation to and from; and

"distant" means geographical distance from Trinidad and Tobago.

Medical Examinations Standards

158. The physical and mental standards required for all medical examinations and assessments referred to in regulation 152 are set out in Schedule 12.

Physical and mental standards for all medical examinations Schedule 12

PART IX

Aircraft Maintenance Certification

159. This Part prescribes the requirements for the issue of an Aircraft Maintenance Engineer Licence.

Applicability

General applicability and eligibility

160. (1) A person who wishes to obtain an Aircraft Maintenance Engineer Licence shall—

General applicability and eligibility requirements for Aircraft Maintenance Engineer Licence

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in regulation 189, demonstrate the ability to read, write, speak, and understand the English Language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;

(e) comply with the knowledge, experience, and proficiency requirements prescribed for the rating sought; and

(f) pass all of the prescribed tests for the licence sought, within a period of twenty-four months from the date of application.

(2) An application for Aircraft Maintenance Engineer Licence shall specify the rating sought whether airframe or powerplant.

(3) Notwithstanding subregulation (1)*(c)* and *(e)*, where the applicant provides the Authority with evidence that has received training from an approved Aviation Training Organization on the knowledge areas and such approved Aviation Training Organization certifies that the applicant is prepared to take the knowledge test under regulation 162, the Authority may allow the applicant to take such knowledge test before meeting the requirements of subregulation (1)*(c)* or *(e)*.

Ratings Issued

Issue of Ratings

161. The Director General may recommend that the Authority issue the following ratings under this Part:

(a) airframe; and

(b) powerplant.

Knowledge Requirements for Ratings

Aircraft Maintenance Engineer Licence Rating Knowledge requirements

162. (1) An applicant for an Aircraft Maintenance Engineer Licence shall demonstrate through a knowledge test, levels of knowledge relevant to the responsibilities of the Aircraft Maintenance Engineer Licence and rating in the areas described in Schedule 13.

(2) An applicant for an Aircraft Maintenance Engineer Licence or rating shall, after meeting the applicable experience requirements of regulation 165, pass the applicable knowledge tests in the knowledge areas prescribed in Schedule 13, covering the construction and maintenance of aircraft appropriate to the rating sought, the regulations governing the Aircraft Maintenance Engineer Licence and the applicable provisions of these Regulations.

Schedule 13

(3) An applicant under this regulation shall pass each section of the knowledge test before applying for the skill test prescribed by regulation 164.

Requirement to Complete Approved or Accepted Training Course

Aircraft Maintenance Engineer to complete approved or accepted training course

163. An applicant for an Aircraft Maintenance Engineer Licence shall provide the Authority with evidence that he has completed a training course approved or accepted by the Authority appropriate to the licence and rating sought.

Proficiency Requirements for Aircraft Maintenance Engineer

Aircraft Maintenance Engineer Licence proficiency requirements

164. (1) Upon providing the Authority with evidence of completion of a training course under regulation 163 an applicant for an Aircraft Maintenance Engineer Licence shall pass a skill test on the areas set out in Schedule 13 prescribed by the Authority for the rating sought.

(2) The skill test under subregulation (1), shall assess the basic skill of the applicant in performing practical projects on the subjects covered by the knowledge test for the rating sought.

(3) An applicant for a powerplant rating shall in respect of propellers demonstrate—

(a) basic principles covering the installation and maintenance of propellers; and

(b) his ability to make satisfactory minor repairs and alterations.

Aeronautical Experience Requirements for Aircraft Maintenance Engineer Licence

Aircraft Maintenance Engineer Licence aeronautical experience requirements

165. An applicant for an Aircraft Maintenance Engineer Licence or rating shall provide the Authority with evidence of practical experience in the procedures, practices, materials, hand tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought for a period of—

(a) twenty-four months, for the initial issue of an Aircraft Maintenance Engineer Licence with either airframe or powerplant rating;

(b) forty-eight months for the initial issue of an Aircraft Maintenance Engineer Licence with both an airframe and powerplant rating; or

(c) twenty-four months, for issue of an additional rating to the Aircraft Maintenance Engineer Licence.

Issue of Aircraft Maintenance Engineer Licence

Issue of Aircraft Maintenance Engineer Licence

166. Where the Director General is satisfied that an applicant for a Aircraft Maintenance Engineer Licence under this Part, meets the requirements of this Part he may recommend that the Authority issue to the applicant an Aircraft Maintenance Engineer Licence (hereinafter referred to as an “Aircraft Maintenance Engineer”).

Privileges and Limitations of Aircraft Maintenance Engineer Licence

Aircraft Maintenance Engineer Licence privileges and limitations

167. (1) Except as provided under subregulation (6), an Aircraft Maintenance Engineer may in respect of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which he is rated—

(a) perform or supervise the—

(i) maintenance;

(ii) preventive maintenance; or

(iii) modification; and

(iv) inspection; and

(b) issue a Certificate of Release to Service for any aircraft in respect of which he has performed or supervised—

(i) maintenance;

(ii) preventive maintenance; or

(iii) modification; and

(iv) inspection, except annual inspection.

(2) Prior to exercising the privileges under subregulation (1), an Aircraft Maintenance Engineer shall provide the Authority with evidence that he has—

(a) performed the duties under his rating for no less than six months within the preceding twenty-four months;

(b) performed the duties while working under the direct supervision of an Aircraft Maintenance Engineer or the holder of an Aviation Repair Specialist Licence who is appropriately rated and has—

(i) had previous experience in the specific operation concerned; or

(ii) received training acceptable to the Authority on the task to be performed.

(3) Except as provided in subregulation (6), an Aircraft Maintenance Engineer with an airframe rating may after he has performed the one hundred-hour inspection required by Civil Aviation [(No. 2) Operations] Regulations, 2004 on an airframe, or any related part or appliance, and approve and return it to service;

(4) Except as provided in subregulation (6), a Aircraft Maintenance Engineer with a powerplant rating may perform the one hundred-hour inspection required by Civil Aviation [(No. 2) Operations] Regulations, 2004 on a powerplant or propeller or any related part or appliance, and approve and return it to service.

(5) An Aircraft Maintenance Engineer shall exercise the privileges of his licence in respect of such—

(a) aircraft as are entered on his licence in their entirety either specifically or under broad categories; or

(b) airframes and powerplants and aircraft systems or components as are entered on his licence either specifically or under broad categories; and

(c) aircraft avionic systems or components as are entered on his licence whether specifically or under broad categories.

(6) An Aircraft Maintenance Engineer with an airframe or a powerplant rating shall not—

(a) perform or supervise, unless under the direct supervision and control of an Approved Maintenance Organization or an air operator that is authorized to perform maintenance, preventative maintenance, or modifications under an equivalent system in accordance with the Act or Regulations made thereunder—

(i) a major repair or major modification of a propeller; or

(ii) any repair or modification of instruments;

(b) issue a Certificate of Release to Service—

(i) any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major modification or major repair; or

(ii) any instrument after completion of any repair or modification;

(c) exercise the privileges of the licence unless he understands the current instructions for continued airworthiness and the maintenance instructions for the specific operation concerned.

Recent Experience Requirements

Requirements for recency of experience of a Aircraft Maintenance Engineer

168. An Aircraft Maintenance Engineer shall not exercise the privileges of his Aircraft Maintenance Engineer Licence or rating unless, within the preceding twenty-four months—

(a) the Authority is satisfied that he can perform such work; or

(b) for at least six months within the preceding twenty-four months that he has—

(i) served as an Aircraft Maintenance Engineer under his Aircraft Maintenance Engineer Licence and rating;

(ii) technically supervised other Aircraft Maintenance Engineers;

(iii) provided aviation maintenance instruction or served as the direct supervisor of persons providing aviation maintenance instruction for an Aircraft Maintenance Engineer course or programme acceptable to the Authority;

(iv) supervised the maintenance, preventive maintenance or modification of any aircraft, airframe, aircraft engine, propeller, appliance, component or part thereof; or

(v) been engaged in any combination of paragraphs (i) through (iv).

Eligibility Requirements for Aircraft Maintenance Inspection Authorization

Eligibility Requirements of an Aircraft Maintenance Inspection Authorization

169. (1) An applicant for an Aircraft Maintenance Inspection Authorization shall—

(a) hold a current Aircraft Maintenance Engineer Licence with both an airframe rating and a powerplant rating, each of which has been in effect for at least three years;

(b) have been actively engaged, for at least two years immediately preceding the date of application, in the maintenance of aircraft maintained in accordance with the Act or Regulations made thereunder;

(c) have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week but which need not be the place where the applicant will exercise inspection authority;

(d) have available the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance;

Schedule 13

(e) pass a knowledge test on the areas set out in Schedule 13 that demonstrates the ability of the applicant to inspect according to safety standards for approving aircraft and aeronautical product for the issue of a Certificate of Release to Service after major repairs, major and minor modifications, annual inspections and progressive inspections, which are performed in accordance with the Act or Regulations made thereunder.

(2) An applicant who fails the knowledge test prescribed under subregulation (1)*(e)*, shall not apply for re-testing until at least ninety days after the date he failed the test.

Issue of Aircraft Maintenance Engineer Inspection Authorization

Issue of Aircraft Maintenance Engineer Inspection Authorization

170. Where the Director General is satisfied that the applicant for an Aircraft Maintenance Engineer Inspection Authorization meets the requirements of regulation 169, he may recommend that the Authority issue such Aircraft Maintenance Engineer Inspection Authorization.

Duration of Aircraft Maintenance Engineer Inspection Authorization

Duration of Aircraft Maintenance Engineer Inspection Authorization

171. (1) An Aircraft Maintenance Engineer Inspection Authorization issued under regulation 170 shall be valid for one year.

(2) The holder of an Aircraft Maintenance Engineer Inspection Authorization may only exercise the privileges of such Aircraft Maintenance Engineer Inspection Authorization where he holds a valid Aircraft Maintenance Engineer Licence with both a valid airframe rating and a valid powerplant rating.

(3) An Aircraft Maintenance Engineer Inspection Authorization ceases to be valid where—

(a) the authorization is surrendered, suspended, or revoked;

(b) the holder no longer has a fixed base of operation; or

(c) the holder no longer has the equipment, facilities, and inspection data required by regulation 169(1)*(d)* for issuance of his authorization.

(4) The holder of an Aircraft Maintenance Engineer Inspection Authorization that is suspended or revoked shall, upon the request of the Authority, return it to the Authority.

Renewal of Aircraft Maintenance Engineer Inspection Authorization

Renewal of Aircraft Maintenance Engineer Inspection Authorization

172. (1) An applicant for renewal of an Aircraft Maintenance Engineer Inspection Authorization shall within thirty days prior to the expiration of the authorization, provide the Authority with evidence that he still meets the requirements of regulation 169 and demonstrate that, during the current period of authorization, he has—

(a) performed at least one annual inspection during each three months period he held the authorization;

(b) performed inspections of at least two major repairs or major modifications for each three month period he held the authorization;

(c) performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Director General for each twelve-month period he held the authorization;

(d) performed any combination of paragraphs *(a)* through *(c)*;

(e) successfully completed an Aircraft Maintenance Engineer Inspection Authorization refresher course or series of courses acceptable to the Authority, of not less than sixteen hours of instruction during the twelve-month period preceding the application for renewal; or

(f) passed a knowledge test administered by the Authority to determine whether the knowledge of applicable regulations and standards is current by the applicant.

(2) An Aircraft Maintenance Engineer Inspection Authorization refresher course under subregulation (1)*(a)* shall be on the areas listed in Schedule 13.

Schedule 13

Privileges and Limitations of Authorization

Privileges and limitations of Aircraft Maintenance Inspection Authorization

173. (1) Except as provided in subregulations (2) and (3), the holder of an Aircraft Maintenance Inspection Authorization may—

(a) inspect and issue a Certificate of Release to Service any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major repair or major modification performed in accordance with the Civil Aviation [(No. 5) Airworthiness] Regulations, 2004; and

(b) perform an annual inspection, or perform or supervise a progressive inspection, in accordance with the Act or Regulations made thereunder; on any aircraft, except those aircraft engaged in commercial air transport, and issue a Certificate of Release to Service.

(2) The holder of an Aircraft Maintenance Engineer Inspection Authorization with a current and valid Aircraft Maintenance Engineer Authorization Licence shall not inspect and approve for return to service—

(a) any aircraft over five thousand and seven hundred kilogrammes maximum take-off weight; or

(b) any airframe, aircraft engine, propeller, appliance, component, or part thereof which is subject to a maintenance programme required by the Civil Aviation [(No. 2) Operations] Regulations, 2004 and Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulation, 2004.

(3) The holder of an Aircraft Maintenance Engineer Inspection Authorization with a current and valid Aircraft Maintenance Engineer Licence shall not inspect and issue a Certificate of Release to Service any aircraft maintained in accordance with a maintenance programme approved under the Civil Aviation [(No. 2) Operations] Regulations, 2004 and Civil Aviation [(No. 3) Air Operator Certification and Administration] Regulation, 2004.

(4) When exercising the privileges of an Aircraft Maintenance Engineer Inspection Authorization, the holder shall keep it available for inspection by the aircraft owner and the Aircraft Maintenance Engineer submitting the aircraft, repair, or modification for approval and shall present it at the request of the Authority or an authorized representative of the Director General.

(5) Where the holder of an Aircraft Maintenance Engineer Inspection Authorization changes his fixed base of operation, he shall not exercise the privileges of the authorizations until he has notified the Authority in writing of the change.

(6) The holder of an Aircraft Maintenance Engineer Inspection Authorization shall not exercise any privilege of an Inspection Authorization where he no longer—

(a) has a fixed base of operation;

(b) has the equipment, facilities or inspection required by regulation 169;

(c) holds a current and valid Aircraft Maintenance Engineer Licence.

Aviation Repair Specialist Licence

Requirements for Aviation Repair Specialist Licences

174. Where a person wishes to apply for an Aviation Repair Specialist Licence with a rating he shall—

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provide by regulation 189, be able to read, write, speak, and understand the English Language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;

(e) be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he was employed;

(f) be employed for a specific job requiring those special qualifications by an Approved Maintenance Organization or an air operator that is required by its operating certificate or approved specific operating provisions to provide maintenance, preventive maintenance, or modifications to aircraft approved with a maintenance programme according to its maintenance control manual;

(g) be recommended for certification by his employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or aeronautical product, appropriate to the job for which he is employed;

(h) have either;

(i) at least twenty-four 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 licenced; or

(ii) completed formal training that is acceptable to the Authority and is specifically designed to qualify the applicant for the job on which the applicant is to be employed.

Ratings

Ratings

175. (1) A rating under regulation 174 may be either—

(a) a Propeller Rating;

(b) an Avionics Rating;

(c) a Computer Rating;

(d) a Instrument Rating; or

(e) an Accessory Rating.

(2) A rating for an applicant employed by an Approved Maintenance Organization shall be consistent with the rating issued at the Approved Maintenance Organization and limited to the specific job for which the person is employed to perform, supervise, or issue a Certificate of Return to Service.

(3) A rating for an applicant employed by an air operator shall be consistent with the rating issued to the air operator and listed on—

(a) the Approved Operations Specifications; and

(b) the approved Maintenance Control Manual,

of the air operator and shall be limited to the specific job for which the person is employed to perform, supervise, or issue a Certificate of Return to Service.

Aviation Repair Specialist Licence

Issue of Aviation Repair Specialist Licence

176. Where the Director General is satisfied that an applicant for Aviation Repair Specialist Licence, meets the requirements of regulations 174 and 175 he may recommend that the Authority issue an Aviation Repair Specialist Licence to such applicant.

Privileges and Limitations of an Aviation Repair Specialist

Privileges and Limitations of Aviation Repair Specialist Licence

177. (1) An aviation repair specialist may perform or supervise the maintenance, preventive maintenance, or modification of aircraft and aeronautical products, appropriate to the designated specialty area for which the aviation repair specialist is licenced and rated, but only in connection with employment by an Aircraft Maintenance Organization or an air operator that is authorized to perform maintenance, preventive maintenance, or modifications under an equivalent system in accordance with the Act or Regulations made thereunder.

(2) An aviation repair specialist shall not perform or supervise duties unless the aviation repair specialist understands the current instructions of the employing certificate holder and the instructions for continued airworthiness, which relate to the specific operations concerned.

Parachute Rigger Licence Requirements

Requirements for Parachute Rigger Licence

178. Where a person wishes to apply for a Parachute Rigger Licence with a rating shall—

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

(b) pay the prescribed fee;

(c) be at least eighteen years of age;

(d) except as provided in section 189, be able to read, speak, write, and understand the English Language; and

(e) comply with this Part in respect of the licence and Type Rating being sought.

Issue of Parachute Rigger Licence

Issue of Parachute Rigger Licence

179. Where the Director General is satisfied that an applicant for a Parachute Rigger Licence under regulation 178 (hereinafter referred to as a "Parachute Rigger") meets the requirements of the issue of such licence, he may recommend that the Authority issue the applicant with a Parachute Rigger Licence.

Restrictions on Parachute Rigger Licence

Restrictions on Parachute Rigger Licence

180. (1) A person shall not pack, maintain, or modify any personal-carrying parachute intended for emergency use in connection with a Trinidad and Tobago aircraft unless he holds an appropriate current Parachute Rigger Licence and Type Rating issued under this Part.

(2) Except as provided by subregulation (3), a person shall not pack, maintain, or modify any main parachute of a dual parachute pack to be used for intentional jumping from a Trinidad and Tobago aircraft unless he has an appropriate Parachute Rigger Licence issued under this Part.

(3) A person who does not hold a licence may pack the main parachute of a dual parachute pack that is to be used by him for intentional jumping.

(4) A person who holds a Parachute Rigger Licence shall present it for inspection upon the request of the Director General.

Experience, Knowledge and Skill Requirements for Parachute Rigger

Experience, knowledge, and skill requirements for a Parachute Rigger Licence

181. An applicant for a Parachute Rigger Licence shall—

(a) present evidence to the Authority that he has packed at least twenty parachutes of each type for which he seeks a rating, in accordance with the instructions of the manufacturer and under the supervision of a licenced Parachute Rigger holding a rating for that type or a person holding an appropriate military rating; and

(b) provide the Authority with evidence of having passed a knowledge test, with respect to a parachute applicable to at least one type parachute appropriate to the Type Rating sought, on—

(i) construction, packing, and maintenance;

(ii) the manufacturer's instructions; and

(iii) the regulations of this Part;

(c) pass an oral and skill test demonstrating the ability to pack and maintain at least one type of parachute appropriate to the type of rating sought.

Type Ratings for a Parachute Rigger

Type Ratings

182. The Type Ratings under regulation 178 may be either—

(a) a Seat Rating;

(b) a Back Rating;

(c) a Chest Rating; or

(d) a Lap Rating.

Additional Type Ratings for a Parachute Rigger

Requirements for additional Type Ratings for parachute rigger

183. A Parachute Rigger who applies for an additional Type Rating shall—

(a) present evidence satisfactory to the Authority of having packed at least twenty parachutes of the Type Rating sought, in accordance with the manufacturer's instructions and under the supervision of a licenced Parachute Rigger holding a rating for that type or a person holding an appropriate military rating; and

(b) provide the Authority with evidence of having passed a practical test, to the satisfaction of the Authority, showing the ability to pack and maintain the type of parachute for which the applicant seeks a rating.

