

LEGAL NOTICE NO. 185

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] (AMENDMENT) REGULATIONS, 2006

1. These Regulations may be cited as the Civil Aviation [(No. 1) Citation
General Application and Personnel Licensing] (Amendment)
Regulations, 2006.

2. In these Regulations—

“the Act” means the Civil Aviation Act, 2001;

“the Regulations” means the Civil Aviation [(No. 1) General
Application and Personnel Licensing] Regulations, 2004.

Interpreta-
tion
No. 11 of
2001

3. Regulation 2 of the Regulations is amended—

(a) by deleting the definition of “approved training” and
substituting the following definition:

Regulation 2
amended

“ “approved training” means training conducted under
special curricula and supervision approved by the
Authority that, in the case of flight crew members,
is conducted within an approved training
organization;”;

(b) in the definition of “large aircraft”, by deleting the word
“eighty” and substituting the word “seventy-five”;

(c) by inserting in the appropriate alphabetical sequence the
following definitions:

“ “Approved Training Organization” means an
organization approved by the Authority to
perform flight crew training and other aviation
training that is specified by the Authority,
operating under the supervision of the Authority
and has the same meaning as “approved Aviation
Training Organization”;

“medical assessment” means the evidence issued by the Authority or the relevant authority of a Contracting State that the licence holder meets specific requirements of medical fitness;

“medical assessor” means a physician qualified and experienced in the practise of aviation medicine who evaluates medical reports submitted to the Authority by medical examiners;

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

“likely” means, with respect to the medical provisions of these Regulations, with a probability of occurring that is unacceptable to the medical assessor;

“significant” means, with respect to the medical provisions of these Regulations, to a degree or of a nature that is likely to jeopardize flight safety.”;

Regulation 11
amended

4. Regulation 11 of the Regulations is amended by deleting the heading and subregulation (1) and substituting the following heading and subregulation:

“Issue, Suspension and Revocation of Aviation Document

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

- (a) deny issue of;
- (b) suspend;
- (c) revoke; or
- (d) limit,

an aviation document where the Director General is not satisfied that the holder—”.

5. Regulation 12(2) of the Regulations is amended by deleting the words “these Regulations” and substituting the words “the Act or Regulations made thereunder”. Regulation 12(2)
amended

6. Regulation 16 of the Regulations is amended— Regulation 16
amended

- (a) by renumbering regulation 16 as regulation 16(1); and
- (b) by inserting after subregulation (1) as renumbered the following subregulation:

“ (2) Where the holder of a licence issued under these Regulations—

- (a) is pregnant;
- (b) has any decrease in medical fitness of a duration of more than twenty days; or
- (c) has any decrease in medical fitness which—
 - (i) requires continued treatment with prescribed medication; or
 - (ii) has required hospital treatment,

that person shall inform the Authority of the condition.”.

7. Regulation 19 of the Regulations is amended— Regulation 19
amended

- (a) by renumbering regulation 19 as 19(1); and
- (b) by inserting after subregulation (1) as renumbered the following subregulation:

“ (2) An applicant for a licence under subregulation (1) shall be subject to initial and periodic background security checks prior to the issue or renewal of the licence.”.

8. Regulation 20 of the Regulations is amended by inserting after the word “licence” wherever it occurs, the words “or certificate”. Regulation 20
amended

9. Regulation 53 of the Regulations is amended by inserting after subregulation (2) the following subregulation: Regulation 53
amended

“ (3) The Director General may recommend that the Authority allow credit of up to 100 hours for experience as a pilot under instruction in a synthetic flight trainer which has been approved by the Authority of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer, as part of the total flight time of 1000 hours.”.

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- Regulation 87(b)(iii) amended
10. Regulation 87(b)(iii) of the Regulations is amended by inserting before the words “passed as” the words “a record that shows that he has”.
- Regulation 148 amended
11. Regulation 148 of the Regulations is amended—
- (a) in paragraph (c), by deleting the word “and”;
- (b) by deleting paragraph (d) and substituting the following paragraphs:
- “(d) have received training in aviation medicine and refresher training at regular intervals by an organization acceptable to the Authority; and
- (e) provide the Authority with evidence of adequate competency in aviation medicine.”.
- Regulation 151 amended
12. Regulation 151 of the Regulations is amended—
- (a) by deleting subregulation (1) and substituting the following subregulation:
- “ (1) An applicant for a medical assessment in pursuance of an airman licence shall provide to the Civil Aviation Medical Examiner in the prescribed form and duly signed—
- (a) a statement of medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits; and
- (b) a declaration stating—
- (i) whether he has previously undergone such an examination;
- (ii) the date, place and results of the last examination; and
- (iii) whether a medical certificate has previously been refused, revoked or suspended and the reason for such refusal, revocation or suspension.”;

- (b) in subregulation (6), by deleting the words “The Authority may employ the services of other medical practitioners experienced in aviation medicine when necessary” and substituting the words “The Director General may recommend that the Authority employ the services of a medical assessor”;
- (c) by inserting after subregulation (6) the following new subregulations:
 - “ (7) Accessibility of all medical reports and records shall be restricted to authorized personnel only and they shall ensure that these medical reports and records are securely kept at all times.
 - (8) Any person who is responsible for the handling of medical documents shall ensure that the confidentiality of the medical documents are maintained at all times.”.

13. Regulation 154 of the Regulations is amended—

- (a) by deleting paragraph (1)(b) and substituting the following paragraph: Regulation
154
amended
 - “(b) sixth month from the date of examination shown on the licence for operations requiring an Airline Transport Pilot Licence or a Commercial Pilot Licence, where the person engaged in single-crew commercial air transport carrying passengers has passed his fortieth birthday.”;
- (b) by deleting paragraph (2)(a) and substituting the following paragraph:
 - “(a) sixtieth month from the date of the medical examination shown on the certificate where the person has not passed his fortieth birthday.”;
- (c) by deleting paragraph (2)(b) and substituting the following paragraph:
 - “(b) twenty-fourth month from the date of the medical examination shown on the certificate where the person has passed his fortieth birthday.”;
- (d) by inserting after paragraph (2)(b), the following paragraph:
 - “(c) twelfth month from the date of the medical examination shown on the certificate where the person has passed his fiftieth birthday.”;

(e) by deleting paragraph 3(a) and substituting the following paragraph:

“(a) forty-eight month from the date of the medical examination shown on the certificate where the person has not passed his fortieth birthday, for operations requiring an Air Traffic Controller licence;”;

(f) by deleting paragraph (3)(b) and substituting the following paragraph:

“(b) twenty-fourth month from the date of the medical examination shown on the certificate where the person has passed his fortieth birthday, for operations requiring an Air Traffic Controller licence;”;

(g) by inserting after paragraph (3)(b) the following paragraph:

“(c) twelfth month from the date of the medical examination shown on the certificate where the person has passed his fiftieth birthday.”;

(h) by inserting after subregulation (3) the following subregulation:

“(4) Notwithstanding the requirements of subregulations (1), (2) and (3), the Director General may recommend that the Authority—

(i) reduce the period of validity of a medical certificate when clinically indicated; or

(ii) extend the period of validity of a medical certificate up to forty-five days.”.

Regulation
161
amended

14. Regulation 161 of the Regulations is amended—

(a) by deleting paragraphs (a) and (b) and substituting the following paragraphs :

“(a) airframe;

(b) powerplant;

(c) avionics; and

(d) other ratings as may be determined by the Authority.”.