Privileges of Parachute Rigger Licence

Privileges of a parachute rigger

184. A Parachute Rigger may—

(a) pack or maintain, except for major repair any type of parachute for which he is rated; and

(b) supervise other persons in packing any type of parachute for which he is rated.

Facilities and Equipment

Facilities and equipment

185. A Parachute Rigger shall not exercise the privileges of his licence unless he has at least the following facilities and equipment available—

(a) a smooth top table at least 3 feet wide by 40 feet long;

(b) suitable housing that is adequately heated, lit and ventilated for drying and airing parachutes;

(c) enough packing tools and other equipment to pack and maintain the types of parachutes serviced; and

(d) adequate housing facilities to perform applicable duties and to protect tools and equipment.

Performance Standards for Parachute Riggers

Performance standards for parachute riggers

186. A Parachute Rigger shall not—

(a) pack, maintain, or modify any parachute unless he or she is rated for that type;

(b) pack a parachute that is not safe for emergency use;

(c) pack a parachute unless it has been thoroughly dried and aired;

(d) pack, maintain, or modify a parachute in any manner that deviates from procedures approved or accepted by the Authority or the manufacturer of the parachute; or

(e) exercise the privileges of the licence and Type Rating unless he understands the current manufacturer's instructions for the operation involved and has—

(i) performed duties under the licence for at least ninety days within the preceding twelve months; or

(ii) demonstrate to the Authority the ability to perform those duties.

Records to be Kept by Parachute Rigger

Parachute Rigger Records

187. (1) A Parachute Rigger shall keep a record of the packing and maintenance of parachutes or supervision of those activities.

(2) A Parachute Rigger who packs a parachute shall enter on the parachute packing record attached to the parachute, the date and place of the packing, a notation of any defects found during any inspection and shall sign that record with his or her name and licence number.

(3) A Parachute Rigger shall sign the record required by subregulation (2), with the name and the number of his licence.

(4) The record required by subregulation (1), shall contain, with respect to each parachute worked on, a statement of—

(a) its type and make;

(b) its serial number;

(c) the name and address of its owner or user;

(d) the kind and extent of the work performed;

(e) the date when and place where the work was performed; and

(f) the results of any drop tests made with it.

(5) A person who makes a record under subregulation (1), shall keep such record for at least two years after the date it is made.

Seal of Parachute Rigger

Seal of Parachute Rigger

188. (1) A Parachute Rigger shall have a seal and a seal press with an identifying mark prescribed by the Authority.

(2) After packing a parachute, a Parachute Rigger shall seal the pack with his seal in accordance with the manufacturer's recommendation for that type of parachute.

PART X

MISCELLANEOUS

General Exemptions

Exemptions from requirements for licensing, ratings and authorizations

189. (1) An applicant under these Regulations who cannot comply with certain eligibility requirements or areas of operations required for the issue of an airman licence because of physical limitations or for other reasons, may be issued a licence, rating, or authorization with an appropriate limitation where—

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

(b) the physical limitation, has been recorded with the Authority on the medical records of the applicant; and

(c) the Director General determines that the inability of the applicant to perform the particular area of operation will not adversely affect safety.

(2) A limitation placed on a licence under this regulation may be on the recommendation of the Director General, be removed where the licencee demonstrates to an examiner, satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

(3) A person shall not act as a required pilot of a civil aircraft of foreign registry within Trinidad and Tobago, unless the pilot licence issued to such person in accordance with these Regulations was issued or validated by the country in which the aircraft is registered.

(4) A person shall not act as a Pilot, Flight Instructor, required flight crew member, or Air Traffic Controller unless that person holds an appropriate and current medical certificate issued in accordance with these Regulations or other documentation acceptable to the Authority.

Transitional Provision

Transitional provisions

190. (1) Notwithstanding the requirements for Licences Ratings and Authorizations under Part II, III, IV, V, VII and VIII of these Regulations, a person meeting the requirements and exercising the privileges of such Licence, Rating or Authorization, on the commencement of these Regulations may continue to do so under the conditions of his existing Licence, Rating or Authorization for a period no greater than six months from the date of the commencement of these Regulations and thereafter shall meet the requirements of those Parts.

(2) Notwithstanding the requirements for Licences, Ratings and Authorizations under Part IX of these Regulations, a person exercising the privileges of such Licence, Rating, or Authorization on the commencement of these Regulations may continue to do so under the conditions of his existing Licence, Rating or Authorization for a period no greater than thirty-six months from the date of the commencement of these Regulations and thereafter shall meet the requirements of Part IX.

Implementing Standards

191. The holder of an airman licence under these Regulations in meeting the requirements of Regulations 5, 31, 33, 40, 42, 50, 58, 60, 100, 107, 108, 109, 112, 122 and 141, shall ensure that he complies with the minimum implementing standards set out in Schedule 14. Requirements to comply with minimum standards Schedule 14

Director General may amend Schedules

192. The Director General may, by Order amend any of the schedules. Director general to amend Schedule

Commencement of Part VI

193. Part VI of these Regulations shall come into effect twelve months from the date of publication. Commencement of Part VI

Commencement of Part IX

194. Part IX of these Regulations shall come into effect eighteen months from the date of publication. Commencement of Part IX

SCHEDULE 1

PART A

[Regulation 5(5)]

EXEMPTION FROM HOLDING CURRENT MEDICAL CERTIFICATE

A person is not required to hold a current and appropriate medical certificate required if that person—

(a) is exercising the privileges of a student pilot licence while seeking a pilot licence with a glider category rating or balloon rating;

(b) is piloting or providing training in a balloon;

(c) is piloting or providing training in a glider;

(d) is exercising the privileges of a flight instructor rating, provided a flight instructor is not acting as pilot in command or as a required crew member;

(e) is exercising the privileges of a ground instructor authorization;

(f) is operating an aircraft within a foreign country using a pilot licence issued by that country and possesses evidence of current medical qualification for that licence;

(g) is operating an aircraft with a pilot licence, issued by the Authority on the basis of a foreign pilot licence and holds a current medical certificate issued by the country that issued the pilot licence; or

(h) is taking a test or check for a licence, rating or authorization conducted under an approved course by an Aviation Training Organization.

SCHEDULE 1—CONTINUED

[Regulation 15(2)]

PART B

VOLUNTARY SURRENDER OF LICENCE

"I……..…… voluntarily surrender my licence for my own
(State name)

reasons, with full knowledge that my…….……
(insert name of licence or rating, as appropriate)

may not be reissued to me unless I again pass the tests prescribed for its issuance.

.....
(Signature of licencee)."

SCHEDULE 2

[Regulation 27(4) and 29(2)*(a)*]

PART A

The following training in manoeuvres and procedures is required for student pilots receiving training for solo flight:

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

(b) taxiing or surface operations, including runups;

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

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

(e) climbs and climbing turns;

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

(g) collision avoidance, wind shear avoidance, and wake turbulence avoidance;

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

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

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

(k) emergency procedures and equipment malfunctions;

(l) ground reference manoeuvres;

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

(n) slips to a landing;

(o) go-arounds.

PART B

[Regulation 27(5)]

The following additional manoeuvres and procedures, are required for student pilots for solo flights in respect of each category and class rating:

In a helicopter—

(a) approaches to the landing area;

(b) hovering and hovering turns;

(c) simulated emergency procedures, including auto-rotational descents with a power recovery and power recovery to a hover;

(d) rapid decelerations; and

(e) simulated one-engine-inoperative approaches and landings for multi-engine helicopters.

In a gyroplane—

(a) approaches to the landing area;

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

(c) simulated emergency procedures, including simulated poweroff landing as simulated power failure during departures.

In a powered-lift—

(a) approaches to the landing area;

(b) hovering and hovering turns; and

In a glider—

(a) the applicable manoeuvres and procedures shown in paragraph *(a)* of this subregulation;

(b) launches, including normal and crosswind;

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

(d) aerotow, ground tow, or selflaunch procedures;

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

(f) slips to a landing;

(g) procedures and techniques for thermalling; and

(h) emergency operations, including towline break procedures.

In an airship—

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

(b) landings with positive and with negative static trim.

In a balloon—

(a) layout and assembly procedures;

(b) ascents and descents;

(c) landing and recovery procedures;

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

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

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

(g) obstruction detection and avoidance techniques.

PART C

[Regulation 29(2)*(b)*]

The following are the manoeuvres and procedures for student pilot who is receiving training for cross-country flight training:

In an aeroplane or rotorcraft—

(a) use of aeronautical charts the Visual Flight Rules navigation using pilotage and dead reckoning with the aid of a magnetic compass;

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

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

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

(e) use of radios for Visual Flight Rules navigation and two-way communications;

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

(g) control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids and Air Traffic Control directives;

In a powered-lift—

(a) those specified in paragraph *(a)*(i), as applicable; and

(b) takeoff, approach, and landing procedures that include high-altitude, steep, and shallow take-offs, approaches, and landings;

In a glider—

(a) those specified in paragraph *(a)*(1), as applicable;

(b) landings accomplished without the use of the altimeter from at least 2,000 feet above the surface; and

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

In an airship—

(a) those specified in paragraph *(a)*(i), as applicable; and

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

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

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

PART D

[Regulation 30(1)(i), 39(1)*(j)*, and 49(1)(i)]

Applicants for Pilot Licences under regulations 30(1)(i), 39(1)*(j)* and 49(1)(i) shall receive training in the following areas in respect of the human physiology of flight:

(a) high-altitude aerodynamics and meteorology;

(b) respiration;

(c) effects, symptoms, and causes of hypoxia and any other high-altitude sickness;

(d) duration of consciousness without supplemental oxygen;

(e) effects of prolonged usage of supplemental oxygen;

(f) causes and effects of gas expansion and gas bubble formation;

(g) preventive measures for eliminating gas expansion, gas bubble formation and high-altitude sickness;

(h) physical phenomena and incidents of decompression; and

(i) any other physiological aspects of high-altitude flight.

SCHEDULE 3

PART A

[Regulation 31(2) and 34(1)*(a)*]

The following are the areas of aeronautical knowledge which an applicant for a Private Pilot Licence shall demonstrate:

(a) applicable regulations of this Subpart that relate to private pilot privileges, limitations, and flight operations;

(b) accident reporting requirements of the Authority;

(c) principles of flight; principles of operation of aircraft powerplants, systems and instruments;

(d) operating limitations of aircraft and powerplants; relevant operational information from the flight manual or other appropriate documents;

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

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

(g) pre-flight and en-route flight planning appropriate to private operations under Visual Flight Rules; preparation and filing of Air Traffic Control flight plans; appropriate Air Traffic Control procedures; position reporting procedures; altimeter setting procedures; operations in areas of high density traffic;

(h) use of applicable portions of advisory material published by the Authority;

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

(j) use of aeronautical charts for Visual Flight Rules navigation using pilotage, dead reckoning and navigation systems;

(k) radiotelephony procedures and phraseology as applied to Visual Flight Rules operations; action to be taken in case of communication failure;

(l) recognition of critical weather situations from the ground and in flight, windshear avoidance, and the procurement and use of aeronautical weather reports and forecasts;

(m) safe and efficient operation of aircraft, including collision avoidance, and recognition and avoidance of wake turbulence;

(n) effects of density altitude on takeoff and climb performance;

(o) weight and balance computations;

(p) principles of aerodynamics, powerplants and aircraft systems;

(q) stall awareness, spin entry, spins and spin recovery techniques for aircraft and glider category ratings;

(r) aeronautical decision making and judgement;

(s) pre-flight action that includes—

(i) obtaining information on runway lengths at airports of intended use, data on takeoff and landing distances, weather reports and forecasts and fuel requirements; and

(ii) planning for alternatives where the planned flight cannot be completed or delays are encountered; and

(t) human performance and limitations relevant to the private pilot.

PART B

[Regulation 33(1)*(k)*, 33(1), 108(1)*(b)*]

Content of the Skill Test for a Private Pilot Licence

The following are the contents of the relevant procedures for the skill test for the issue of Private Pilot Licence on single-engine and multi-engine aircraft. Use of checklist, airmanship (control of aircraft by external visual reference, anti or de-icing procedures, etc.) apply in all paragraphs. The format and application form for the skill test may be determined by the Authority and may include:

Paragraph 1—Pre-Flight Operations and Departure:

(a) pre-flight documentation and weather brief;

(b) mass and balance and performance calculation;

(c) aircraft inspection and servicing;

(d) engine starting and after starting procedures;

(e) taxiing and aerodrome procedures, pre take-off procedures;

(f) take-off and after take-off checks;

(g) aerodrome departure procedures;

(h) Air Traffic Control liaison-compliance, Radio Telephony procedures.

Paragraph 2—General Airwork:

(a) Air Traffic Control liaison-compliance, Radio Telephony procedure;

(b) straight and level flight, with speed changes;

(c) climbing:

(i) best rate of climb;

(ii) climbing turns;

(iii) levelling off;

(d) medium (30° bank) turns;

(e) steep (45° bank) turns (including recognition and recovery from a spiral dive);

(f) flight at critically low airspeed with and without flaps;

(g) stalling—

(i) clean stall and recover with power;

(ii) approach to stall descending turn with bank angle 20°, approach configuration; and

(iii) approach to stall in landing configuration;

(h) descending—

(i) with and without power;

(ii) descending turns (steep gliding turns); and

(iii) levelling off.

Paragraph 3—En-Route Procedures:

(a) flight plan, dead reckoning and map reading;

(b) maintenance of altitude, heading and speed;

(c) orientation, timing and revision of Estimated Time of Arrivals, log keeping;

(d) diversion to alternate aerodrome (planning and implementation);

(e) use of radio navigation aids;

(f) basic instrument flying check (180° turn in simulated Instrument Meteorology Condition);

(g) flight management (checks, fuel systems and carburettor icing, etc.) Air Traffic Control liaison—compliance, Radio Telephony procedures.

Paragraph 4—Approach and Landing Procedures:

(a) aerodrome arrival procedures;

(b) *precision landing (short field landing), cross wind, if suitable conditions available;

(c) *flapless landing;

(d) *approach to landing with idle power (single engine only);

(e) touch and go;

(f) go-around from low height;

(g) Traffic Control liaison-compliance, Radio Telephony procedures; and

(h) actions after flight.

Paragraph 5—Abnormal and Emergency Procedures—

(a) simulated engine failure after take-off (single-engine only);

(b) *simulated forced landing (single-engine only);

(c) simulated precautionary landing (single-engine only); and

(d) simulated emergencies.

Note: This Paragraph may be combined with Paragraphs 1 through 4.

Paragraph 6—Simulated Asymmetric Flight and Relevant Class/Type Items

(a) simulated engine failure during take-off (at a safe altitude unless carried out in a flight simulator);

(b) asymmetric approach and go-around;

(c) asymmetric approach and full stop landing;

(d) engine shutdown and restart;

(e) Air Traffic Control liaison-compliance, Radio Telephony procedures, Airmanship;

(f) as determined by the Flight Test Examiner—any relevant items of the class/type rating skill test to include, if applicable:

(A) aeroplane systems including handling of auto pilot;

(B) operation of pressurization system;

(C) Use of de-icing and anti-icing system; and

(g) oral questions.

Note: This Paragraph may be combined with Paragraphs 1 through 5.

Note: some of these items may be combined at the discretion of the Flight Test Examiner

PART C

[Regulation 33(1)]

Procedures for Conduct of skill test for Private Pilot Licence

1. An applicant for a skill test for the Private Pilot Licence shall have received instruction on the same class/type of aircraft to be used for the skill test. The applicant shall be permitted to choose to take the test on a single-engine aircraft or, subject to the experience requirement in these Regulations or seventy hours flight time as pilot in command, on a multi-engine aeroplane or helicopter as applicable. The aircraft used for the skill test shall meet the requirements for training aircraft and approved by the Authority. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority.

2. An applicant for skill test for helicopters shall pass all paragraphs of the helicopter skill test. For aeroplanes an applicant shall pass paragraphs 1 through 5 of the aeroplane skill test, and paragraph 6 if a multi-engine aircraft is used. For either aeroplane or helicopter, if any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. An applicant failing only one paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire test again. All paragraphs of the skill test shall be completed within six months.

3. Further training may be required following any one failed skill test. Failure to achieve a pass in all paragraphs of the test in two attempts will require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

4. The Authority will provide the Flight Test Examiner with adequate safety advice to ensure that the test is conducted safely.

5. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Test Examiner, the applicant shall retake the entire skill test. Where the test is terminated for reasons considered adequate by the Flight Test Examiner, only those Paragraphs not completed shall be tested in a further flight.

6. Any manoeuvre or procedure of the test may be repeated once by the applicant. The Flight Test Examiner may stop the test at any stage where it is considered that the applicant's demonstration of flying skill requires a complete re-test.

7. An applicant shall be required to fly the aircraft from a position where the pilot in command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with the Act or Regulations made thereunder.

8. The route to be flown for the navigation test shall be chosen by the Flight Test Examiner. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the navigation paragraph of the test, shall be at least sixty minutes and, in the case of helicopters, shall consist of at least three legs each with a minimum of ten minutes duration. For both aeroplane and helicopter, the navigation paragraph of the test may, as agreed between applicant and the Flight Test Examiner, be flown as a separate test.

9. An applicant shall indicate to the Flight Test Examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized check list for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

10. The Flight Test Examiner will take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

11. Flight Test Tolerances—

(a) the applicant shall demonstrate the ability to—

(i) operate the aircraft within its limitations;

(ii) complete all manoeuvres with smoothness and accuracy;

(iii) exercise good judgement and airmanship;

(iv) apply aeronautical knowledge; and

(v) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

12. The following limits are for general guidance. The Flight Test Examiner will make allowance for turbulent conditions and the handling qualities and performance of the aircraft used:

Height	
Normal flight	± 150 feet
with simulated engine failure	± 200 feet
hovering I.G.E flight (helicopters)	+/- 2 feet
Heading or Tracking of radio aids	
Normal flight	± 10°
with simulated engine failure	± 15°
Speed	
Take-off and approach (aeroplanes)	+15/-5 knots
Take-off and approach (helicopters)	-10 knots /+15 knots
All other flight regimes	± 15 knots
Ground Drift (helicopters)	
T.O. hover I.G.E	+/- 3 feet
Landing	+/- 2 feet (about 0 feet rearward or lateral flight).

PART D

[Regulation 34(3)]

The aeronautical experience required for the issue of a Private Pilot Licence shall be as follows in the category and class of aircraft for each category and class rating sought, as applicable:

For an aeroplane:

(a) three hours of cross-country flight training;

(b) three hours of night flight training that includes—

(A) one cross-country flight of over 100 nautical miles total distance; and

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

(c) three hours of instrument flight training;

(d) three hours of flight training in preparation for the practical test performed within sixty days preceding the date of the test; and

(e) ten hours of solo flight time, consisting of at least—

(i) five hours of solo cross-country flight;

(ii) one solo cross-country flight of at least 150 nautical miles total distance, with fullstop landings at a minimum of three points, and one segment of the flight consisting of a straight-line distance of at least 50 nautical miles between the take-off and landing locations; and

(iii) three take-offs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

For a helicopter rating and a gyroplane rating

(a) three hours of night flight training in a helicopter that includes one cross-country flight of over 50 nautical miles total distance; and

(b) ten hours of solo flight time in a helicopter, consisting of at least—

(i) three hours cross-country flight time; and

(ii) one solo cross-country flight of at least 75 nautical miles total distance, with landings at a minimum of three points, and one segment of the flight being a straight-line distance of at least 25 nautical miles between the takeoff and landing locations.

For a glider category rating

(a) where the applicant has not logged at least forty hours of flight time as a pilot of a heavier-than-air aircraft, at least ten hours of flight training in a glider, and twenty training flights performed on the areas of operation listed in regulation 32 that apply to gliders that include two hours of solo flight in gliders in the areas of operation listed in regulation 32 that apply to gliders, with not less than ten launches and landings being performed; and

(b) where the applicant has logged at least forty hours of flight time in heavier-than-air aircraft, at least three hours of flight training in a glider, and ten training flights performed on the areas of operation listed in regulation 32 that apply to gliders that include—

(i) ten solo flights in gliders on the areas of operation listed in regulation 32 that apply to gliders; and

(ii) three training flights in preparation for the practical test within the sixty-day waiting period preceding the test.

For an airship rating

(a) twenty-five hours of flight training in airships on the areas of operation listed in regulation 32 which consists of at least three hours of night flight training in an airship that includes:

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

(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

(iii) five hours of solo flight in an airship and with an authorized instructor.

For a balloon rating

Ten hours of flight training that includes at least six training flights in the areas of operation listed in regulation 32 that includes—

(a) the training is being performed in a gas balloon, at least two flights of two hours each that consists of—

(i) at least one training flight within sixty days prior to application for the rating on the areas of operation for a gas balloon;

(ii) at least one flight performing the functions of pilot in command in a gas balloon; and

(iii) at least one flight involving a controlled ascent to 3,000 feet above the launch site;

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

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

(ii) one solo flight in a balloon with an airborne heater; and

(iii) at least one flight involving a controlled ascent to 2,000 feet above the launch site.

SCHEDULE 4

PART A

[Regulation 39(1)*(h)*, 42]

The following are the contents of the skill test for the issue of a Commercial Pilot Licence. Items in paragraph 2*(c)* and *(e)*(iii) and the whole of paragraphs 5 and 6 may be performed in a flight simulator or an approved flight training device:

PARAGRAPH 1 (DEPARTURE)

(a) pre-flight, documentation mass and balance determination, weather brief;

(b) aeroplane inspection and servicing;

(c) taxiing and take-off;

(d) performance consideration trim;

(e) aerodrome and traffic pattern operation;

(f) departure procedure, altimeter setting collision avoidance (lookout); and

(g) air traffic control liaison—compliance radio telephony procedures.

PARAGRAPH 2 (AIRWORK)

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

(b) flight at critically low airspeed including recognition of and recovery from incipient and full stalls;

(c) turns, including turns in landing configuration;

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

(e) flight by reference solely to instruments, including—

(i) level flight, cruise configuration, control of heading, altitude and airspeed;

(ii) climbing and descending turns 10˚ to 30˚ bank; and

(iii) recoveries from unusual altitudes, limited panel instruments.

PARAGRAPH 3 (EN-ROUTE PROCEDURES)

(a) control of aeroplane by external visual reference;

(b) orientation, map reading;

(c) altitude, speed, heading control, lookout;

(d) altimeter setting;

(e) monitoring of flight progress, flight log, fuel usage, assessment of track error and re-establishment of correct tracking;

(f) observation of weather conditions, assessment of trends, diversion planning;

(g) tracking, positioning (non-directional beacon or very high frequency omni-range) identification of facilities; and

(h) implementation of diversion plan to alternate aerodrome.

PARAGRAPH 4 (APPROACH AND LANDING)

(a) arrival procedures, altimeter setting, check;

(b) Air Traffic Control liaison: compliance, radio telephony procedures;

(c) go-around action from low height;

(d) normal landing, cross-wind landing (where conditions are suitable);

(e) short field landing; and

(f) post flight actions.

PARAGRAPH 5 (ABNORMAL AND EMERGENCY PROCEDURES)

An applicant is expected to indicate the following measures to be taken and carry out touch drills, but is not required to perform any operating action:

(This paragraph may be combined with paragraphs 1 through 4)

(i) simulated engine failure after take-off (at a safe altitude);

(ii) alternative landing gear extension equipment malfunction;

(iii) forced landing;

(iv) approach and landing with idle power; and

(v) landing without flaps.

PARAGRAPH 6 (SIMULATED ASYMMETRIC FLIGHT) (If applicable)

This paragraph may be combined with paragraphs 1 through 5.

The test shall have regard to the control of the aeroplane, identification of the failed engine, immediate actions (touch drills), follow up actions and checks and flying accuracy in the following situations:

(a) simulated engine failure during take-off and approach (at a safe altitude unless carried out in an approved flight training device or a flight simulator);

(b) asymmetric approach; and

(c) asymmetric approach and full stop landing.

PART B

[Regulation 39(1)(i), 42]

Procedure for Conduct of Skill Test for Commercial Pilot Licence:

1. An applicant for a skill test for the Commercial Pilot Licence shall have satisfactorily completed all of the required training including instruction on the same type and class of aeroplane to be used in the test. The applicant shall be permitted to choose to take the test on a single-engine aeroplane or, where he has attained seventy hours flight time as pilot in command of aeroplanes, on a multi-engine aeroplane. The aeroplane used for the skill test shall meet the requirements for training aeroplanes and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2. The administrative arrangements for confirming the suitability of the applicant to take the test, including disclosure of the training record of the applicant, to the Examiner, shall be determined by the Authority.

3. For helicopters, an applicant shall pass paragraphs 1 through 7 of the helicopter skill test. Failure of more than five items will require the applicant to take the entire test again. Where the applicant fails in five or less items, he shall take the failed items again.

4. An applicant shall pass paragraphs 1 through 5 of the skill test and paragraph 6 where a multi-engine aeroplane is used. Failure in more than one paragraph shall require the applicant to take the entire test again. An applicant failing only one paragraph shall take the failed paragraph again.

5. For both aeroplane and helicopter, failure in a paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire re-test again. All paragraphs of the skill test shall be completed within six months.

6. Further training may be required following any failed skill test. Failure to achieve a pass in all paragraphs of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

7. The Authority will provide the Flight Test Examiner with adequate safety advice to ensure that the test is conducted safely should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Test Examiner, the applicant shall retake the entire skill test. Where the skill test is terminated for reasons considered adequate by the Flight Test Examiner, only those paragraphs not completed shall be tested in a further flight.

8. At the discretion of the Flight Test Examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The Flight Test Examiner may stop the test at any stage if it is considered that the demonstration of flying skill by the applicant requires a compete re-test.

9. An applicant shall be required to fly the aeroplane from a position where the pilot in command functions can be performed and to carry out the test as if there is no other crew member. Responsibility for the flight shall be allocated in accordance with the Act or Regulations made thereunder.

10. The route to be flown shall be chosen by the Flight Test Examiner and the destination shall be a controlled aerodrome. The route may end at the aerodrome of departure or at another aerodrome. The applicant shall be responsible for flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the skill test shall be at least ninety minutes.

11. An applicant shall indicate to the Flight Test Examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized check list for the aeroplane on which the test is being taken. Power settings and speeds should be agreed to with the Flight Test Examiner before the start of the skill test and should normally conform to those given in the operations of the Flight Manual of the aeroplane concerned.

12. The Flight Test Examiner shall take no part in the operation of the aeroplane except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

Flight test tolerances

13. The applicant shall demonstrate the ability to—
- *(a)* operate the aeroplane within its limitations;
- *(b)* complete all manoeuvres with smoothness and accuracy;
- *(c)* exercise good judgement and airmanship;
- *(d)* apply aeronautical knowledge; and
- *(e)* maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt:

14. The following limits are for general guidance:

Height	
Generally	±100 feet
Starting a go-around at decision height	+ 50 feet/-0 feet
Minimum descent height/ altitude	+ 50 feet/-0 feet
Tracking	
On radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path
Heading	
All engines operating	± 5°
With simulated engine failure	± 10°
Speed	
All engines operating	± 5 knots
With simulated engine failure	+10 knots/-5 knots
Ground Drift (Helicopters)	
T.O. hover I.G.E.	+/- 3 feet
Landing	+/- 2 feet (with 0 feet rearward or lateral flight)

The Flight Test Examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used.

PART C

[Regulation 40, 108(1)*(b)*]

The following are the aeronautical knowledge requirements for a Commercial Pilot Licence:

(a) rules and regulations relevant to the holder of a commercial pilot licence;

(b) rules of the air; appropriate Air Traffic Control practices and procedures;

(c) principles of operation and functioning of aircraft powerplants, systems and instruments;

(d) operating limitations of appropriate aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;

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

(f) maintenance procedures for airframes, systems and powerplants of appropriate aircraft;

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

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

(i) pre-flight and en-route flight planning appropriate to operations under Visual Flight Rules, preparation and filing of Air Traffic Control flight plans; appropriate Air Traffic Control procedures; altimeter setting procedures;

(j) human performance relevant to the commercial pilot;

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

(l) 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; hazardous weather avoidance;

(m) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;

(n) use of aeronautical documentation such as Aeronautical Information Publication, Notices to Airmen, aeronautical codes and abbreviations; and

(o) appropriate precautionary and emergency procedures;

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

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

(r) principles of flight relating to aircraft; and

(s) radiotelephony procedures and phraseology as applied to Visual Flight Rules operations; action to be taken in case of communication failure.

PART D

[Regulation 41(2)]

The following are the ground and flight instruction required from an approved Aviation Training Organization or an authorized instructor on the areas of operations that apply to the aircraft category and class rating sought for a Commercial Pilot Licence:

(a) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;

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

(c) control of the aircraft by external visual reference;

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

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

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

(g) maximum performance take-offs in respect of short field obstacle clearance and short field landings;

(h) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;

(i) cross-country flying including diversion procedures using visual reference, dead reckoning and radio navigation aids;

(j) abnormal and emergency procedures and manoeuvres; and

(k) operations to, form and transiting controlled aerodromes and compliance with Air Traffic Control procedures, radiotelephony procedures and phraseology.

The flight and ground training requirements above are more specifically specified below for each category and rating as follows:

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

(i) pre-flight preparation;

(ii) pre-flight procedures;

(iii) airport and seaplane base operations;

(iv) take-offs, landings and go-arounds;

(v) performance manoeuvres;

(vi) ground reference manoeuvres;

(vii) navigation;

(viii) slow flight and stalls;

(ix) emergency operations;

(x) high-altitude operations; and

(xi) postflight procedures.

(b) in addition to paragraph *(a)*, the aircraft category rating with a multi-engine class rating—multi-engine operations;

(c) in addition to paragraph *(a)*, for a rotorcraft category rating with a helicopter class rating—

(i) airport and heliport operations;

(ii) hovering manoeuvres; and

(iii) special operations;

(d) in addition to paragraph *(a)*, for a rotorcraft category rating with a gyroplane class rating—flight at slow airspeeds;

(e) in addition to paragraph *(a)*, for a powered-lift category rating—

(i) hovering manoeuvres; and

(ii) special operations;

(f) in addition to paragraph *(a)*, for a glider category rating—

(i) launches and landings; and

(ii) soaring techniques;

(g) in addition to paragraph *(a)*, for a lighter-than-air category rating with an airship class rating—

(i) fundamentals of instructing;

(ii) technical subjects; and

(iii) pre-flight lesson on a manoeuvre to be performed in flight;

(h) for a lighter-than-air category rating with a balloon class rating—

(i) fundamentals of instructing;

(ii) technical subjects;

(iii) re-flight lesson on a manoeuvre to be performed in flight; and

(iv) launches and landings.

PART E

[Regulation 43(1)]

Commercial Pilot Aeronautical Experience Requirements

An applicant for a commercial pilot licence shall log at least the following hours of aeronautical experience as a pilot in each category and class applied for, including at least the following:

(a) unless specified otherwise for a specific category or class, two hundred and fifty hours of flight time as a pilot, including—

(i) one hundred hours in powered aircraft, of which fifty hours shall be in the category of rating sought; and

(ii) one hundred hours of pilot in command flight time, including at least—

(A) fifty hours in the category sought; and

(B) fifty hours in cross-county flight in the category sought, of which ten hours must be in the class sought;

(iii) twenty hours of training on the areas of operation listed in regulation 41 at least—

(A) ten hours of instrument training of which at least five hours shall be in the category and class sought;

(B) ten hours of training in an aircraft that has a retractable landing gear, flaps, and a controllable pitch propeller, or is turbine-powered if applicable;

(C) one cross-country flight of at least two hours in the category and class sought in day Visual Flight Rules conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure;

(D) one cross country flight of at least two hours in the category and class sought in night Visual Flight Rules conditions, consisting of a total straight-line distance of more than 100 nautical miles from the original point of departure; and

(E) three hours in the category and class sought in preparation for the practical test within sixty–day period proceeding the date of the test;

(iv) ten hours of solo flight in the category and class sought on the areas of operation listed in regulation 41 including at least—

(A) one cross-country flight of not less than 300 nautical miles total distance, with landings at a minimum of three points, one of which is a straight-line distance of at least 250 nautical miles from the original departure point; and

(B) 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 at an airport with an operating control tower;

(b) for a helicopter rating, one hundred and fifty hours of flight time as a pilot, including—

(i) one hundred hours of pilot in command flight time which includes at least—

(A) thirty-five hours in a helicopter; and

(B) ten hours in cross-country flight in helicopter;

(ii) ten hours of solo flight in a helicopter on the areas of operation listed in regulation 41 including at least—

(A) one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and

(B) where the privileges of the licence are to be exercised at night five hours of flight time including five take-offs and five landing patterns as pilot in command;

(c) for a gyroplane rating one hundred and fifty hours of flight time as a pilot, including at least—

(i) 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—

(A) ten hours in gyroplanes; and

(B) three hours in cross-country flight in gyroplanes;

(iii) twenty hours of training on the areas of operation listed in regulation 41 including at least—

(A) five hours of instrument training in an aircraft;

(B) one cross-country flight of at least two 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;

(iv) ten hours of solo flight in a gyroplane on the areas of operation listed in regulation 41 including at least—

(A) one cross country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and

(B) 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;

(d) for a glider rating at least—

(i) twenty-five hours as a pilot in gliders and one hundred flights in gliders as pilot in command, including at least—

(A) three hours of flight training or ten training flights in gliders on the areas of operation listed in regulation 41; and

(B) two hours of solo flight that includes not less than ten solo flights in gliders on the areas of operation listed in regulation 41; or

(ii) two hundred hours of flight time as a pilot in heavier-than-air aircraft, and twenty flights in gliders as pilot in command including at least—

(A) three hours of flight training or ten training flights on the areas of operation listed in regulation 41; and

(B) five solo flights in a glider on the areas of operation listed in regulation 41;

(e) for an airship rating two hundred hours of flight time as a pilot, including at least—

(i) fifty hours in airships;

(ii) thirty hours of pilot in command time in airships, including at least—

(A) ten hours of cross-country flight time in airships; and

(B) ten hours of night flight time in airships;

(iii) forty hours of instrument time, which consists of at least twenty hours in flight, of which ten hours shall be in flight in airships;

(iv) twenty hours of flight training in airships on the areas of operation listed in regulation 41, including at least—

(A) one cross country flight of at least one hour in duration in an airship in day Visual Flight Rules conditions, consisting of a total straight line distance of more than 25 nautical miles from the original point of departure; and

(B) one cross country flight of at least one hour in duration in an airship in night Visual Flight Rules conditions, consisting of a total straight line distance of more than 25 nautical miles from the original point of departure;

(v) ten hours of flight training performing the functions of pilot in command with an authorized instructor on the areas of operation listed in regulation 41, including at least—

(A) one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 25 nautical miles from the original point of departure; and

(B) 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;

(f) for a balloon rating thirty-five hours of flight time as a pilot, including at least—

(i) twenty hours in balloons;

(ii) ten flights in balloons;

(iii) two flight in balloons as the pilot in command; and

(iv) ten hours of flight training that includes at least ten training flights in balloons on the areas of operation listed in regulation 37 including at least—

(A) for a gas balloon—

(I) two training flight of two hours each in a gas balloon on the areas of operation appropriate to a gas balloon within sixty days prior to application for the rating;

(II) two flight performing the function of pilot in command in a gas balloon on the appropriate areas of operation; and

(III) one flight involving a controlled ascent to 5,000 feet above the launch site;

(B) for a balloon with an airborne heater—

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

(II) two solo flight in a balloon with an airborne heater on the appropriate areas of operation; and

(III) one flight involving a controlled ascent to 3,000 feet above the launch site.

SCHEDULE 5

(Regulation 50)

PART A

The following are the required aeronautical knowledge areas for an Airline Transport Pilot Licence:

(a) rules and regulations relevant to the holder of an Airline Transport Pilot Licence; rules of the air; appropriate Air Traffic Control practices and procedures;

(b) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;

(c) principles of operation, handling procedures and operating limitations of aircraft powerplants, effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;

(d) operating procedures and limitations of appropriate aircraft; effects of atmospheric conditions on aircraft performance;

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

(f) flight instruments; compasses, turning and acceleration errors, gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

(g) maintenance procedures for airframes, systems and powerplants of appropriate aircraft;

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

(i) use and practical application of take-off, landing and other performance data, including procedures for cruise control;

(j) pre-flight and en-route operational flight planning; preparation and filing of Air Traffic Control fight plans; appropriate Air Traffic Control procedures; altimeter setting procedures;

(k) human performance relevant to the airline transport pilot;

(l) 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;

(m) aeronautical meteorology; climatology of relevant areas in 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;

(n) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures, hazardous weather avoidance;

(o) practical high altitude meteorology including interpretation and use of weather reports, charts and forecasts, jet streams;

(p) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;

(q) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;

(r) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

(s) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

(t) interpretation and use of aeronautical documentation such as Aeronautical Information Publication, Notice to Airmen, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;

(u) precautionary and emergency procedures; safety practices associated with flight under Instrument Flight Rules;

(v) operational procedures for carriage of freight and dangerous goods;

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

(x) 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; and

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

PART B

[Regulation 51(2), 58(2)*(c)*]

The following are the areas in flight instruction required for an Airline Transport Pilot Licence, type rating and class rating:

PARAGRAPH 1—FLIGHT PREPARATION:

(a) performance calculations;

(b) aeroplane external visual inspection and location of each item and purpose of inspection;

(c) cockpit inspection;

(d) use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies; and

(e) taxiing in compliance with air traffic control or instructions of an instructor.

PARAGRAPH 2—TAKE-OFFS:

(a) normal take-offs with different flap settings, including expedited take off;

(b) instrument take-off, transition to instrument flight is required during rotation or immediately after becoming airborne;

(c) cross wind take-off on an aeroplane where practicable;

(d) take-off at actual or simulated maximum take-off mass; and

(e) take-offs with simulated engine failure—

(i) shortly after reaching V2, or unless otherwise approved by the authority, the engine failure shall not be simulated until reaching a minimum height of 500 feet above the runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2;

(ii) between V1 and V2; or

(iii) as close as possible after V1, when V1 and V2 or V1 and VR are identical; and

(iv) rejected take-off at a reasonable speed before reaching V1, giving consideration to aeroplane characteristics, runway length, surface conditions, wind direction, brake heat energy and any other factors that might adversely affect safety.