15. Regulation 162(2) of the Regulations is deleted and the following subregulation substituted: Regulation
162(2)
amended

“ (2) An applicant for an Aircraft Maintenance Engineer Licence or rating shall, after meeting the applicable experience requirements of regulation 156, pass the applicable knowledge test in the following knowledge areas:

(a) an applicant for an airframe rating shall pass a knowledge test covering at least the following areas:

- (i) airframe maintenance practices and materials;
- (ii) airframe systems and structures-fixed wing;
- (iii) airframe systems and structures-rotary wing; and
- (iv) airship systems and structures;

(b) an applicant for a powerplant rating shall pass a knowledge test covering at least the following areas:

- (i) piston engines;
- (ii) propellers;
- (iii) gas turbine engines; and
- (iv) fuel systems; and

(c) an applicant for an avionics rating shall pass a knowledge test covering at least the following areas:

- (i) aircraft electrical systems;
- (ii) aircraft instrument systems;
- (iii) automatic flight control systems; and
- (iv) aircraft radio and radio navigation systems.”.

16. Regulation 164 of the Regulations is amended by deleting the words “Schedule 13” and substituting the words “Schedule 13A”. Regulation
164
amended

Regulation
165
amended

17. Regulation 165 of the Regulations is amended—

- (a) by renumbering regulation 165 as regulation 165(1);
- (b) in paragraph (1)(b) as renumbered, by deleting the word “or”;
- (c) by deleting paragraph (1)(c) and substituting the following paragraphs:

- “(c) thirty-six months for the initial issue of an Aircraft Maintenance Engineer Licence with avionics rating;

- (d) sixty months for the initial issue of an Aircraft Maintenance Engineer Licence with airframe, powerplant and avionics ratings; or

- (e) twenty-four months for the issue of an additional rating to the Aircraft Maintenance Engineer Licence.”;

- (d) by inserting after subregulation (1) as renumbered the following subregulations:

- “ (2) An applicant for an Aircraft Maintenance Engineer Licence relying on completion of training at an Approved Training Organization shall provide documentary evidence that is acceptable to the Authority, certifying that he has successfully completed the following training for the applicable ratings:

- (a) twenty-four months for an Aircraft Maintenance Engineer Licence with either airframe or powerplant rating;

- (b) thirty months for an Aircraft Maintenance Engineer Licence with both an airframe and powerplant rating, plus twelve months practical work experience; or

- (c) forty-two months for an Aircraft Maintenance Engineer Licence with airframe, powerplant and avionics ratings, plus twelve months practical work experience.”.

18. Regulation 167 of the Regulations is amended—

Regulation
167
amended

(a) by inserting after subregulation (4) the following subregulation:

“ (4A) Except as specified in subregulation (6), an Aircraft Maintenance Engineer with an avionics rating may inspect, repair, maintain, function test and return to service aircraft avionics systems and components.”; and

(b) in subregulation (6), by inserting after the word “powerplant” the words “or avionics”.

19. The Regulations are amended by deleting regulations 174 through 177.

Regulations
174 through
177 deleted

20. Schedule 5 of the Regulations is amended in Part C by deleting paragraph (a) and substituting the following new paragraph:

Schedule
amended

“(a) Helicopter—not less than 1000 hours of flight time as a pilot of helicopters that shall include no less than—

(i) 250 hours, either as pilot in command, or made up by not less than 100 hours as pilot in command and the necessary additional flight time as co-pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot in command, provided that the method of supervision employed is acceptable to the Authority;

(ii) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot in command or as co-pilot performing, under the supervision of the pilot in command, the duties and functions of a pilot in command, provided that the method of supervision employed is acceptable to the Authority;

(iii) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

(iv) 50 hours of night flight as pilot in command or as co-pilot.

21. Schedule 12 of the Regulations is deleted and the following Schedule substituted:

Schedule 12
amended

SCHEDULE 12

(Regulation 158)

2.1.1.2

2.1.1.5 **158(1) MEDICAL CLASS 1****158(1).1**

This class applies to the issue or revalidation of Airline Transport Pilot Licence, Commercial Pilot Licence and Flight Engineer Licence.

NOTE: The holder of Medical Class 1 shall be considered fit for any licence for its respective duration of validity unless otherwise specified.

158(1).2

The medical examination and assessment shall be based upon the following requirements of physical and mental fitness.

158(1).3

The applicant shall be free from—

- (a) Any abnormality, congenital or acquired; or
- (b) Any active, latent, acute or chronic disability; or
- (c) Any wound, injury or sequelae from operation;
- (d) Any effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken, such as would entail a degree of functional incapacity which accredited medical conclusion indicates would interfere with the safe operation of an aircraft or with the safe performance of duties during the period of validity of the licence.

2.1.1.3

2.1.1.6 **158(2) MEDICAL CLASS 2****158(2).1**

This class applies to the issue or revalidation of Student Pilot Licence and Private Pilot Licence.

NOTE: The holder of Medical Class 2 shall be considered fit for any licence for its respective duration of validity unless otherwise specified.

158(2).2

The medical examination and assessment shall be based on the following requirements of physical and mental fitness.

158(2).3

The applicant shall be free from—

- (a) Any abnormality, congenital or acquired; or
- (b) Any active, latent, acute or chronic disability; or
- (c) Any wound, injury or sequelae from operation;
- (d) Any effect or side effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken, such as would entail a degree of functional incapacity which accredited medical conclusion indicates would interfere with the safe operation of an aircraft or with the safe performance of duties during the period of validity of the licence.

2.1.1.4

2.1.1.7 **158(3) MEDICAL CLASS 3****158(3).1**

This class applies to the issue or revalidation of Air Traffic Controller Licence.

NOTE: The requirements of the Air Traffic Controller licence must be interpreted in respect to the applicant's working environment and the flight safety responsibilities involved.

158(3).2

The medical examination and assessment shall be based on the following requirements of physical and mental fitness.

158(3).3

The applicant shall be free from—

- (a) Any abnormality, congenital or acquired; or
- (b) Any active, latent, acute or chronic disability; or
- (c) Any wound, injury or sequelae from operation;
- (d) Any effect or side effect of any non-prescribed therapeutic, diagnostic or preventive medication taken, such as would entail a degree of functional incapacity which accredited medical conclusion indicates would interfere with the reliable performance of duties within the period of validity of the licence.

NOTE: Use of herbal medication and alternative treatment modalities requires particular attention to possible side effects.

158(1).4

The applicant shall not suffer from any disease or disability which may render the applicant liable to become unable to operate an aircraft safely or to perform assigned duties safely.

3 Nervous System

158(1).5

The applicant shall have no established medical history or clinical diagnosis of—

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to the use of psychoactive substance which includes dependence syndrome induced by alcohol or other psychoactive substances;
- (c) Schizophrenia or a schizotypal or delusional disorder;
- (d) A mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) mental retardation;
- (i) a disorder or psychological development;

NOTE: Use of herbal medication and alternative treatment modalities requires particular attention to possible side effects.

158(2).4

The applicant shall not suffer from any disease or disability which may render the applicant liable to become unable to handle an aircraft safely or to perform assigned duties safely.

158(2).5

The applicant shall have no established medical history or clinical diagnosis of—

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to the use of psychoactive substance which includes dependence syndrome induced by alcohol or other psychoactive substances;
- (c) Schizophrenia or a schizotypal or delusional disorder;
- (d) A mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) mental retardation;
- (i) a disorder or psychological development;

NOTE: Use of herbal medication and alternative treatment modalities requires particular attention to possible side effects.

158(3).4

The applicant shall not suffer from any disease or disability which may render the applicant liable to a sudden or insidious degradation of performance within the period of validity of the licence.