PARAGRAPH 3—FIGHT MANOEUVRES AND PROCEDURES:

(a) turns with and without spoilers;

(b) tuck under and Mach buffets after reaching the critical Mach number and other specific flight characteristics of the aeroplane (e.g., Dutch roll);

(c) normal operation of systems and controls of the panel of the engineer;

(d) normal and abnormal operations of the following systems:

(i) engine (if necessary propeller);

(ii) pressurization and air-conditioning;

(iii) pilot/static system;

(iv) fuel system;

(v) electrical system;

(vi) hydraulic system;

(vii) Flight control and Trim-system;

(vii) anti-and de-icing system, glare shield heating;

(ix) auto-pilot/Flight Director;

(x) stall warning devices or stall avoidance devices and stability augmentation devices;

(xi) ground proximity warning system, weather radar, radio altimeter, transponder;

(xii) radios, navigation equipment, instruments, flight managements system;

(xiii) landing gear and brake-system;

(xiv) slat and flap system; and

(xv) auxiliary power unit;

(e) traffic collision avoidance system;

(f) abnormal and emergency procedures—

(i) fire drills e.g., engine, auxiliary power unit, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation;

(ii) smoke control and removal;

(iii) engine failures, shut down and restart at safe height;

(iv) fuel dumping (simulated);

(v) windshear at Take-off/landing;

(vi) simulated cabin pressure failure/emergency descent;

(vii) incapacitation of flight crew flight member;

(viii) other emergency procedures as outlined in the appropriate Flight manual;

(g) steep turns with 45˚ bank, 180˚ to 360˚ left and right;

(h) early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended);

(i) recovery from full stall or after activation of stall warning device on climb, cruise and approach configuration;

(j) instrument flight procedures—

(i) adherence to departure and arrival routes and Air Traffic Control instructions;

(ii) holding procedures;

(iii) instrument Landing System—approaches down to a decision height not less than 60 metres—

(A) manually without flight director;

(B) manually with flight director;

(C) automatically with autopilot; and

(D) manually with on engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker until touch down or through the complete missed approach procedure. Unless otherwise approved by the Authority, that approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the Non Directional Beacon or Very High Frequency Omni Range approach as described in paragraph *(k)*;

(h) the go-around shall be initiated when reaching the published Obstacle Clearance Height, however not later than reaching a Minimum Descent Height/Altitude of 500 ft above the runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with paragraph (iii)(D);

(i) non-directional beacon or very high frequency omni range or localiser approach down to the minimum descent height or altitude; and

(j) circling approach under the following conditions:

(i) approach to the authorized minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions followed by;

(ii) circling approach to another runway at least 90˚ off centerline from final approach used in paragraph A, at the authorized minimum circling approach altitude.

Note: *Where A and B are not possible due to Air Traffic Control reason a simulated low visibility pattern may be performed.*

PARAGRAPH 4—MISSED APPROACH PROCEDURES:

(a) go-around with all engines operating after an Instrument Landing System approach on reaching decision height;

(b) other missed approach procedures;

(c) go-around with one engine simulated inoperative after an Instrument Landing System approach on reaching decision height [(*See* also paragraph (iii)D]; and

(d) rejected landing at 50 feet above runway threshold and go-around.

PARAGRAPH 5—LANDINGS

(a) normal landings also after an Instrument Landing System approach with transition to visual flight on reaching decision height;

(b) landing with simulated jammed horizontal stabilizer in any out-of-trim position;

(c) cross wind landings (aircraft if practicable);

(d) traffic pattern and landing without extended flaps and slats;

(e) landing with critical engine simulated inoperative; and

(f) landing with two engines inoperative—

(i) aeroplanes with three engines, center engine and one outboard engine as far as practicable according to date of Aircraft Flight Manual; and

(ii) aeroplanes with four engines, two engines at one side.

PARAGRAPH 6

Type Rating for Instrument approaches down to a decision height of less than 200 feet (CAT II or III)

The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a decision height of less than 200 feet. During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a decision height of less than 200 feet shall be used:

(a) aborted take-off at minimum authorized Runway Visual Range;

(b) Instrument Landing System approaches in simulated instrument flight conditions down to the applicable decision height using flight guidance system. Standard procedures, mutual surveillance, information exchange and support shall be observed;

(c) go-around after approaches as indicated in paragraph *(b)* on reaching decision height. The training shall include a go-around due to (simulated) insufficient Runway Visual Range, wind shear, aeroplane deviation in excess of approach limits for a successful approach and ground or airborne equipment failure prior to reaching decision height and go-around with simulated airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance; and

(d) landing(s) with visual reference established at decision height following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.

PART C

(Regulation 53)

An applicant for an Airline Transport Pilot Licence shall have the following aeronautical experience in the category for the class rating sought:

(a) Helicopter—no less than one thousand two hundred hours of total time as a pilot that shall include no less than:

(i) five hundred hours of cross-country flight time;

(ii) one hundred hours of night flight time, of which fifteen hours are in a helicopter;

(iii) two hundred and fifty hours of flight time in a helicopter, which shall include at least one hundred hours as a pilot in command, or as a co-pilot performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof;

(iv) seventy-five hours of instrument flight time in actual or simulated instrument meteorological conditions, of which at least fifty hours are obtained in flight with at least twenty-five hours in a helicopter as a pilot in command, or as a co-pilot performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof; and

(v) not more than one of the following in approved or accepted flight training equipment representing a rotorcraft:

(A) twenty-five hours of simulated instrument time; or

(B) fifty hours of simulated instrument time where the training was accomplished in a course conducted by an Aviation Training Organization certified by the Authority;

(b) Powered-lift-no less than one thousand five hundred hours of total time as a pilot that shall include no less than—

(i) five hundred hours of cross-country flight time;

(ii) one hundred hours of night flight time;

(iii) two hundred and fifty hours in a powered-lift as a pilot in command, or as a co-pilot performing the duties and functions of a pilot in command under the supervision of a pilot in command, or any combination thereof, which includes at least—

(A) one hundred hours of cross-country flight time; and

(B) twenty-five hours of night flight time;

(iv) seventy-five hours of instrument flight time in actual or simulated instrument conditions; and

(v) not more than one of the following in approved or accepted flight training equipment representing a powered-lift:

(A) twenty-five hours of simulated instrument time;

(B) fifty hours of simulated instrument time where the training was accomplished in a course conducted by an Aviation Training Organization certified by the Authority;

(vi) one hundred hours of aeronautical experience in an approved course conducted by an Aviation Training Organization certified by the Authority.

SCHEDULE 6

PART A

[Regulation 58(2)*(c)*]

Procedures for the Conduct of Airline Transport Pilot Licence Aeroplane Type or Class Rating Skill Test

General

1. The applicant shall have completed the required instruction in accordance with the syllabus. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, shall be determined by the Authority.

2. Items to be covered in skill tests are shown on the applicable forms authorized by the Authority. With the approval of the Authority, several different skill scenarios may be developed containing simulated line operations. The examiner will select one of these scenarios. Flight simulators, where available and other training devices as approved shall be used.

3. The applicant shall pass all paragraphs of the skill test. Where any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. Any applicant failing only one paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test including those paragraphs that have been passed at a previous attempt will require the applicant to take the entire test again.

4. Further training may be required after a failed test. Failure to achieve a valid pass in all paragraphs in two attempts shall require further training as determined by the examiner. There is no limit to the number of skill tests that may be attempted.

5. The Authority will provide the examiner with safety criteria to be observed in the conduct of the test.

6. Should an applicant choose not to continue with a test for reasons considered inadequate by the examiner, the applicant will be regarded as having failed those items not attempted. If the test is terminated for reasons considered adequate by the examiner, only those items not completed shall be tested in a further flight.

7. At the discretion of the examiner any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's competency requires a complete re-test.

8. Checks and procedures shall be carried out or completed in accordance with the authorized check list for the aircraft used in the test and, if applicable, with the Multi-Crew Co-ordination concept. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used and should be agreed with the Flight Test Examiner. Decision heights or altitude, minimum descent heights or altitudes and missed approach point shall be determined by the applicant in advance and agreed by the examiner.

Special Requirements for the Skill Test for Multi-Pilot Aeroplane and for the Skill Test Required for the Airline Transport Pilot Licence

9. The test for a multi-pilot aircraft shall be performed in a multi-crew environment. Another applicant or another pilot, may function as second pilot. If an aircraft, rather than a simulator, is used for the test, the second pilot shall be an instructor.

10. An applicant for the initial issue of a multi-pilot aircraft type rating or Airline Transport Pilot Licence shall be required to operate as "pilot flying" during all paragraphs of the test. The applicant shall also demonstrate the ability to act as "pilot not flying". The applicant may choose either the left hand or the right hand seat for the test.

11. The following matters shall be specifically checked when testing applicants for the Airline Transport Pilot Licence or a type rating for multi-pilot aircraft extending to the duties of a pilot in command, irrespective of whether the applicant acts as a pilot flying:

(a) management of crew co-operation;

(b) maintaining a general survey of the aircraft operation by appropriate supervision; and

(c) setting priorities and making decisions in accordance with safety aspects and relevant rules and regulations appropriate to the operational situation, including emergencies.

12. The test should be accomplished under Instrument Flight Rules and as far as possible in a simulated commercial air transport environment. An essential element is the ability to plan and conduct the flight from routine briefing material.

Flight Test Tolerance

13. The applicant shall demonstrate the ability to—

(a) operate the aircraft within its limitations;

(b) complete all manoeuvres with smoothness and accuracy;

(c) exercise good judgement and airmanship;

(d) apply aeronautical knowledge;

(e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt;

(f) understand and apply crew co-ordination and incapacitation procedures, if applicable; and

(g) communicate effectively with the other crew members, if applicable.

14. The limits shown below are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the type of aircraft used.

Height	
Generally	±100 feet
Starting a go-around at decision height	+ 50 feet/-0 feet
Minimum descent height/altitude	+ 50 feet/-0 feet
Tracking	
on radio aids	± 5°
Precision approach	half scale deflection, azimuth and glide path
Heading	
all engines operating	± 5°
with simulated engine failure	±10°
Speed	
all engines operating	± 5 knots
with simulated engine failure	+10 knots/-5 knots
Ground Drift (Helicopters)	
T.O. hover I.G.E.	+/- 3 feet
Landing	+/- 2 feet (with 0 feet rearward or lateral flight)

PART B

[Regulation 60(1)*(b)*(iv), 87*(b)*(iii)]

CONTENT OF SKILL TEST FOR THE ISSUE OF AN INSTRUMENT RATING (AEROPLANE)

Contents of Test

The skill test contents and paragraphs set out in the standard below—Contents of the Skill Test for the issue of an Instrument Rating—shall be used for the skill test. The format and application form for the skill test may be determined by the Authority. Paragraph 2 item *(d)*, and paragraph 6 of the skill test and the proficiency check may, for safety reasons, be performed in a flight simulator or approved training device.

PARAGRAPH 1

PRE-FLIGHT OPERATIONS AND DEPARTURE

Use of checklist, airmanship, anti-icing and de-icing procedures, etc., apply in all paragraphs.

(a) use of flight manual (or equivalent) especially aircraft performance calculation, mass and balance;
(b) use of Air Traffic Services document, weather document;
(c) preparation of Air Traffic Control flight plan, Instrument Flight Rules, flight plan or log;
(d) pre-flight inspection;
(e) weather minima;
(f) taxiing
(g) pre-take off briefing;
(h) take off Transition to instrument flight;
(i) instrument departure procedures, altimeter setting; and
(j) Air Traffic Control liaison-compliance, R/T procedures.

PARAGRAPH 2

GENERAL HANDLING*

(a) control of the aircraft by reference solely to instruments, including: level flight at various speeds, trim;
(b) climbing and descending turns with sustained Rate 1 turn;
(c) recoveries from unusual attitudes, including sustained 45° bank turns and steep descending turns;
(d) recovery from approach to stall in level flight, climbing or descending turns and in landing configuration; and
(e) limited panel, stabilised climb or descent at Rate 1 turn onto given headings, recovery from unusual attitudes.

PARAGRAPH 3

EN-ROUTE INSTRUMENT FLIGHT RULES PROCEDURES

(a) Tracking, including interception, e.g., NDB, VOR, RNAV;
(b) Use of radio aids Level flight, control of heading, altitude and airspeed, power setting, trim technique;
(c) Altimeter settings;
(d) Timing and revision of Estimated Times of arrivals (En-route hold—if required);
(e) Monitoring of flight progress, flight log, fuel usage, systems management;
(f) Ice protection procedures, simulated if necessary; and
(g) Air Traffic Control liaison and compliance, Radio Telephony procedures.

PARAGRAPH 4

PRECISION APPROACH PROCEDURES

(a) Setting and checking of navigational aids, identification of facilities;
(b) Arrival procedures, altimeter checks;
(c) Approach and landing briefing, including descent/approach/landing checks;
(d) †Holding procedure;
(e) Compliance with published approach procedure;
(f) Approach timing;
(g) Altitude, speed heading control, (stabilised approach);
(h) †Go-around action;
(i) †Missed approach procedure/landing; and
(j) ATC liaison—compliance, Radio Telephony procedures.

PARAGRAPH 5

NON-PRECISION APPROACH PROCEDURES

(a) Setting and checking of navigational aids, identification of facilities;
(b) Arrival procedures, altimeter settings;
(c) Approach and landing briefing, including descent or approach or landing checks;
(d) Holding procedure †;
(e) Compliance with published approach procedure;
(f) Approach timing;
(g) Altitude, speed, heading control, (stabilised approach);
(h) Go-around action †;
(i) Missed approach procedure/landing †; and
(j) Air Traffic Control liaison—compliance, Radio Telephony procedures.

PARAGRAPH 6 (if applicable)

SIMULATED ASYMMETRIC FLIGHT

(a) Simulated engine failure after take-off or on go-around;
(b) Asymmetric approach and procedural go-around;
(c) Asymmetric approach and landing, missed approach procedure; and
(d) Air Traffic Control liaison: compliance, Radio Telephony procedures.

*May be performed in a Flight Simulator or Approved Flight Training Device.

†May be performed in either paragraph 4 or paragraph 5.

PART C

[Regulation 60(1)*(c)* and 88*(b)*]

PROCEDURES FOR THE CONDUCT OF INSTRUMENT RATING, SKILL TEST AND PROFICIENCY CHECK

1. An applicant for a skill test for the Instrument Rating shall have received instruction on the same class or type of aircraft to be used for the skill test. The aircraft used for the skill test shall meet the requirements for training aircraft as set out in the Act or Regulations made thereunder. The instrument rating course shall be provided by an approved organization or authorized instructor approved to conduct such courses.

2. The administrative arrangements for confirming the applicant's suitability to take the test, including disclosure of the applicant's training record to the examiner, will be determined by the Authority which approved the applicant's training.

3. An applicant shall pass paragraphs 1 through 5 of the test below, and paragraph 6 if a multi-engine aircraft is used. If any item in a paragraph is failed, that paragraph is failed. Failure in more than one paragraph will require the applicant to take the entire test again. An applicant failing only one paragraph shall take the failed paragraph again. Failure in any paragraph of the re-test, including those paragraphs that have been passed on a previous attempt, will require the applicant to take the entire test again. All paragraphs of the skill test shall be completed within six months.

4. Further training may be required following any failed test. Failure to achieve a pass in all paragraphs of the test in two attempts shall require further training as determined by the Authority. There is no limit to the number of skill tests that may be attempted.

Conduct of the Test

5. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least one hour.

6. The Authority will provide the examiner with safety advice to be observed in the conduct of the test.

7. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those paragraphs not completed shall be tested in a further flight.

8. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant's demonstration of flying skill requires a complete re-test.

9. An applicant shall normally be required to fly the aircraft from a position where the pilot in command functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Whenever the examiner or another pilot functions as a co-pilot during the test, the privileges of the instrument rating will be restricted to multi-pilot operations. This restriction may be removed by the applicant carrying out another initial instrument rating skill test acting as if there was no other crew member on a single-pilot aircraft. Responsibility for the flight shall be allocated in accordance with national regulations.

10. Decision heights, altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

11. An applicant for Instrument Rating shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized check list for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

Note: During the proficiency check for revalidation or renewal of the Instrument Rating, the licence holder has to demonstrate the same as above to the examiner involved.

Flight Test Tolerances

12. The applicant shall demonstrate the ability to—

(a) operate the aircraft within its limitations;

(b) complete all manoeuvres with smoothness and accuracy;

(c) exercise good judgement and airmanship;

(d) apply aeronautical knowledge; and

(e) maintain control of the aircraft at all times in such a manner that the successful outcome of a procedure or manoeuvre is never in doubt.

13. The following limits are for general guidance. The examiner shall make allowance for turbulent conditions and the handling qualities and performance of the aircraft used:

Height	
Generally	±100 feet
Starting a go-around at decision height	+50 feet/-0 feet
Minimum descent height/MAP/altitude	+50 feet/-0 feet
Tracking	
on radio aids	±5°
Precision approach	half scale deflection, azimuth and glide path
Heading	
all engines operating	±5°
with simulated engine failure	±10°
Speed	
all engines operating	±5 knots
with simulated engine failure	+10 knots/-5 knots

PART D

[Regulation 60(1)*(b)*(iii), 60(1)*(d)*]

The following aeronautical knowledge areas applies to the instrument rating sought:

(a) at least fifty hours of cross-country flight time as pilot in command, of which at least ten hours shall be in aeroplanes for an instrument—aircraft rating;

(b) a total of forty hours of actual or simulated instrument time on the areas of operation of this subregulation, to include—

(i) at least fifteen hours of instrument flight training from an authorized instructor in the aircraft category for which the instrument rating is sought;

(ii) at least three hours of instrument training that is appropriate to the instrument rating sought from an authorized instructor in preparation for the practical test within the sixty days preceding the date of the test;

(iii) for an instrument—aircraft rating, instrument training on cross-country flight procedures specific to aeroplanes that includes at least one cross-country flight in an aircraft that is performed under Instrument Flight Rules, and consists of—

(A) airways or Air Traffic Control-directed routing;

(B) an instrument approach at each airport; and

(C) three different kinds of approaches with the use of navigation systems;

(c) for an instrument—helicopter rating, instrument training specific to helicopters on cross-country flight procedures that includes at least one cross-country flight in a helicopter that is performed under Instrument Flight Rules, and consists of—

(i) a distance of at least 100 nautical miles along airways or Air Traffic Control—directed routing;

(ii) an instrument approach at each airport; and

(iii) three different kinds of approaches with the use of navigation systems; and

(e) for an instrument-powered-lift rating, instrument training specific to a powered-lift on cross-country flight procedures that includes at least one cross-country flight in a powered-lift that is performed under Instrument Flight Rules and consists of—

(i) a distance of at least 250 nautical miles along airways or Air Traffic Control—directed routing;

(ii) an instrument approach at each airport; and

(iii) three different kinds of approaches with the use of navigation systems.

PART E

[Regulation 60(1)*(b)*(vi)]

The following training experience that apply to the instrument rating sought meet the requirements of subregulation 60(1)*(b)(*vi):

(a) the provisions of these regulations that apply to flight operations under Instrument Flight Rules;

(b) appropriate information in advisory material published by the Authority that applies to flight operations under Instrument Flight Rules;

(c) air traffic control system and procedures for instrument flight operations;

(d) instrument Flight Rules navigation and approaches by use of navigation systems;

(e) use of Instrument Flight Rules en route and instrument approach procedure charts;

(f) procurement and use of aviation weather reports and forecasts and the elements of forecasting weather trends based on that information;

(g) personal observation of weather conditions;

(h) safe and efficient operation of aircraft under instrument flight rules and conditions;

(i) recognition of critical weather situations and windshear avoidance;

(j) aeronautical decision-making and judgement; and

(k) crew resource management, including crew communication and co-ordination.