158(3).5

The applicant shall have no established medical history or clinical diagnosis of—

- (a) An organic mental disorder;
- (b) A mental or behavioural disorder due to the use of psychoactive substance which includes dependence syndrome induced by alcohol or other psychoactive substances;
- (c) Schizophrenia or a schizotypal or delusional disorder;
- (d) A mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
- (h) mental retardation;
- (i) a disorder or psychological development;

(j) a behavioural or emotional disorder, with onset in childhood or adolescence; or

(k) a mental disorder not otherwise specified, such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

158(1).6

(1) The applicant shall not suffer from any disease or disability which could render him likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following:

(a) A progressive or non-progressive disease of the nervous system, the effects of which, are likely to interfere with the safe operation of an aircraft;

(b) A convulsive disorder such as epilepsy;

(c) Any disturbance of consciousness without satisfactory medical explanation of cause; or

(d) Any history of head injury the effects of which, are likely to interfere with the safe operation of an aircraft.

4 Cardio-vascular System

158(1).7

The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(j) a behavioural or emotional disorder, with onset in childhood or adolescence; or

(k) a mental disorder not otherwise specified, such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

158(2).6

(1) The applicant shall not suffer from any disease or disability which could render him likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) The applicant shall have no established medical history or clinical diagnosis of any of the following:

(a) A progressive or non-progressive disease of the nervous system, the effects of which, are likely to interfere with the safe operation of an aircraft;

(b) A convulsive disorder such as epilepsy;

(c) Any disturbance of consciousness, without satisfactory medical explanation of cause; or

(d) Any history of head injury the effects of which, are likely to interfere with the safe operation of an aircraft.

158(2).7

The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(j) a behavioural or emotional disorder, with onset in childhood or adolescence; or

(k) a mental disorder not otherwise specified, such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.

158(3).6

(1) The applicant shall not suffer from any disease or disability which could render him likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.

(2) *The applicant shall have no established medical history or clinical diagnosis of any of the following:*

(a) A progressive or non-progressive disease of the nervous system, the effects of which, is likely to interfere with the reliable performance of duties;

(b) A convulsive disorder such as epilepsy;

(c) Any disturbance of consciousness without satisfactory medical explanation of cause; or

(d) Any history of head injury the effects of which, are likely to interfere with reliable performance of duties.

158(3).7

The applicant shall not possess any abnormality of the heart, congenital or acquired which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(1).8

(1) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(1).9

Electrocardiography shall—

- (a) form part of the heart examination for the first issue of a medical assessment;
- (b) be included in re-examination of applicants between the ages of 30 and 50 years no less frequently than every two years; and
- (c) be included in re-examination of applicants over the age of 50 years no less frequently than annually.

NOTE: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

158(1).10

(1) The systolic and diastolic blood pressure shall be within normal limits; and

158(2).8

(1) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(2).9

Electrocardiography shall—

- (a) form part of the heart examination for the issue of a medical assessment; and
- (b) be included in re-examination of applicants over the age of 50 years no less frequently than every two years.

NOTE: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

158(2).10

(1) The systolic and diastolic blood pressure shall be within normal limits; and

158(3).8

(1) An applicant who has undergone coronary by-pass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(2) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is not likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(3).9

Electrocardiography shall—

- (a) form part of the heart examination for the issue of a medical assessment; and
- (b) be included in re-examination of applicants over the age of 50 years no less frequently than every two years.

NOTE: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

158(3).10

(1) The systolic and diastolic blood pressure shall be within normal limits; and

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs the use of which, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner.

158(1).11

There shall be no functional or structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

Respiratory System**158(1).12**

(1) There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in the incapacitating symptoms during normal or emergency operations.

(2) Chest radiography shall form a part of the initial examination.

NOTE: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

**158(1).13
(Reserved)****158(1).14**

(1) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(2) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs the use of which, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner.

158(2).11

There shall be no functional or structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

158(2).12

(1) There shall be no acute disability of the lungs nor any active disease of the lungs, mediastinum or pleurae likely to result in the incapacitating symptoms during normal or emergency operations.

(2) Chest radiography shall form a part of the initial examinations.

NOTE: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

**158(2).13
(Reserved)****158(2).14**

(1) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(2) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs the use of which, are compatible with the safe performance of duties and can be closely monitored by the aviation medical examiner.

158(3).11

There shall be no functional or structural abnormality of the circulatory system. The presence of varicosities does not necessarily entail unfitness.

158(3).12

There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in the incapacitating symptoms during normal or emergency operations.

NOTE: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

**158(3).13
(Reserved)****158(3).14**

(1) Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(2) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.

(3) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

158(1).15

(1) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(2) Applicants with quiescent or healed lesions which are known to be tuberculous or are presumably tuberculous in origin, may be assessed as fit.

158(1).16

An applicant with significant impairment function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

158(1).17

An applicant shall be completely free of those hernias that might give rise to incapacitating symptoms.

158(1).18

(1) An applicant with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(2) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

(3) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

158(2).15

(1) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(2) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

158(2).16

An applicant with significant impairment function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

158(2).17

An applicant shall be completely free of those hernias that might give rise to incapacitating symptoms.

158(2).18

(1) Applicant with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(2) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.

(3) The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

158(3).15

(1) Applicants with active pulmonary tuberculosis shall be assessed as unfit.

(2) Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

158(3).16

An applicant with significant impairment function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

**158(3).17
(Reserved)**

158(3).18

(1) An applicant with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstruction due to stricture or compression, shall be assessed as unfit.

(2) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation.

Other Medical Conditions**158(1).19**

An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

158(1).20

(1) Applicants with insulin treated diabetes mellitus shall be assessed as unfit.

(2) An applicant with non-insulin treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.

158(1).21

(1) *An applicant with diseases of the blood and or the lymphatic system shall be assessed as unfit unless adequately investigated and his condition found to be unlikely to interfere with the safe exercise of his licence and rating privileges.*

NOTE: Sickle cell trait or other haemoglobinopatic traits are usually compatible with a fit assessment.

(2) *An applicant with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and his condition is found unlikely to interfere with the safe exercise of his licence and rating privileges.*

(3) *Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.*

158(2).19

An applicant with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

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(3) *Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.*

Genito-urinary System

158(1).22

(1) An applicant with acquired immunodeficiency syndrome (AIDS) shall be assessed as unfit.

(2) An applicant who is seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless full investigation provides no evidence of clinical disease.

NOTE: When conducting an evaluation of an applicant who is seropositive for human immunodeficiency virus it is required that particular attention be given to his mental state, including the psychological effects of the diagnosis.

158(1).23

(1) An applicant with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tracts, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the licence and rating privileges.

(2) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

158(1).24

An applicant with gynaecological disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

158(2).22

(1) An applicant with acquired immunodeficiency syndrome (AIDS) shall be assessed as unfit.

(2) An applicant who is seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless full investigation provides no evidence of clinical disease.

NOTE: When conducting an evaluation of an applicant who is seropositive for human immunodeficiency virus it is required that particular attention be given to his mental state, including the psychological effects of the diagnosis.

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158(2).24

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(2) An applicant who is seropositive for human immunodeficiency virus (HIV) shall be assessed as unfit unless full investigation provides no evidence of clinical disease.

NOTE: When conducting an evaluation of an applicant who is seropositive for human immunodeficiency virus it is required that particular attention be given to his mental state, including the psychological effects of the diagnosis.

158(3).23

(1) An applicant with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tracts, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the licence and rating privileges.

(2) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

158(3).24

An applicant with gynaecological disorders that are likely to interfere with the safe exercise of his licence and rating privileges shall be assessed as unfit.

158(1).25

(1) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

(2) An applicant with low-risk uncomplicated pregnancy determined by an obstetrical evaluation and continued medical supervision, the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(3) Following confinement or termination of the pregnancy, an applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

Musculoskeletal System**158(1).26**

An applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

NOTE: Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

5 Ear, Nose and throat conditions**158(1).27**

(1) An applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(2).25

(1) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

(2) An applicant with low-risk uncomplicated pregnancy determined by an obstetrical evaluation and continued medical supervision, the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(3) Following confinement or termination of the pregnancy, an applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

158(2).26

An applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

NOTE: Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

158(2).27

(1) An applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(3).25

(1) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.