SCHEDULE 7

PART A

[Regulation 69(6)*(b)*(ii)(A)]

The following are the conditions for Instrument Landing System approaches for Category II Pilot Authorizations:

(a) under actual or simulated instrument flight conditions;

(b) to the minimum decision height for the Instrument Landing System approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorized for Category II operations;

(c) to the decision height authorized for Category II operations only where conducted in an approved flight simulator or an approved flight training device; and

(d) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—

(i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(ii) is used in accordance with an approved course conducted by an Approved Training Organization certified by the Authority.

PART B

[Regulation 69(6)*(b)*(ii)(B)]

The following are the conditions for Instrument Landing System approaches for Category III Pilot authorizations:

(a) under actual or simulated instrument flight conditions;

(b) to the alert height or decision height for the Instrument Landing System approach in the type aircraft in which the practical test is to be conducted;

(c) not necessarily to the decision height 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 flight simulator or approved flight training device; and

(e) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved flight simulator that—

(i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought; and

(ii) is used in accordance with an approved course conducted by an Aviation Training Organization certified by the Authority.

PART C

[Regulation 69(8)*(a)*]

In the oral increment of the skill test, an applicant shall demonstrate knowledge of the following:

(a) required landing distance;

(b) recognition of the decision height;

(c) missed approach procedures and techniques using computed or fixed attitude guidance displays;

(d) use and limitations of Runway Visual Range;

(e) use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced Runway Visual Range readings;

(f) procedures and techniques related to transition from non-visual to visual flight during a final approach under reduced Runway Visual Range;

(g) effects of vertical and horizontal windshear;

(h) characteristics and limitations of the Instrument Landing System and runway lighting system;

(i) characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other required Category II equipment;

(j) assigned duties of the Co-pilot during Category II approaches, unless the aircraft for which authorization is sought does not require an Co-pilot; and

(k) instrument and equipment failure warning systems.

PART D

[Regulation 69(8)*(b)*]

The following requirements apply to the flight increment of the skill test:

(a) the flight increment shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorization is sought or in an approved flight simulator that—

(i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(ii) is used in accordance with an approved course conducted by an Aviation Training Organization certified under Civil Aviation [(No. 9) Aviation Training Organization] Regulations, 2004;

(b) the flight increment shall consist of at least two Instrument Landing System approaches to 100 feet above ground level including at least one landing and one missed approach;

(c) all approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands;

(d) if a multi-engine aircraft with the performance capability to execute a missed approach with one 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;

(e) if an approved multi-engine flight simulator or approved multi-engine flight training device is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed;

(f) for an 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; and

(g) an inspector or evaluator may conduct oral questioning at any time during a practical test.

PART E

[Regulation 69(9)*(a)*]

An applicant for Category III 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 radar altimeter;

(c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;

(d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;

(e) use and limitations of Runway Visual Range, including determination of controlling Runway Visual Range and required transmissometers;

(f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible Runway Visual Range at reduced readings including—

(i) unexpected deterioration of conditions to less than minimum Runway Visual Range during approach, flare and rollout;

(ii) demonstration of expected visual references with weather at minimum conditions:

(A) the expected sequence of visual cues during an approach in which visibility is at or above landing minima; and

(B) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced Runway Visual Range;

(g) effects of vertical and horizontal windshear;

(h) characteristics and limitations of the Instrument Landing System and runway lighting system;

(i) characteristics and limitations of the flight director system, auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other Category III equipment;

(j) assigned duties of the co-pilot during Category III operations, unless the aircraft for which 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.

PART F

[Regulation 69(9)*(b)*]

Flight skill requirements

1. An applicant may conduct the skill test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorization is sought, or in an approved flight simulator that—

(a) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorization is sought; and

(b) is used in accordance with an approved course conducted by an organization approved for that purpose.

2. The skill test shall consist of at least two Instrument Landing System approaches to 100 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;

3. The applicant shall perform all approaches during the skill test with the approved automatic landing system or an equivalent landing system approved by the Authority.

4. Where a multi-engine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the practical test shall include The performance of one missed approach with the most critical engine, where applicable, set at idle or zero thrust before reaching the middle or outer marker.

5. Where an approved multi-engine flight simulator or approved multi-engine flight training device is used, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed.

6. For an 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.

7. Subject to the limitations of this paragraph, for Category III operations predicated on the use of a fail passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references. The applicant shall initiate this manoeuvre by a fail-passive disconnect of the rollout control system—

(a) after main gear touchdown;

(b) prior to nose gear touchdown; and

(c) in conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway.

8. In weather conditions anticipated in Category III operations an inspector or Flight Test Examiner may conduct oral questioning at any time during the skill test.

SCHEDULE 8

[Regulation 81(2)]

Flight Instructor Areas of Operation Skill Test for Flight Proficiency

1. An applicant for a Flight Instructor rating shall receive and log flight and ground training in each category rating and class rating, in the following areas:

(a) fundamentals of instructing;

(b) technical subject areas;

(c) pre-flight preparation;

(d) pre-flight lesson on a manoeuvre to be performed in flight;

(e) pre-flight procedures;

(f) airport and seaplane base operations;

(g) take-offs, landings, and go-arounds;

(h) fundamentals of flight;

(i) performance manoeuvres;

(j) ground reference manoeuvres;

(k) slow flight, stalls, and spins;

(l) basic instrument manoeuvres;

(m) emergency operations; and

(n) post-flight procedures.

2. In addition to paragraph 1, aeroplane category rating with a multi-engine class rating—for a multi-engine operations.

3. In addition to paragraph 1, rotorcraft category rating with a helicopter class rating—

(a) airport and heliport operations;

(b) hovering manoeuvres; and

(c) special operations.

4. In addition to paragraph 1, for a rotorcraft category rating with a gyroplane class rating—flight at slow airspeeds.

5. In addition to paragraph 1, for a powered-lift category rating—

(a) hovering manoeuvres; and

(b) special operations.

6. In addition to paragraph (1) for a glider category rating—

(a) airport and gliderport operations;

(b) launches, landings, and go-arounds;

(c) performance speeds;

(d) soaring techniques; and

(e) slow flight, stalls and spins.

7. In addition to paragraph (1) for an instrument rating with the appropriate aircraft category and class rating—

(a) air traffic control clearances and procedures;

(b) flight by reference to instruments;

(c) navigation aids; and

(d) instrument approach procedures.

SCHEDULE 9

(Regulation 100)

Flight Engineer Licence Knowledge Requirements

The applicant for a Flight Engineer Licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a Flight Engineer Licence, in at least the following subjects:

(a) regulations that apply to a Flight Engineer—

(i) rules and regulations relevant to the holder of a Flight Engineer Licence;

(ii) rules and regulations governing the operation of civil aircraft pertinent to the duties of a Flight Engineer;

(b) theory of flight and aerodynamics;

(c) basic meteorology with respect to engine operations—

(i) operational aspects of meteorology;

(ii) effects of atmospheric conditions on engine performance;

(d) centre of gravity computations—Mass and balance calculations;

(e) aircraft equipment and aircraft system—

(i) basic principles of powerplants, gas turbines and/or piston engines;

(ii) characteristics of fuel, fuel systems including fuel control;

(iii) lubricants and lubrication systems;

(iv) after burners and injection systems, functions and operation of engine ignition and starter systems;

(v) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosions and fatigue life;

(vi) identification of structural damage and defects;

(vii) ice and rain protection systems;

(viii) pressurization and air-conditioning systems, oxygen systems;

(ix) hydraulic and pneumatics systems;

(x) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;

(xi) fundamentals of navigation;

(xii) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, display and avionics, principles and operation of self-contained systems;

(xiii) limitation of appropriate aircraft;

(xiv) fire protection, detection, suppression and extinguishing systems; and

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

(f) the effects of loading and mass distribution on aircraft handling, flight characteristics and performance;

(g) aircraft procedures and engine operations with respect to limitations;

(h) normal operating procedures—

(i) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspection, precautionary procedures for fuelling and use of external power;

(ii) installed equipment and cabin systems;

(iii) operational procedures for carriage of freight and dangerous goods;

(iv) radiotelephony procedures and phraseology; and

(i) abnormal and emergency procedures.

SCHEDULE 10

PART A

(Regulation 122)

The following aeronautical knowledge areas are required for an applicant for an Air Traffic Controller licence and initial validation:

(a) rules and regulations of air law relevant to the Air Traffic Controller including the flight rules prescribed by the Authority;

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

(c) general aircraft knowledge including—

(i) principles of flight;

(ii) principles of operations and functioning of aircraft, powerplants and systems; and

(iii) aircraft performances relevant to air traffic control operations;

(d) human performance and limitations relevant to air traffic control;

(e) meteorology including—

(i) aeronautical meteorology;

(ii) use and appreciation of meteorological documentation and information;

(iii) origin and characteristics of weather phenomena affecting flight operations and safety; and

(iv) altimetry;

(f) navigation, including the—

(i) principles of air navigation; and

(ii) principle, limitation and accuracy of navigational systems and visual aids; and

(g) operational procedures including—

(i) air traffic control, communication, radiotelephony and routine, non-routine and emergency phraseology procedures;

(ii) use of the relevant meteorological documentation; and

(iii) safety practices associated with flight.

PART B

(Regulation 123)

The following are the areas of operation required to be performed for the skills test for an Air Traffic Trainee Licence:

(a) safety of operation;

(b) separation;

(c) expedition and orderliness;

(d) method and application of Air Traffic Procedures and Practices;

(e) standard Chicago Convention phraseology;

(f) co-ordination and communication;

(g) correct use of equipment;

(h) emergency and abnormal situations; and

(i) impact of weather conditions on aircraft operations.

PART C

[Regulation 129(1)*(a)*]

An applicant for an Air Traffic Controller Licence and initial validation under regulation 131 shall satisfactorily complete a training course in the following areas, in respect of the rating sought:

(a) aerodrome Control Ratings in—aerodrome layout, physical characteristics and visual aids, airspace structure, applicable rules, procedures and source of information, air navigation facilities, air traffic control equipment and use, terrain and prominent landmarks, characteristics of air traffic, weather phenomena, emergency and search and rescue plan;

(b) approach Control Ratings in—airspace structure, applicable rules, procedures and source of information, air navigation facilities, air traffic control equipment and use, terrain and prominent landmarks, characteristics of air traffic and traffic flow, weather phenomena, emergency and search and rescue plan;

(c) approach Control Radar Rating which in addition to the training in approach control rating shall include training in-principles, use and limitations of radar, other surveillance systems and associated equipment, procedures for the provision of approach radar control service including procedures to ensure appropriate terrain clearances;

(d) area Control Ratings in—airspace structure, applicable rules, procedures and source of information, air navigation facilities, air traffic control equipment and use, terrain and prominent landmarks, characteristics of air traffic and traffic flow, weather phenomena including high altitude weather, emergency and search and rescue plan; and

(e) area Control Rating which in addition to the training in area control rating shall include training in—principles, uses and limitation of radar, other surveillance systems and associated equipment, procedures for the provision of area control radar service.

PART D

[Regulation 129(1)*(b)*]

An applicant for an Air Traffic Controller Licence and initial validation under regulation 129 shall have met the following experience requirements in respect of the specific rating sought:

(a) aerodrome Control Rating—an aerodrome control service for at least ninety hours or one month whichever is the greater, providing the service at the aerodrome for which the rating is sought;

(b) approach Control, Approach Control Radar, Area Control, Area Control Radar Ratings—the control service for which the rating is sought, for at least one hundred and eighty hours or three months whichever is the greater, providing the service at the unit for which the rating is sought; or

(c) concurrent Aerodrome and Approach Control Rating—the combined service for which the ratings are sought, for at least one hundred and eighty hours or three months whichever is the greater, providing the combined service at the same operating position at the unit for which the rating is sought.

SCHEDULE 11

[Regulation 141(2)*(c)*]

PART A

An applicant for a Flight Operations Officer Authorization under regulation 141 shall meet the following aeronautical knowledge requirements:

(a) rules and regulations relevant to the holder of a flight operations officer licence; and

(b) appropriate Air Traffic Control practices and procedures;

(c) aircraft general knowledge including—

(i) principles of operation of aeroplane powerplants, systems and instruments;

(ii) operating limitations of aeroplanes and powerplants; and

(iii) minimum equipment list;

(d) flight performance calculation and planning procedures including—

(i) effects of loading and mass distribution on aircraft performance and flight characteristics;

(ii) mass and balance calculations;

(iii) operational flight planning;

(iv) fuel consumption and endurance calculations;

(v) alternate airport selection procedures; and

(vi) en-route cruise control;

(e) operational procedures including—

(i) use of aeronautical documentation;

(ii) operational procedures for the carriage of freight and dangerous goods;

(iii) procedures relating to aircraft accidents, incidents and emergency flight procedures; and

(iv) procedures relating to unlawful interference and sabotage of aircraft;

(f) navigation, including principles of air navigation with particular reference to instrument flight;

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

(h) radio communication, including procedures for communicating with aircraft and relevant ground stations.

PART B

[Regulation 142(2)]

The training syllabus for an applicant for a Flight Operations Officer Authorization shall include the following:

PHASE 1—BASIC AERONAUTICAL KNOWLEDGE

(a) civil air law and regulations—

(i) certification of operators;

(ii) the Convention on International Civil Aviation (The Chicago Convention);

(iii) international air transport issues addressed by the Chicago Convention;

(iv) the International Civil Aviation Organization (ICAO);

(v) responsibility for aircraft airworthiness;

(vi) regulatory provisions of the flight manual;

(vii) the aircraft minimum equipment list; and

(viii) the operations manual;

(b) aviation indoctrination—

(i) regulatory;

(ii) aviation terminology and terms of reference;

(iii) theory of flight and flight operations;

(iv) aircraft propulsion systems; and

(v) aircraft systems;

(c) aircraft mass (weight) and performance—

(i) basic principles for flight safety;

(ii) basic mass (weight) and speed limitations;

(iii) take-off runway requirements;

(iv) climb performance requirements;

(v) landing runway requirements; and

(vi) buffet boundary speed limitations;

(d) navigation—

(i) position and distance time;

(ii) true, magnetic and compass direction; gyro heading reference and grid direction;

(iii) introduction to chart projection: the Mercator projection; great circles on Mercator charts; other cylindrical projections; Lambert conformal conic projections; the polar stereographic projection;

(iv) International Civil Aviation Organization chart requirements;

(v) charts used by a typical operator;

(vi) measurement of airspeed; track and ground speed;

(vii) use of slide-rules, computers and scientific calculators;

(viii) measurement of aircraft altitude;

(ix) point of no return; critical point; general determination of aircraft position;

(x) introduction to radio navigation; ground-based radar and direction-finding stations; relative bearings; VOR/DME-type radio navigation; instrument landing systems;

(xi) navigation procedures; and

(xii) International Civil Aviation Organization Communications Navigation Surveillance and Air Traffic Management Systems (an overview);

(e) air traffic management—

(i) introduction to air traffic management;

(ii) controlled airspace;

(iii) flight rules;

(iv) Air Traffic Clearance; Air Traffic Control requirements for flight plans; aircraft Reports;

(v) flight information service (FIS);

(vi) alerting service and search and rescue;

(vii) communications services (mobile, fixed);

(viii) aeronautical information service (AIS); and

(ix) aerodrome and airport services;

(f) meteorology—

(i) atmosphere; atmospheric temperature and humidity;

(ii) atmospheric pressure; pressure-wind relationships;

(iii) winds near the Earth's surface; wind in the free atmosphere turbulence;

(iv) vertical motion in the atmosphere; formation of clouds and precipitation;

(v) thunderstorms; aircraft icing;

(vi) visibility and runaway visual range; volcanic ash;

(vii) surface observations; upper-air observations; station model;

(viii) air masses and fronts; frontal depressions;

(ix) weather at fronts and other parts of the frontal depression; other types of pressure systems;

(x) general climatology; weather in the tropics;

(xi) aeronautical meteorological reports; analysis of surface and upper-air charts;

(xii) prognostic charts; aeronautical forecasts;

(xiii) meteorological service for international air navigation; and

(xiv) Field trip to local meteorological office;

(g) mass (weight) and balance control—

(i) introduction to mass and balance;

(ii) load planning;

(iii) calculation of payload and load sheet preparation;

(iv) aircraft balance and longitudinal stability;

(v) moments and balance;

(vi) the structural aspects of aircraft loading;

(vii) dangerous goods and other special cargo; and

(viii) issuing loading instructions;

(h) transport of dangerous goods by air—
(i) introduction;
(ii) dangerous goods, emergency and abnormal situations;
(iii) source documents;
(iv) responsibilities; and
(v) emergency procedures;

(i) flight planning—
(i) introduction to flight planning;
(ii) turbo-jet aircraft cruise control methods;
(iii) flight planning charts and tables for turbo-jet aircraft;
(iv) calculation of flight time and minimum fuel for turbo-jet aircraft;
(v) route selection;
(vi) flight planning situations;
(vii) re-clearance;
(viii) the flight phases;
(ix) documents to be carried on flights;
(x) flight planning exercises;
(xi) threats and hijacking; and
(xii) ETOPS;

(j) flight monitoring—
(i) position of aircraft;
(ii) effects of Air Traffic Control re-routing;
(iii) flight equipment failures;
(iv) en-route weather changes;
(v) emergency situations;
(vi) flight monitoring resources;
(vii) position reports; and
(viii) ground resource availability;

(k) communications—Radio—
(i) international aeronautical telecommunications service;
(ii) elementary radio theory;
(iii) aeronautical fixed service;
(iv) aeronautical mobile service;
(v) radio navigation service;
(vi) radiotelephony procedures and phraseology; action to be taken in case of communication failure; and
(vii) automated aeronautical service;

(l) human factors—
(i) the meaning of Human Factors;
(ii) dispatch resource management;
(iii) awareness;
(iv) practice and feedback;
(v) reinforcement;

(m) security (emergencies and abnormal situations)—
(i) familiarity;
(ii) security measures taken by operators;
(iii) procedures for handling threats, bomb scares, etc.;
(iv) emergency due to dangerous goods;
(v) hijacking;
(vi) emergency procedures; and
(vii) personal security for the Flight Operations Officer.