(2) An applicant with a low-risk uncomplicated pregnancy determined by an obstetrical evaluation and continued medical supervision, the fit assessment shall be limited to the period until the end of the 34th week of gestation.

(3) During the gestational period, precaution should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.

(4) Following confinement or termination of pregnancy, an applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

158(3).26

An applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

NOTE: Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

158(3).27

(1) An applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (2) There shall be—
- (a) no disturbance of the vestibular function;
 - (b) no significant dysfunction of the Eustachian tubes; and
 - (c) no unhealed perforation of the tympanic membranes.
- (3) A single dry perforation of the tympanic membrane need not render the applicant unfit.

158(1).28

- There shall be—
- (a) no nasal obstruction; and
 - (b) no malformation nor any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(1).29

An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

Hearing Requirement

158(1).30

The applicant shall be required to demonstrate a hearing performance sufficient for the safe exercise of the applicant's licence and rating privileges.

158(1).31

- (1) An applicant shall be tested by pure-tone audiometry—
- (a) at first issue of the assessment;
 - (b) not less than once every five years up to the age of 40 years; and
 - (c) not less than once every two years above the age of 40 years.

- (2) There shall be—
- (a) no disturbance of the vestibular function;
 - (b) no significant dysfunction of the Eustachian tubes; and
 - (c) no unhealed perforation of the tympanic membranes.
- (3) A single dry perforation of the tympanic membrane need not render the applicant unfit.

158(2).28

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158(2).29

An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

158(2).30

The applicant shall demonstrate a hearing performance sufficient for the safe exercise of the applicant's licence and rating privileges.

158(2).31

- (1) An applicant shall be tested by pure-tone audiometry—
- (a) at first issue of the assessment; and
 - (b) not less than once every two years above the age of 50 years.

- (2) There shall be—
- (a) no disturbance of the vestibular function;
 - (b) no significant dysfunction of the Eustachian tubes; and
 - (c) no unhealed perforation of the tympanic membranes.
- (3) A single dry perforation of the tympanic membrane need not render the applicant unfit.

158(3).28

There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

158(3).29

An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

158(3).30

The applicant shall be required to demonstrate a hearing performance sufficient for the safe exercise of the applicant's licence and rating privileges.

158(3).31

- (1) An applicant shall be tested by pure-tone audiometry—
- (a) at first issue of the assessment;
 - (b) not less than once every four years up to the age of 40 years; and
 - (c) not less than once every two years above the age of 40 years.

NOTE: The reference zero for calibration of pure-tone audiometry is that of the pertinent Standards of the current edition of the Audiometric Test Methods published in the International Organization for Standardization (ISO).

(2) Other methods providing equivalent results may be used as an alternative.

(3) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35dB at any of the frequencies, 500 Hz, 1000 Hz or 2000 Hz, or more than 50dB at 3000 Hz.

(4) An applicant with a hearing loss greater than that specified in (3) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

NOTE 1: It is important that the background noise is representative of the noise in the cockpit of the type of aircraft for which the applicant's licence and ratings are valid.

NOTE 2: In the speech material for discrimination testing, both aviation phrases and phonetically balanced words are normally used.

(5) A practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used as an alternative to (4).

(2) The applicant when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35dB at any of the frequencies, 500 Hz, 1000 Hz or 2000 Hz, or more than 50dB at 3000 Hz.

(3) An applicant with a hearing loss greater than that specified in (2) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

NOTE 1: It is important that the background noise is representative of the noise in the cockpit of the type of aircraft for which the applicant's licence and ratings are valid.

NOTE 2: In the speech material for discrimination testing, both aviation phrases and phonetically balanced words are normally used.

(4) A practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid, may be used as an alternative to (3).