PHASE TWO—APPLIED PRACTICAL TRAINING AND TESTING—

(a) applied Practical Training and Demonstration of Skills—

(i) applied practical flight operations;

(ii) simulator Line Orientation Flight Training observation and synthetic flight training;

(iii) flight dispatch practices (on-the-job training);

(iv) the candidate shall demonstrate to the operator, knowledge of—

(A) the contents of the operations manual;

(B) the radio and navigation equipment in the aircraft used;

(v) the candidate shall demonstrate to the operator knowledge of the following details concerning operations for which he will be responsible and areas in which he will be authorized to exercise flight supervision:

(A) the seasonal meteorological conditions and the sources of meteorological information;

(B) the effects of meteorological conditions on radio reception in the aircraft used;

(C) the peculiarities and limitations of each navigation system which is used in the operations; and

(D) the aircraft loading instructions;

(vi) the candidate shall demonstrate to the operator the ability to perform the duties specified in the regulations;

(b) competency testing the candidate shall demonstrate by passing a knowledge and skills test based on this syllabus, his competency to operate as Flight Operations Officer;

(c) to make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; particular reference to destination and alternates;

(d) to determine the optimum flight path for a given segment, and create accurate manual and computer generated flight plans; and

(e) to provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence;

(f) assignment to duty—

(i) before assignment to duty, the candidate will be required to obtain Flight Operations Officer authorization from the Authority, based on the requirements of the Regulations and submission of his competency certificate as proof of having successfully completed an approved course of training and testing; and

(ii) Flight Operations Officer shall not be assigned to duty unless within the preceding twelve months he has made at least a one-way qualification flight on the flight deck of an aircraft over an area in which he is authorized to exercise supervision.

interfere with the safe operation of an aircraft.	interfere with the safe operation of an aircraft.	the cause of incapacitation during the period of validity of the licence.
158(1).8. An established medical history or clinical diagnosis of (a) Myocardial infarction; or (b) myocardial ischemia, overt or silent, or other evidence of coronary artery disease, considered by accredited medical conclusion to potentially predispose to an incapacitating event, shall be assessed unfit.	**158(2).8.** An established medical history or clinical diagnosis of (a) myocardial infarction; or (b) myocardial ischemia, overt or silent, or other evidence of coronary artery disease considered by accredited medical conclusion to potentially predispose to an incapacitating event shall be assessed unfit.	**158(3).8.** An established medical history or clinical diagnosis of (a) myocardial infarction; or (b) myocardial ischemia, overt or silent, or other evidence of coronary artery disease, considered by accredited medical conclusion to potentially predispose to an incapacitating event, shall be assessed unfit.
158(1).9. Routine electro-cardiography shall form part of the heart examination of an applicant (a) for the first issue of a Medical Certificate; (b) up to age 30 one	**158(2)..9.** Routine electro-cardiography shall form part of the heart examination of an applicant (a) for the first issue of a Medical Certificate; (b) between ages 40 years	**158(3).9.** Routine electro-cardiography shall form part of the heart examination of an applicant (a) for the first issue of a Medical Certificate; (b) at the first examination

control of high blood pressure is disqualifying except for those drugs, the use of which according to accredited medical conclusion, can be adequately tolerated by the applicant, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner . (2) When initiating a new treatment for hypertension, the applicant shall not exercise the privileges of the licence until the new medication is well tolerated.	control of high blood pressure is disqualifying except for those drugs, the use of which according to accredited medical conclusion, can be adequately tolerated by the applicant, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner. (2) When initiating a new treatment for hypertension, the applicant shall not exercise the privileges of the licence until the new medication is well tolerated.	control of high blood pressure is disqualifying except for those drugs, the use of which, according to accredited medical conclusion, can be adequately tolerated by the applicant and are comparable with the safe performance of duties. (2) When initiating a new treatment for hypertension, the applicant shall not exercise the privileges of the licence until the new medication is well tolerated.
158(1).11 There shall be no functional or structural abnormality of the circulatory tree. The presence of varicosities does not necessarily entail unfitness.	**158(2).11** There shall be no functional or structural abnormality of the circulatory tree. The presence of varicosities does not necessarily entail unfitness.	**158(3).11**There shall be no functional or structural abnormality of the circulatory tree. The presence of varicosities does not necessarily entail unfitness.
Respiratory System		
158(1).12 There shall be no significant disability or progressive disease of the lungs, pleura or mediastinum. Radiography shall form a part of the initial medical examination, and should be repeated as considered necessary.	**158(2).12** There shall be no significant disability or progressive disease of the lungs, pleura or mediastinum. Radiography shall form a part of the initial medical examination, and should be repeated as considered necessary..	**158(3).12** There shall be no significant disability or progressive disease of the lungs, pleura or mediastinum. Radiography shall form a part of the initial medical examination, and should be repeated as considered necessary.
158(1).13 Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be assessed as unfit..	**158(2)..13** Any extensive mutilation of the chest wall with collapse of the thoracic cage and sequelae of surgical procedures resulting in decreased respiratory efficiency at altitude shall be assessed as unfit..	**158(3).13 (Reserved)**

158(1).14 Cases of chronic obstructive pulmonary disease shall be assessed as unfit only if the condition is causing obvious symptoms..	**158(2).14.** Cases of chronic obstructive pulmonary disease shall be assessed as unfit only if the condition is causing obvious symptoms	**158(3).14** Cases of chronic obstructive pulmonary disease shall be assessed as unfit if the condition is causing symptoms.
158(1).15 Cases of active pulmonary tuberculosis shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, shall be assessed as fit if not liable to cause incapacitation in the air.	**158(2).15.** Cases of active pulmonary tuberculosis, duly diagnosed, shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, shall be assessed as fit if not liable to cause incapacitation in the air.	**158(3).15** Cases of active pulmonary tuberculosis, duly diagnosed, shall be assessed as unfit. Cases of quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, shall be assessed as fit if not liable to affect the reliable performance of duties.
158(1).16 There shall be no disease of the gastrointestinal tract which accredited medical conclusion indicates could affect safe performance of duties.	**158(2).16.** There shall be no disease of the gastrointestinal tract which accredited medical conclusion indicates could affect safe performance of duties.	**158(3).16** There shall be no disease of the gastrointestinal tract which accredited medical conclusion indicates could affect safe performance of duties.
158(1).17 The applicant shall be free from any hernia that might give rise to incapacitating symptoms in flight.	**158(2). 17**. The applicant shall be free from any hernia that might give rise to incapacitating symptoms in flight.	**158(3).17** The applicant shall be free from any hernia that is likely to give rise to incapacitating symptoms while exercising the privileges of the licence.

158(1).18 Any sequelae of disease, medication or surgical intervention on any part of the digestive tract and its adnexa, liable to give rise to incapacitating or distracting symptoms, and in particular any obstructions due to stricture or compression, shall be assessed as unfit. NOTE: An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, involving a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as accredited medical conclusion considers that the effects of the operation are not liable to cause incapacitation in the air.	**158(2).18** Any sequelae of disease, medication or surgical intervention on any part of the digestive tract and its adnexa, liable to give rise to incapacitating or distracting symptoms, and in particular any obstructions due to stricture or compression, shall be assessed as unfit. NOTE: An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, involving a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as accredited medical conclusion considers that the effects of the operation are not liable to cause incapacitation in the air	**158(3).18** Any sequelae of disease, medication or surgical intervention on any part of the digestive tract and its adnexa, liable to give rise to incapacitating or distracting symptoms, in particular any obstructions due to stricture or compression, shall be assessed as unfit.
Other Medical Conditions		
158(1).19 Cases of metabolic, nutritional or endocrine disorders likely to interfere with the safe operation of an aircraft shall be assessed as unfit.	**158(2).19** Cases of metabolic, nutritional and endocrine disorders likely to interfere with the safe operation of an aircraft shall be assessed as unfit.	**158(3).19** Cases of metabolic, nutritional or endocrine disorders likely to interfere with reliable performance of duties shall be assessed as unfit.
158(1).20 Proven cases of diabetes mellitus shown to be satisfactorily controlled without the use of any anti-diabetic drug, may be assessed as fit .The use of anti-diabetic drugs for the control of diabetes mellitus is disqualifying except for those drugs administered under conditions permitting appropriate medical	**158(2).20** Proven cases of diabetes mellitus shown to be satisfactorily controlled without the use of any anti-diabetic drug, may be assessed as fit. The use of anti-diabetic drugs for the control of diabetes mellitus is disqualifying except for those drugs administered under conditions permitting appropriate medical	**158(3).20** Proven cases of diabetes mellitus shown to be satisfactorily controlled without the use of any anti-diabetic drug, may be assessed as fit. The use of anti-diabetic drugs for the control of diabetes mellitus is disqualifying except for those drugs administered under conditions permitting appropriate medical

supervision and control and which, according to accreted medical conclusion, are compatible with the safe exercise of the applicant licence and rating privileges.	supervision and control and which, according to accreted medical conclusion, are compatible with the safe exercise of the applicant licence and rating privileges.	supervision and control and which, according to accreted medical conclusion, are compatible with the safe exercise of the applicant licence and rating privileges.
158(1).21 (1) Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit, except in cases where medical conclusion indicates that the condition is not likely to affect the safe exercise of the applicant's licence and rating privileges. **Note 1** : Posession of the sickle cell trait should not be a reason for disqualification unless there is a positive medical evidence to the contrary. **Note 2:** Cases in **158(1).21** due to a transient condition should be assessed as temporary unfit. (2)Cases of severe and moderate enlargement of the spleen persistently below the costal margin shall be assessed as unfit.	**158(2).21** Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit, except in cases where medical conclusion indicates that the condition is not likely to affect the safe exercise of the applicant's licence and rating privileges. **Note 1** : Posession of the sickle cell trait should not be a reason for disqualification unless there is a positive medical evidence to the contrary. **Note 2:** Cases in **158(2).21** due to a transient condition should be assessed as temporary unfit.	**158(3).21** Cases of significant localized and generalized enlargement of the lymphatic glands and of diseases of the blood shall be assessed as unfit, except in cases where medical conclusion indicates that the condition is not likely to affect the safe exercise of the applicant's licence and rating privileges. **Note 1** : Posession of the sickle cell trait should not be a reason for disqualification unless there is a positive medical evidence to the contrary.
Genito-urinary System		
158(1).22 Cases presenting signs of established or progressive organic disease of the kidney or genito-urinary tract shall be assessed as unfit. The urine shall be free of any element considered by the Civil Aviation Medical Examiner to be pathological. Urinary conditions of a transient nature shall be considered unfit while	**158(2).22**. Cases presenting signs of established or progressive organic disease of the kidney or genito-urinary tract shall be assessed as unfit. The urine shall be free of any element considered by the Civil Aviation Medical Examiner to be pathological. Urinary conditions of a transient nature shall be	**158(3).22** Cases presenting signs of established or progressive organic disease of the kidney or genito-urinary tract shall be assessed as unfit. The urine shall be free of any element considered by the Civil Aviation Medical Examiner to be pathological. Urinary conditions of a transient nature shall be

the condition exists.	considered unfit while the condition exists.	considered unfit while the condition exists.
158(1).23. Any sequelae of disease, medication or surgical procedures on the kidneys and the urinary tract liable to cause incapacitation, in particular any obstructions due to stricture or calculus obstruction, shall be assessed as unfit unless accredited medical conclusion considers that the condition is not liable to cause incapacitation in the air. Compensated nephrectomy without hypertension or uremia shall be assessed as fit. NOTE: An applicant who has undergone a major surgical operation on the urinary system, which has involved a total or partial excision or a diversion of any of its organs shall be assessed as unfit until such time as accredited medical conclusion considers that the effects of the operation are not liable to cause incapacitation in the air.	**158(2).23.** Any sequelae of disease, medication or surgical procedures on the kidneys and the urinary tract liable to cause incapacitation, in particular any obstructions due to stricture or calculus obstruction, shall be assessed as unfit unless accredited medical conclusion considers that the condition is not liable to cause incapacitation in the air.Compensated nephrectomy without hypertension or uremia shall be assessed as fit. NOTE: An applicant who has undergone a major surgical operation on the urinary system, which has involved a total or partial excision or a diversion of any of its organs shall be assessed as unfit until such time as accredited medical conclusion considers that the effects of the operation are not liable to cause incapacitation in the air.	**158(3).23.** Any sequelae of disease, medication or surgical procedures on the kidneys and the urinary tract liable to cause incapacitation, in particular any obstructions due to stricture or calculus obstruction, shall be assessed as unfit unless accredited medical conclusion considers that the condition is not liable to affect the reliable performance of duties. Compensated nephrectomy without hypertension or uremia shall be assessed as fit. NOTE: An applicant who has undergone a major surgical operation on the urinary system, which has involved a total or partial excision or a diversion of any of its organs shall be assessed as unfit until such time as accredited medical conclusion considers that the effects of the operation are not liable to affect the reliable performance of duties.
158(1).24. An applicant for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the Civil Aviation Medical Examiner, that he has undergone adequate treatment	**158(2)..24.** An applicant for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the Civil Aviation Medical Examiner, that he has undergone adequate treatment	**158(3).24.** An applicant for the first issue of a licence who has a personal history of syphilis shall be required to furnish evidence, satisfactory to the Civil Aviation Medical Examiner, that he has undergone adequate treatment.
158(1).25 Reproductive System (1) Pregnancy and Childbirth. (a) Pregnancy shall be the	**158(2).25.** Reproductive System (1)) Pregnancy and	**158(3).25** Reproductive System (1) Pregnancy and Childbirth

cause of temporary unfitness. (b) In the absence of any significant abnormalities, accredited medical conclusion may indicate fitness until the third trimester of pregnancy. (c) In the case of a high- risk pregnancy that is liable to cause incapacitation in the air, the applicant shall be considered unfit. (d) After childbirth, the applicant may be considered fit before six (6) weeks post partum if she provides a report to CAME from her attending physician attesting to her capacity to resume duties. (2) Gynaecological Disorders In the case of an applicant who has a history of a gynaecological disorder that: (a) has not responded to treatment and is liable to cause incapacitation in the air; or (b) requires medication incompatible with the safe operation of an aircraft shall be considered unfit..	Childbirth. (a) Pregnancy shall be the cause of temporary unfitness. (b) In the absence of any significant abnormalities, accredited medical conclusion may indicate fitness until the third trimester of pregnancy. (c) In the case of a high- risk pregnancy that is liable to cause incapacitation in the air, the applicant shall be considered unfit. (d) After childbirth, the applicant may be considered fit before six (6) weeks post partum if she provides a report to the CAME from her attending physician attesting to her capacity to perform. (2) Gynaecological Disorders In the case of an applicant who has a history of a gynaecological disorder that: (a) has not responded to treatment and is liable to cause incapacitation in the air; or (b) requires medication incompatible with the safe operation of an aircraft shall be considered unfit.	(a) Pregnancy shall be the cause of temporary unfitness. (b) In the absence of any significant abnormalities, accredited medical conclusion may indicate fitness until her expected date of confinement. (c) After childbirth, the applicant may be considered fit before six (6) weeks post partum if she provides a report to the CAME from her attending physician attesting to her capacity to resume duties. (2) Gynaecological Disorders In the case of an applicant who has a history of a gynaecological disorder that is likely to interfere with the reliable performance of duties shall be considered unfit.
Musculoskeletal System		
158(1).26 Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. Functional after-effects of lesions affecting bones, joints, muscles or tendons and certain anatomical defects if they are compatible with the safe	**158(2).26** Any active disease of the bones, joints, muscles or tendons and all serious functional sequelae of congenital or acquired disease shall be assessed as unfit. Functional after-effects of lesions affecting the bones, joints, muscles or tendons and certain anatomical defects compatible with the safe	**158(3).26** Any active disease of the bones, joints, muscles or tendons, congenital abnormality or significant functional sequelae of congenital or acquired disease, likely to be a handicap in the working environment, shall be assessed as unfit. Functional after-effects of lesions affecting

performance of duties at any altitude and throughout a prolonged or difficult flight shall be assessed as fit.	performance of duties shall be assessed as fit.	bones, joints, muscles or tendons, and certain anatomical defects if they are compatible with the safe performance of duties shall be assessed as fit.
Ear, Nose and throat conditions		
158(1).27 There shall be - (a) no active pathological process, acute or chronic, of the inner ear or of the middle ear; (b) no unhealed (unclosed) perforation of the tympanic membranes. However, a single dry perforation of non-infectious origin need not render the applicant unfit Medical Certificates shall not be issued or revalidated in these circumstances unless the appropriate hearing requirements specified in Paragraph **158(1).30** and following are complied with; (c) no permanent obstruction of the Eustachian tubes; (d) no permanent disturbances of the vestibular system.	**158(2).27** There shall be - (a) no active pathological process, acute or chronic, of the inner ear or of the middle ear; (b) no unhealed (unclosed) perforation of the tympanic membranes. However, a single dry perforation of non-infectious origin need not render the applicant unfit. Medical Certificates shall not be issued or revalidated in these circumstances unless the appropriate hearing requirements specified in Paragraph **158(2).30** and following are complied with; (c) no permanent obstruction of the Eustachian tubes; (d) no permanent disturbances of the vestibular system.	**158(3).27** There shall be - (a) no active pathological process, acute or chronic, of the inner ear or of the middle ear; (b) no unhealed (unclosed) perforation of the tympanic membranes. However, a single dry perforation of non-infectious origin need not render the applicant unfit. Medical Certificates shall not be issued or revalidated in these circumstances unless the appropriate hearing requirements specified in Paragraph **158(3).30** and following are complied with; (c) no permanent obstruction of the Eustachian tubes; (d) no permanent disturbances of the vestibular system.
Transient conditions shall be assessed as temporarily unfit while the condition exists.	Transient conditions shall be assessed as temporarily unfit while the condition exists.	Transient conditions shall be assessed as temporarily unfit while the condition exists. NOTE: In the revalidation of Air Traffic Controller Licences the Civil Aviation Medical Examiner shall assess any pathology of the ear and inner ear in respect to the control duties involved. The licence shall not be revalidated, however, unless

		the applicant can meet the hearing requirements.
158(1).28. There shall be free nasal air entry on both sides and the nasal and sinus cavities shall be free from significant obstructions. There shall be no serious malformation nor serious acute or chronic infection of the buccal cavity or upper respiratory tract that might affect the safe performance of duties.	**158(2).28.** There shall be free nasal air entry on both sides, and the nasal and sinus cavities should be free from significant obstructions. There shall be no serious malformation nor serious acute or chronic infection of the buccal cavity or upper respiratory tract that might affect safe performance.	**158(3).28.** There shall be free nasal air entry on both sides and the nasal and sinus cavities shall be free from significant obstructions. There shall be no serious malformation, nor acute or chronic infection of the buccal cavity or upper respiratory tract that is likely to interfere with reliable performance of duties.
158(1).29 Speech defects and stuttering that cause communication difficulties shall be considered unfit.	**158(2).29** Speech defects and stuttering that are liable to give rise to radio communication difficulties shall be considered unfit.	**158(3).29** Speech defects and stuttering that are liable to give rise to radio communication difficulties shall be considered unfit.
Hearing Requirement		
158(1).30 The applicant shall be required to be free from any hearing defect which could interfere with the safe performance of the applicants duties in exercising the privileges of the licence.	**158(2).30** The applicant shall be free from any hearing defect which could interfere with the safe performance of the applicants duties in exercising the privileges of the licence.	**158(3).30** The applicant shall be required to be free from any hearing defect which could interfere with the safe performance of the applicants duties in exercising the privileges of the licence
158(1).31. Each person holding or being issued a medical certificate shall - (a) be tested on a pure –tone audiometer not less than once every five years up to the age of 40 years, and thereafter not less than once every three years; or (b) Demonstrate acceptable hearing by at least one of the following tests-	**158(2). 31.** Each person holding or being issued a medical certificate shall demonstrate acceptable hearing by at least one of the following tests - (i) hear an average conversational voice in a quiet room, using both ears, at a distance of 2 metres from the examiner, with the back turned to the examiner.	**158(3).31** Each person holding or being issued a medical certificate shall : (a) be tested on a pure –tone audiometer not less than once every five years up to the age of 40 years, and thereafter not less than once every three years; or (b) Demonstrate acceptable hearing by at least one of the following tests-

(i)hear an average conversational voice in a quiet room, using both ears, at a distance of 2 metres from the examiner, with the back turned to the examiner. (ii)understands speech as determined by audiometric discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment; or (iii) Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of minimum acceptable thresholds: **Frequency (Hz)** Better ear (dB) Poorer ear (dB)) **500 Hz** 35 35 **1000 Hz** 30 50 **2000 Hz** 30 50 **3000 Hz** 40 60	(ii) understands speech as determined by audiometric discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment; or (iii) Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of minimum acceptable thresholds: **Frequency (Hz)** Better ear (dB) Poorer ear (dB) **500 Hz** 35 35 **1000 Hz** 30 50 **2000 Hz** 30 50 **3000 Hz** 40 60	(i) hear an average conversational voice in a quiet room, using both ears, at a distance of 2 metres from the examiner, with the back turned to the examiner. (ii) understands speech as determined by audiometric discrimination testing to a score of at least 70 percent obtained in one ear or in a sound field environment; or (iii) Provide acceptable results of pure tone audiometric testing of unaided hearing acuity according to the following table of minimum acceptable thresholds: **Frequency (Hz)** Better ear (dB) Poorer ear (dB) **500 Hz** 35 351000 Hz 30 50 **2000 Hz** 30 50 **3000 Hz** 40 60
158(1).32. Demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a back ground noise that will simulate the masking properties of flight deck noise upon speech and audio tones.	**158(2).32.** (RESERVED)	**158(3).32.** Demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a back ground noise that will simulate that experienced in a typical air traffic control working environment

Visual acuity test Requirement		
158(1).33 **(1)** Visual acuity shall be conducted in an environment with a level of illumination which corresponds to ordinary office illumination (30-60 cd/m^2 **(2)** Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.	**158(2).33.** **1)** Visual acuity shall be conducted in an environment with a level of illumination which corresponds to ordinary office illumination (30-60 cd/m^2 **(2)** Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted	**158(3).33** **1)** Visual acuity shall be conducted in an environment with a level of illumination which corresponds to ordinary office illumination (30-60 cd/m^2 **(2)** Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.
158(1).34 **(1).** The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties **(2)** The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D_{65} as specified by the International Commission on Illumination (CIE) **(3)** An applicant obtaining a satisfactory result as prescribed by the Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and	**158(2).34** **(1).** The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties **(2)** The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D_{65} as specified by the International Commission on Illumination (CIE) **(3)** An applicant obtaining a satisfactory result as prescribed by the Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly	**158(3).34** **(1).** The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties **(2)** The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D_{65} as specified by the International Commission on Illumination (CIE) **(3)** An applicant obtaining a satisfactory result as prescribed by the Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly

correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit. **(4) Sunglasses worn during the exercise of the privilege of the licence or rating held should be non-polarizing and of neutral grey tint.**	identify aviation coloured lights.Applicants who fail to meet these criteria shall be assessed with the following restriction**: valid daytime only.** **(4) Sunglasses worn during the exercise of the privilege of the licence or rating held should be non-polarizing and of neutral grey tint.**	identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit. **(4) Sunglasses worn during the exercise of the privilege of the licence or rating held should be non-polarizing and of neutral grey tint.**
158(1).35 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant 's licence and rating privileges	**158(2).35** The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition,, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges	**158(3).35** The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition ,acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges
158(1).36 **(1).** Distant visual acuity with or without correction shall be **6/9** or better in each eye separately and binocular visual acuity shall be **6/6** or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant shall be assessed fit provided that (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and (b) in addition a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the	**158(2).36** **(1).** Distant visual acuity with or without correction shall be **6/12** or better in each eye separately and binocular visual acuity shall be **6/9.**or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant shall be assessed fit provided that (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; (b) in addition a pair of suitable correcting spectacles is kept readily available during	**158(3).36** **(1).** Distant visual acuity with or without correction shall be **6/9** or better in each eye separately and binocular visual acuity shall be **6/6** or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses the applicant shall be assessed fit provided that: (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and (b) in addition a pair of suitable correcting spectacles is kept readily available

applicant's licence. **Note.** An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity , any decrease in best corrected visual acuity and the occurrence of eye disease, eye injury or eye surgery. . **(2)** Applicants may use contact lenses to meet this requirement provided that: (a) the lenses are monofocal and non-tinted; (a) (b) the lenses are well tolerated; and (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges. **Note1**. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known **Note 2**. Applicants with a large refractive error . shall use contact lenses or high index spectacle lenses. **(3)**	the exercise of the privileges of the applicant's licence. **Note.** An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity , any decrease in best corrected visual acuity and the occurrence of eye disease, eye injury or eye surgery. **(2)** Applicants may use contact lenses to meet this requirement provided that: (a) the lenses are monofocal and non-tinted; (b) the lenses are well tolerated; and (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges. **Note1**. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.	during the exercise of the privileges of the applicant's licence. **Note**. An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity , any decrease in best corrected visual acuity and the occurrence of eye disease, eye injury or eye surgery. . **(2)** Applicants may use contact lenses to meet this requirement provided that: (a) the lenses are monofocal and non-tinted; (b) the lenses are well tolerated; and (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges. **Note1**. Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known. **Note 2**. Applicants with a large refractive error shall use contact lenses or high index

Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter. **Note**. The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.	**Note 2.**. Applicants with a large refractive error . shall use contact lenses or high index spectacle lenses. **(3)** Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full satisfactory ophthalmic report prior to initial Medical assessment and every five years thereafter. **Note**. The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.	spectacle lenses. **Note**. If spectacles are used, high index lenses are needed to minimise peripheral field of vision. **(3)** Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical assessment and every five years thereafter. **Note**. The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.
158(1).37. Applicant 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.	**158(2).37.** Applicant 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.	**158(3).37** Applicant 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.
158(1).38. **(1)** The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by **158(1).36** the **N5** Chart or its equivalent at a distance selected by that applicant in the range of **30** to **50** centimetres and the ability to read the **N14** chart or its equivalent at a distance of 100 centimetres. If this	**158(1)2.38.** **(1)** The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by **158(2).36** the **N5** Chart or its equivalent at a distance selected by that applicant in the range of **30** to **50** centimetres and the ability to read the **N14** chart or its equivalent at a distance of 100 centimetres. If this	**158(3).38.** **(1)** The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by **158(3).36** the **N5** Chart or its equivalent at a distance selected by that applicant in the range of **30** to **50** centimetres and the ability to read the N14 chart or its equivalent at a distance of 100 centimetres. If this

requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with **158(1).36**; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements. **Note 1: N5** and **N14.** refers to the size of type-face used **Note 2**: An applicant who needs near correction to meet this requirement will require "look-over", bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision through the windscreen without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable. **Note 3** Whenever there is a requirement to obtain or renew correcting lenses, an applicant, is expected to advise the refractionist of reading	requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with **158(2).36**; if no such correction is prescribed , a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements. **Note 1**: **N5.** refers to the size of type-face used **Note 2**: An applicant who needs near correction to meet this requirement will require "look-over", bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision through the windscreen without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable. **Note 3** Whenever there is a requirement to obtain or renew correcting lenses, an applicant, is expected to advise the refractionist of reading	requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with **158(3).36**; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements **Note 1**: **N5** and **N14** refers to the size of type-face used **Note 2**: An applicant who needs near correction to meet this requirement will require "look-over", bifocal or perhaps multifocal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision through the windows without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic control duties. However, it should be realised that single-vision near correction significantly reduces distant visual acuity. **Note 3** Whenever there is a requirement to obtain or renew correcting lenses, an applicant, is expected to advise the refractionist of

distances for the visual flight deck tasks relevant to the type of aircraft in which he is likely to function. **(2)** When near correction is required in accordance with **158(1).38.** A second pair of near correction spectacles shall be kept available for immediate use.	distances for the visual flight deck tasks relevant to the type of aircraft in which he is likely to function. **(2)** When near correction is required in accordance with **158(2).38.** A second pair of near correction spectacles shall be kept available for immediate use.	reading distances for the air traffic control duties the applicant is likely to perform. **(2)** When near correction is required in accordance with **158(1)3.38.** A second pair of near correction spectacles shall be kept available for immediate use.
158(1).39 **(1)** The applicant shall be required to have normal fields of vision. **(2)** The applicant shall be required to have normal binocular function **Note:** Defective stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.	**158(2).39** **(1)** The applicant shall be required to have normal fields of vision. **(2)** The applicant shall be required to have normal binocular function **Note:** Defective stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying,	**158(3).39** **(1)** The applicant shall be required to have normal fields of vision. **(2)** The applicant shall be required to have normal binocular function **Note:** Defective stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying,

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SCHEDULE 13

[Regulation 162(2),169(1)*(e)*,172(2)]

The following are the knowledge areas requirements for an Aircraft Maintenance Engineer Licence:

(a) air law and airworthiness requirements

Rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures;

(b) natural science and aircraft general knowledge

Basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;

(c) aircraft engineering

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

(d) aircraft maintenance

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

(e) human performance and limitations

Human performance and limitations relevant to the duties of an aircraft maintenance licence holder.

SCHEDULE 14

[Regulation 191(1)]

IMPLEMENTING STANDARDS

The following standards are numbered to correspond numerically to the relevant provisions in the regulations:

Regulation 5

An airman licence issued under these Regulations shall meet the following minimum standards:

(a) an airman licence shall be printed on first quality paper or other suitable material and the items mentioned in regulation 5(1)*(c)* shown clearly thereon.

(b) the following colours apply:

(A) white for student pilot;

(B) light brown for private pilot of an aeroplane;

(C) light blue for commercial pilot of an aeroplane;

(D) dark green for airline transport pilot of an aeroplane;

(E) pink for glider pilot;

(F) violet for free balloon pilot;

(G) brown for flight engineer;

(H) maroon for aircraft maintenance; and

(I) yellow for air traffic controller;

(c) the Trinidad and Tobago Civil Aviation Authority ensures that the privileges granted by a pilot licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience, by the examination of the following documents:

(i) Pilot Medical Certificate;

(ii) Pilot log book;

(iii) Pilot Licence;

(iv) Pilot Authorization; and

(v) any other documents as may be required by the Authority;

(d) examination of the above mentioned documents may take place:

(i) during the Renewal of Certificate of validity of the Pilot's Licence;

(ii) during Ramp Checks; and

(iii) during flight Checks.

Regulation 31

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the pilot licence for the operation of such radiotelephone.

Regulation 33

The following procedures meet the minimum skill requirements for a Private Pilot Licence with a helicopter rating:

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATIONS	
Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.	
a	Helicopter knowledge
b	Mass and balance
c	Pre-flight inspection: external and internal
d	Starting procedure
e	Taxiing including hover and air taxi
F	Pre-take-off procedures
g	ATC liaison – compliance, R/T procedures
PARAGRAPH 2 Hover manoeuvres (including confined areas)	
a	Lift off and touch down
b	Stationary hovering with head-cross-tail wind, if applicable
c	Stationary hover turns 360 degrees left and right
d	Forward, sideways and rearwards hovering
e	Simulated engine failure during hovering (at aerodromes only)
PARAGRAPH 3 Take offs (including from unprepared sites AND confined areas)	
a	Take offs (various profiles)
b	Simulated engine failure during take off (at aerodromes only)
c	After T/O checks, departure procedure, Air Traffic Control liaison and compliance, R/T procedures
PARAGRAPH 4 Flight Procedures and manoeuvres	
a	Climbing and descending turns on to specified headings
b	Level flight, control of heading, altitude and speed
c	Level turns with 30° bank, 180° to 360° left and right, visually and 180 degrees level turns by sole reference to instruments
PARAGRAPH 5 NAVIGATION	
a	Navigation at various altitudes, map reading
b	Altitude, speed, heading control, observation of airspace, altimeter setting
c	Observation of weather conditions, assessment of trends, diversion planning
d	Monitoring of flight progress, flight log, fuel usage, instrument monitoring
e	Use of radio navigation aids

PARAGRAPH 6 Approach and landings, (including to unprepared sites and confined areas)	
a	Arrival procedures, altimeter setting, checks
b	ATC liaison and compliance, RT procedures
c	Landings (various profiles)
d	Quick stops from different speeds
e	Descent in autorotation
f	Autorotative landing (at aerodromes only)
g	Action after flight
PARAGRAPH 7 ABNORMAL AND EMERGENCY PROCEDURES (simulated where appropriate)	
a	Engine
b	Fuel system
c	Electrical system
d	Hydraulic system (if relevant)
e	Main and Tail rotor system
f	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual

Regulation 40

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the pilot licence for the operation of such radiotelephone.

Regulation 42

The following procedures meet the minimum skill requirements for a Commercial Pilot Licence with a helicopter rating:

PARAGRAPH 1 PRE-FLIGHT CHECKS AND PREPARATION	
Use of checklist, airmanship (control of helicopter by external visual reference, anti/de-icing procedures, etc.) apply in all Paragraphs.	
a	Helicopter knowledge
b	Mass and balance
c	Pre-flight inspection: external and internal
d	Starting procedure
e	Taxiing including hover and air taxi
f	Pre-take-off procedures
g	ATC liaison – compliance, R/T procedures
PARAGRAPH 2 HOVER MANOEUVRES WITH AND WITHOUT STABILITY AUGMENTATION SYSTEM (SAS), IF EQUIPPED INCLUDING CONFINED AREAS	

a	Lift off and touch down
b	Stationary hovering with head-cross-tail wind, if applicable
c	Stationary hover turns 360° left and right
d	Forward, sideward and rearward hovering
e	Simulated engine failure during hovering (at aerodromes only)
	PARAGRAPH 3 TAKE-OFFS (INCLUDING FROM UNPREPARED SITES AND CONFINED AREAS)
a	Take-offs (various profiles)
b	After T/O checks departure procedure, ATC liaison and compliance, R/T procedures
	PARAGRAPH 4 FLIGHT MANOEUVRES AND PROCEDURES BY SOLE REFERENCE TO INSTRUMENTS
a	Climbing and descending turns on to specified headings
b	Level flight, control of heading, altitude and airspeed
c	Recovery from unusual attitudes
d	Turns with 30° bank, 180° to 360° degrees left and right
	PARAGRAPH 5 EN ROUTE PROCEDURES
a	Navigation at various altitudes, map reading
b	Altitude, speed, heading control, observation of airspace, altimeter setting
c	Observation of weather conditions, assessment of trends, diversion planning
d	Monitoring of flight progress, flight log, fuel usage, instrument monitoring
e	Tracking, positioning (NDB and/or VOR), identification of facilities
	PARAGRAPH 6 APPROACH AND LANDINGS, (INCLUDING TO UNPREPARED SITES AND CONFINED AREAS)
a	Arrival procedures, altimeter setting, checks
b	ATC liaison and compliance, R/T procedures
c	Landings (various profiles)
d	Quick stops from different speeds
e	Descend in autorotation
f	Autorotative landing (at aerodromes only) (Straight in, 90° and 180° turn)
	PARAGRAPH 7 ABNORMAL AND EMERGENCY PROCEDURES (SIMULATED WHERE APPROPRIATE)
a	Engine
b	Fuel system
c	Electrical system
d	Hydraulic system
e	Main and Tail rotor system
f	Other abnormal and emergency procedures as outlined in the appropriate Flight Manual

Regulation 50

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the pilot licence for the operation of such radiotelephone.

Regulation 58

The following procedures meet the minimum skill requirements for a Type Rating for an Airline Transport Pilot Licence:

(a) the symbols hereunder has the mean that follows:

"P"= Trained as pilot in command or co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable;

"X"= Simulators shall be used for this exercise, if available, otherwise an aircraft shall be used except where indicated.

(b) the practical training shall be conducted at least at the training equipment level shown as (P), or may be conducted up to any higher equipment level shown by the arrow (>). The following abbreviations are used to indicate the training equipment used:

A/C= Aircraft

S = Flight Simulator

TD = Flight Training Device

TD = Other Training Devices

(c) the starred items (*) shall be flown in actual or simulated Instrument Meterological Conditions.

(d) where the letter "M" appears in the skill test/ proficiency check column this will indicate the mandatory exercise.

(e) a flight simulator shall be used for practical training if the simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:

(i) the qualification of the flight simulator as set out in the Act or Regulations made thereunder;

(ii) the qualifications of the instructor and examiner;

(iii) the amount of line-orientated simulator training provided on the course;

(iv) the qualifications and previous line operating experience of the pilot under training; and

(v) the amount of supervised line flying experience provided after the issue of the new type rating.

	PRACTICAL TRAINING					ATPL/TYPE-RATING SKILL TEST/PROF. CHECK	
Manoeuvres/Procedures Aeroplanes certificated for two pilots shall include MCC training and testing.	OTD	FTD	FS	A/C	Instructor initials when training completed	Chkd in FS A/C	FE initials when test completed
PARAGRAPH 1							
1 Flight preparation 1.1 Performance calculation	P						
1.2 Aeroplane ext. visual inspect.; location of each item and purpose of inspection				P			
1.3 Cockpit inspection		P					
1.4 Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.	P	>	>	>		M	
1.5 Taxiing in compliance with air traffic control or instructions of instructor.			P	>			
1.6 Pre-flight checks		P	>	>		M	
PARAGRAPH 2							
2 Take-offs 2.1 Normal take offs with different flap settings, including expedited take off.			P	>			
2.2 Instrument take-off; transition to instrument flight is required during rotation or immediately after becoming airborne.			P*	>			
2.3 Cross wind take-off (aircraft, if practicable)			P	>			
2.4 Take-off at maximum take-off mass (actual or simulated maximum take-off mass)			P	>			
2.5 Take-offs with simulated. engine failure 2.5.1* shortly after reaching V2, or			P*	>			

**Unless otherwise approved by the Authority, the engine failure shall not be simulated until reaching a minimum height of 500ft above runway end. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure shortly after reaching V2.*							
2.5.2 between V1 and V2, or			P*	X		M* FS Only	
2.5.3 as close as possible after V1, when V1 and V2 or V1 and VR are identical.			P*	X		M* FS Only	
2.5.4 Rejected take-off at a reasonable speed before reaching V1, giving due consideration to aeroplane characteristics, runway length, surface conditions, wind direction, brake heat energy, and any other factors that might adversely affect safety.			P	>X		M	
PARAGRAPH 3 **3 Flight Manoeuvres and Procedures** 3.1 Turns with and without spoilers.			P				
3.2 Tuck under and Mach buffets after reaching the critical Mach number, and other specific flight characteristics of the aeroplane (e.g. Dutch Roll)			P	>X An aircraft may not be used for this exercise		M	
3.3 Normal operation of systems and controls engineer's panel.	P	>	>	>			
3.4 Normal and abnormal operations of following systems:						A minimum of 3 items shall be selected from 3.4 to 3.5 inclusive.	
3.4.0 Engine (if necessary propeller)	P	>	>	>			
3.4.1 Pressurisation and air-conditioning	P	>	>	>			

3.4.2 Pitot/static system	P	>	>	>			
3.4.3 Fuel system	P	>	>	>			
3.4.4 Electrical system	P	>	>	>			
3.4.5 Hydraulic system	P	>	>	>			
3.4.6 Flight control and Trim-system	P	>	>	>			
3.4.7 Anti- and de-icing system, Glare shield heating	P	>	>	>			
3.4.8 Autopilot/Flight director	P	>	>	>			
3.4.9 Stall warning devices or stall avoidance devices, and stability augmentation devices.	P	>	>	>			
3.4.10 Ground proximity warning system Weather radar, radio altimeter, transponder.	P	>	>	>			
3.4.11 Radios, navigation equipment, instruments, flight management system.	P	>	>	>			
3.4.12 Landing gear and brake-system.	P	>	>	>			
3.4.13 Slat and flap system.	P	>	>	>			
3.4.14 Auxiliary power unit.	P	>	>	>			
3.5 TCAS	P	>	>				
3.6 Abnormal and emergency procedures: 3.6.1 Fire drills e.g. Engine, Auxillary power unit, cabin, cargo compartment, flight deck, wing and electrical fires including evacuation.		P	>	>		A minimum of 3 items shall be selected from 3.6 to 3.6.8 inclusive.	
3.6.2 Smoke control and removal.		P	>	>			
3.6.3 Engine failures, shut-down and restart at a safe height.		P	>	>			
3.6.4 Fuel dumping (simulated).		P	>	>			
3.6.5 Windshear at Take off/landing.			P	X		FS Only	
3.6.6 Simulated cabin pressure failure/Emergency descent.			P	>			
3.6.7 Incapacitation of flight crew flight member.		P	>	>			
3.6.8 Other emergency procedures as outlined in the appropriate aeroplane Flight Manual.		P	>	>			
3.7 Steep turns with 45° bank, 180° to 360° left and right.		P	>	>			

3.8 Early recognition and counter measures on approaching stall (up to activation of stall warning device) in take-off configuration (flaps in take-off position), in cruising flight configuration and in landing configuration (flaps in landing position, gear extended)			P	>			
3.8.1 Recovery from full stall or after activation of stall warning device in climb, cruise and approach configuration.			P	X			
3.9 Instrument flight procedures: 3.9.1 Adherence to departure and arrival routes and ATC instructions.		P*	>	>		M*	
3.9.2 Holding procedures.		P*	>	>			
3.9.3 ILS-approaches down to a a decision height (DH) not less than 200 ft. 3.9.3.1 manually, without flight director.			P*	>		M*	
3.9.3.2 manually, with flight director.			P*	>			
3.9.3.3 automatically, with autopilot.			P*	>			
3.9.3.4 manually, with one engine simulated inoperative; engine failure has to be simulated during final approach from before passing the outer marker (OM) until touchdown or through the complete missed approach procedure. *Unless otherwise approved by the Authority, the approach with simulated engine failure and the ensuing go-around shall be initiated in conjunction with the NDB or VOR approach as described in 3.9.4. The go-around shall be initiated when reaching the published obstacle clearance height (OCH/A), however, not later than reaching a minimum descent height/altitude (MDH/A) of 500 ft above runway threshold elevation. In aeroplanes having the same performance as a transport category aeroplane regarding take-off mass and density altitude, the instructor may simulate the engine failure in accordance with 3.9.3.4.*			P*	>		M*	

3.9.4 NDB or VOC/LOC-approach down to the MDH/A.			P*	>		M*	
3.9.5 Circling approach under following conditions: (a) approach to the authorized minimum circling approach altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: (b) circling approach to another runway at least 90° off centreline from final approach used in item a), at the authorized minimum circling approach altitude; *Remark: if a) and b) are not possible due to Air Traffic Control reasons a simulated low visibility pattern may be performed.*			P*	>		M*	
PARAGRAPH 4							
4 Missed Approach Procedures 4.1 Go-around with all engines operating* after an Instrument Landing System approach on reaching decision height.			P*	>			
4.2 Other missed approach procedures.			P*	>			
4.3 Go-around with one engine simulated inoperative* after an Instrument Landing System approach on reaching Decision Height (see also 3.9.3.4).			P*	>			
4.4 Rejected landing at 50 feet above runway threshold and go-around.			P	>			
PARAGRAPH 5							
5 Landings 5.1 Normal landings* also after an ILS approach with transition to visual flight on reaching Decision Height.			P				
5.2 Landing with simulated jammed horizontal stabiliser in any out-of-trim position.			P	>X an aircraft may not be used for this exercise			

5.3 Cross wind landings (aircraft, if practicable).			P	>			
5.4 Traffic pattern and landing without extended or with partly extended flaps and slats.			P	>			
5.5 Landing with critical engine simulated inoperative.			P	>			
5.6 Landing with two engines simulated inoperative: – *Aeroplanes with three engines: the centre engine and one outboard engine as far as practicable according to data of the AFM.* – *Aeroplanes with four engines: two engines at one side.*			P	X		FS Only	
General remarks: **Proposed sequence for skill test** **Special requirements for extension of a type rating for instrument approaches down to a decision height of less than 200 feet (60 m), i.e. Cat II/III operations.**							
PARAGRAPH 6 **6 Type rating for instrument approaches down to a decision height of less than 200 feet (CAT II/III)** The following manoeuvres and procedures are the minimum training requirements to permit instrument approaches down to a Decision Height of less than 200 feet. During the following instrument approaches and missed approach procedures all aeroplane equipment required for type certification of instrument approaches down to a Decision Height of less than 200 feet shall be used. 6.1 Aborted take-off at minimum authorized Runway Visual Range.			P*	>X an aircraft may not be used for this exercise			
6.2 ILS Approaches In simulated instrument flight conditions down to the applicable DH, using flight guidance system. Standard procedures of crew co-ordination (task sharing, call out procedures, mutual surveillance, information exchange and support) shall be observed.			P*	>		M*	

6.3 Go-around after approaches as indicated in 6.2 on reaching DH. The training also shall include a go-around due to (simulated) insufficient RVR, wind shear, aeroplane deviation in excess of approach limits for a successful approach, and ground/airborne equipment failure prior to reaching DH and, go-around with simulated airborne equipment failure. Special attention shall be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance.			P*	>		M*	
6.4 Landing(s). with visual reference established at DH following an instrument approach. Depending on the specific flight guidance system, an automatic landing shall be performed.			P*	>		M*	

NOTE: CAT II/III operations shall be accomplished in accordance with Operational Rules.

CONTENTS OF THE AIRLINE TRANSPORT PILOT LICENCE/TYPE RATING TRAINING/ SKILL TESTAND PROFICIENCY CHECK ON MULTI-PILOT HELICOPTERS

Manoeuvres / Procedures (Including MCC on multi-pilot helicopters)	
PARAGRAPH 1	
1+	Pre-flight preparations and checks
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection.
1.2	Cockpit inspection
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies
1.4	Taxiing /air taxiing in compliance with air traffic control instructions or on instructions of an instructor
1.5	Pre take off procedures and checks
PARAGRAPH 2	
2	Take-offs
2.1	Take-offs (various profiles)
2.2	Cross wind take-off (if practicable)
2.3	Take-off at maximum take-off mass (actual or simulated maximum take-off mass)
2.4	Take-offs with simulated engine failure:
2.4.1	Shortly before reaching TDP, or DPAT

2.4.2	Shortly after reaching TDP, or DPAT
PARAGRAPH 3	
3	Flight manoeuvres and procedures
3.1	Turns
3.2	Landings, various profiles
3.2.1	Landing following simulated engine failure before LDP or DPBL
3.2.2	Landing following simulated engine failure after LDP or DPBL
3.3	Normal and abnormal operations of the following systems and procedures:
3.3.1	Engine
3.3.2	Air conditioning (heating, ventilation)
3.3.3	Pitot/static system
3.3.4	Fuel System
3.3.5	Electrical system
3.3.6	Hydraulic system
3.3.7	Flight control and Trim-system
3.3.8	Anti- and de-icing system
3.3.9	Autopilot/Flight director
3.3.10	Stability augmentation devices
3.3.11	Weather radar, radio altimeter, transponder
3.3.12	Area Navigation System
3.3.13	Landing gear system
3.3.14	Tail rotor control failure (if applicable)
3.3.15	Tail rotor loss (if applicable)
3.3.16	Auxiliary power unit
3.3.17	Radio, navigation equipment, instruments flight management system
3.4	Abnormal and emergency procedures
3.4.1	Fire drills (including evacuation if applicable)
3.4.2	Smoke control and removal
3.4.3	Engine failures, shut down and restart at a safe height
3.4.4	Fuel dumping (simulated)
3.4.5	Autorotation descent
3.4.6	Autorotative landing or power recovery
3.4.7	Incapacitation of crew member
3.4.8	Other emergency procedures as outlined in the appropriate Flight Manual
3.5	Turns with 30° bank, 180° to 360° left and right, by sole reference to instruments
PARAGRAPH 4	
4	INSTRUMENT FLIGHT PROCEDURES (To be performed in IMC or simulated IMC).
4.1	Instrument take-off : transition to instrument flight is required as soon possible after becoming airborne
4.2	Adherence to departure and arrival routes and Air Traffic Control instructions
4.3	Holding procedures

4.4	ILS-approaches down to CAT 1 decision height
4.4.1	manually, without flight director
4.4.2	manually, with flight director
4.4.3	with coupled autopilot
4.4.4	manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing the outer marker (OM) until touchdown, or through the complete missed approach procedure)
4.5	Non-precision approach down to the minimum descent altitude MDA/H
4.6	Circling approach under following conditions: a) Approach to the authorized minimum circling altitude at the aerodrome in question in accordance with the local instrument approach facilities in simulated instrument flight conditions; followed by: b) Circling approach to another runway at least 90 degrees off centreline from final approach used in item a), at the authorized minimum circling approach altitude. Remark: if a) and b) are not possible due to Air Traffic Control reasons a simulated low visibility circuit (visibility less than 800 metres) may be performed.
4.7	Missed Approach Procedures
4.7.1	Go-around with all engines operating on reaching decision height/MDA
4.7.2	Other missed approach procedures
4.7.3	Go-around with one engine simulated inoperative on reaching decision height/MDA
4.7.4	IMC autorotation with power recovery
PARAGRAPH 5	
5	Additional authorization on a type rating for instrument approaches down to a decision height of less than 60 m (200 ft) (CAT II/III) Following manoeuvres and procedures are to be trained for the purpose of type rating extension to instrument approach down to a DH of less than 60 m (200 ft) During the following instrument approaches and missed approach procedures all equipment necessary for type certification of instrument approaches down to a decision height of less than 60 m (200 ft) has to be used
5.1	Aborted take off ; at take off weather minima
5.2	Instrument Landing System approach down to a decision height applied for using flight guidance system standard procedures of crew co-ordination (task sharing, calling procedures, mutual surveillance, information and support) are to be observed particularly
5.3	Go-around After approaches as indicated in 5.2. on reaching decision height. The transition training also has to comprise go-around due to (simulated) insufficient runway visual range, wind shear, aircraft deviation more than tolerable for a successful approach, and ground/airborne equipment failure prior to reaching decision height, furthermore, go-around with airborne equipment failure. Special attention has to be given to go-around procedures with pre-calculated manual or automatic go-around attitude guidance
5.4	Landing(s) With visual reference established at decision height following an instrument approach. Depending on the specific flight guidance system, an automatic landing has to be performed.

PARAGRAPH 6	
6	Use of optional equipment

Regulation 60

The following procedures meet the minimum skill requirements for an Instrument Rating skill test for a helicopter:

PARAGRAPH 1 **DEPARTURE**	
A	Use of flight manual (or equivalent) especially aircraft performance calculation; mass and balance
B	Use of Air Traffic Services document, weather document
C	Preparation of Air Traffic Control flight plan, Instrument Flight Rules flight plan/log
D	Pre-flight inspection
E	Weather minima
F	Taxing/Air taxi in compliance with Air Traffic Control or instructions of instructor
G	Pre-take off briefing, procedures and checks
H	Transition to instrument flight
I	Instrument departure procedures
PARAGRAPH 2 **GENERAL HANDLING**	
A	Control of the helicopter by reference solely to instruments, including:
B	Climbing and descending turns with sustained 30° bank
C	Recoveries from unusual attitudes, including sustained 30° bank turns and steep descending turns

PARAGRAPH 3 **EN-ROUTE IFR PROCEDURES**	
A	Tracking, including interception, e.g. NDB, VOR, RNAV
B	Use of radio aids
C	Level flight, control of heading, altitude and airspeed, power setting
D	Altimeter settings
E	Timing and revision of estimated times of arrival
F	Monitoring of flight progress, flight log, fuel usage, systems management
G	Ice protection procedures, simulated if necessary and applicable
H	ATC liaison and compliance, R/T procedures

PARAGRAPH 4 PRECISION APPROACH	
A	Setting and checking of navigational aids, identification of facilities
B	Arrival procedures, altimeter checks
C	Approach and landing briefing, including descent/approach/landing checks
D*	Holding procedure
E	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go-around action
i*	Missed approach procedure / landing
j	Air Traffic Control liaison – compliance, Radio Telephony procedures
** to be performed in Paragraph 4 or Paragraph 5*	

PARAGRAPH 5 NON-PRECISION APPROACH	
a	Setting and checking of navigational aids, identification of facilities
b	Arrival procedures, altimeter checks
c	Approach and landing briefing, including descent/approach/landing checks
d*	Holding procedure
e	Compliance with published approach procedure
f	Approach timing
g	Altitude, speed, heading control, (stabilised approach)
h*	Go around action
i*	Missed approach procedure*/landing
j	Air Traffic Control liaison – compliance, R adio Telephony procedures
** to be performed in Paragraph 4 or Paragraph 5*	
PARAGRAPH 6 (if applicable) ABNORMAL AND EMERGENCY PROCEDURES	
This Paragraph may be combined with Paragraphs 1 through 5. The test shall have regard to control of the helicopter, identification of the failed engine, immediate actions (touch drills), follow up actions and checks, and flying accuracy, in the following situations:	
a	Engine failure after take-off and approach* (at a safe altitude unless carried out in a flight simulator or flight training equipment **Multi-engine helicopter only*
b	Failure of stability augmentation devices/hydraulic system (if applicable)
c	Limited panel
d	Autorotation and recovery to a pre-set altitude
e	Precision approach manually without flight director* Precision approach manually with flight director* **Only one item to be tested*

Regulation 100

Where the applicant has met the requirements pertinent to the operation of the radiotelephone on board an aircraft, the Director General may recommend the Authority endorse the airman licence for the operation of such radiotelephone.

Regulation 107–109

The following procedures meet the minimum training and skill test standards for an airman licence:

(a) except as provided in paragraph *(b)*, to be eligible for a skill test for a licence or rating issued under these Regulations, an applicant shall—

(i) pass the required knowledge test within the twenty-four calendar-month period preceding the month the applicant completes the skill test, if a knowledge test is required;

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

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

(iv) meet the prescribed age requirement of this subpart for the issuance of the licence or rating sought; and

(v) have an endorsement in his or her logbook or training record that has been signed by an authorized instructor who certifies that the applicant—

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

(B) is prepared for the required skill test; and

(C) has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the airman knowledge test;

(b) an applicant for an Airline Transport Pilot Licence or an additional rating to an airline transport licence may take the Skill test for that licence or rating with an expired knowledge test report, provided that the applicant is employed as a—

(i) is employed as a flight crew member by a certificate holder under Civil Aviation [(No. 3) Air Operator Certification and Administration] at the time of the Skill test and has satisfactorily accomplished that operator's approved—

(A) pilot in command aircraft qualification training program that is appropriate to the licence and rating sought; and

(B) Qualification training requirements appropriate to the licence and rating sought; or

(c) is employed as a flight crew member in scheduled military air transport operations of Trinidad and Tobago at the time of the Skill test, and has accomplished the pilot in command aircraft qualification-training program that is appropriate to the licence and rating sought.

Required Aircraft Simulation and Equipment

(d) general. Except as provided in subparagraph *(d)*(ii), or when permitted to accomplish the entire flight increment of the Skill test in an approved flight simulator or an approved flight training device, an applicant for a licence or rating shall furnish—

(i) an aircraft of Trinidad and Tobago registry for each required test that—

(A) is of the category, class, and type, if applicable, applicable to the licence or rating sought; and

(B) has a current standard, limited, or primary airworthiness certificate;

(ii) at the discretion of the Flight Test Examiner who administers the Skill test, the applicant may furnish—

(A) an aircraft that has a current airworthiness certificate other than standard, limited, or primary but that otherwise meets the requirement of paragraph *(d)*(i);

(B) an aircraft of the same category, class, and type, if applicable, of foreign registry that is properly certified by the country of registry; or

(C) a military aircraft of the same category, class, and type, if applicable, for which the applicant is applying for a licence or rating.

Required equipment-excluding controls

(e) each applicant for a skill test shall use an aircraft that has—

(i) the equipment for each area of operation required for the Skill test;

(ii) no prescribed operating limitations that prohibit its use in any of the areas of operation required for the skill test;

(iii) except as provided in paragraph *(h)*, at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(iv) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the Flight Test Examiner.

Required controls

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

Simulated instrument flight equipment

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

(i) equipment on board the aircraft that permits the applicant to pass the areas of operation that apply to the rating sought; and

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

Aircraft with single controls

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

(i) examiner agrees to conduct the test;

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

(iii) proficiency of the applicant can be observed by an Flight Test Examiner who is in a position to observe the applicant.

Regulation 112

The following are the minimum standards for the recording and retention of flight training and aeronautical experience records :

(a) for the purposes of meeting the requirements of regulation 112, each person shall enter the following information for each flight or lesson logged—

(i) General:

(A) date.

(B) total flight time.

(C) location where the aircraft departed and arrived, or for lessons in an approved flight simulator or an approved flight training device, the location where the lesson occurred.

(D) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate.

(E) the name of a safety pilot, if required by the Act or regulations made thereunder.

(ii) type of pilot experience or training—

(A) solo.

(B) pilot in command.

(C) co-pilot.

(D) flight and ground training received from an authorized instructor.

(E) training received in an approved flight simulator or approved flight raining device from an authorized instructor.

(iii) conditions of flight—

(A) day or night.

(B) actual instrument.

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

(b) logging of pilot time. The pilot time described in this subparagraph may be used to—

(i) apply for a licence or rating issued under these regulations; or

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

(c) logging of solo flight time. 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.

(d) logging pilot in command flight time.

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

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

(B) acting as pilot in command of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted; or

(C) a sole occupant.

(ii) an airline transport pilot may log as pilot in command time all of the flight time while acting as pilot in command of an operation requiring an Airline Transport Pilot Licence.

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

(iv) a student pilot may log pilot in command time when the student pilot—

(A) is the sole occupant of the aircraft or is performing functions of the pilot in command of an airship requiring more than one flight crewmember

(B) has a current solo flight endorsement as required under regulation 27; or

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

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

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

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

(f) logging instrument flight time.

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

(B) an authorized instructor may log instrument flight time when conducting instrument flight instruction in actual instrument flight conditions;

(C) for the purposes of logging instrument flight time to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in a person's logbook—

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

(II) the name of the safety pilot, if required;

(D) an approved flight simulator or approved flight training device may be used by a person to log instrument flight time, provided an authorized instructor is present during the simulated flight.

(g) logging training time.

(i) a person may log training time when that person receives training from an authorized instructor in an aircraft, approved flight simulator, or approved flight training device.

(ii) the training time shall be logged in a logbook and shall—

(A) be endorsed in a legible manner by the 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 expiration date.

Regulation 122

Where the applicant has met the requirements pertinent to the operation of the radiotelephone, the Director General may recommend the Authority endorse the airman licence for the operation of such radiotelephone.

Regulation 141

Where the applicant has met the requirements pertinent to the operation of the radiotelephone, the Director General may recommend the Authority endorse the Flight Operations Officer Authorization for the operation of such radiotelephone.

Made by the Authority this 19th day of March, 2004.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport.

F. A. KHAN
Minister of Works and Transport

Laid in the House of Representatives this day of , 2004.

Clerk of the House

Laid in the Senate this day of , 2004.

Clerk of the Senate

PRINTED BY THE GOVERNMENT PRINTER, PORT-OF-SPAIN
REPUBLIC OF TRINIDAD AND TOBAGO—2004