(5) At medical examinations other than those specified in (1), an applicant shall be tested in a quiet room by whispered and spoken voice tests.

NOTE 1: For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35dB (A).

(2) Other methods providing equivalent results may be used as an alternative.

(3) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35dB at any of the frequencies, 500 Hz, 1000 Hz or 2000 Hz, or more than 50dB at 3000 Hz.

(4) An applicant with a hearing loss greater than that specified in (3) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control working environment.

NOTE 1: The frequency composition of the background noise is defined only to the extent that the frequency range 600 Hz to 4800 Hz (the speech range) is adequately represented.

NOTE 2: In the speech material for discrimination testing, both aviation phrases and phonetically balanced words are normally used.

(5) A practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used as an alternative to (4).

(6) At medical examinations other than those specified in (1), an applicant shall be tested in a quiet room by whispered and spoken voice test.

(6) At medical examinations other than those specified in (1), an applicant shall be tested in a quiet room by whispered and spoken voice tests.

NOTE 1: For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35dB (A).

NOTE 2: For the purpose of testing hearing in accordance with the requirements, the sound level of an average conversational voice at 1 m from the point of output (lower lips of the speaker) is c. 60dB (A) and a whispered voice c. 45dB (A). At 2 m from the speaker, the sound level is 6dB (A) lower.

158(1).32

Demonstrate a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate the masking properties of flight deck noise upon speech and audio tones.

5.1.1.1

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/m²).

(2) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

NOTE 2: For the purpose of testing hearing in accordance with the requirements, the sound level of an average conversational voice at 1 m from the point of output (lower lips of the speaker) is c. 60dB (A) and a whispered voice is c. 45dB (A). At 2 m from the speaker, the sound level is 6 dB (A) lower.

158(2).32 (RESERVED)

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/m²).

(2) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

NOTE 1: For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35dB (A).

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158(3).32

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(1) Visual acuity shall be conducted in an environment with a level of illumination which corresponds to ordinary office illumination (30-60 cd/m²).

(2) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

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 D₆₅ 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 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

158(2).34

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(3) An applicant obtaining a satisfactory result as prescribed by the Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed 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.

158(2).35

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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 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:

extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

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; and
- (b) in addition a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

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) Applicant may use contract lenses to meet this requirement provided that:

extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

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 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.

NOTE 1: 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) 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

Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

- (a) the lenses are well 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.

NOTE 1: 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) 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.

158(2).37

Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

- (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.

NOTE 1: 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.

NOTE 3: If spectacles are used, high index lenses are needed to minimize 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(3).37

Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.

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 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 refer 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 distances for the visual flight deck tasks relevant to the type of aircraft in which he is likely to function.

158(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 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 multi-focal 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 distances for the visual flight deck tasks relevant to the type of aircraft in which he is likely to function.

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(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 refer 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 multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision through the windows without removing the lenses. 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 realized 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 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).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.

(3) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.

(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.

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.

(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(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.”.

22. The Regulations are amended by inserting after Schedule 13 Schedule 13A
inserted
the following Schedule:

“SCHEDULE 13A

(Regulation 164)

***Skill Requirements For The Aircraft Maintenance Engineer
Licence with Airframe Rating***

(1) The skill test for the airframe rating shall test the applicant’s knowledge and performance in at least the following areas of operation:

- (a) assembly and rigging;
- (b) airframe inspection;
- (c) aircraft landing gear systems;
- (d) hydraulic and pneumatic systems;
- (e) cabin atmosphere control systems;
- (f) aircraft instrument systems;
- (g) communication and navigation systems;
- (h) fuel systems;
- (i) aircraft electrical systems;
- (j) position and warning systems;
- (k) ice and rain control systems;
- (l) fire protection systems; and
- (m) job/task documentation and control practices.

***Skill Requirements For The Aircraft Maintenance Engineer
Licence with Powerplant Rating***

(2) The skill test for the powerplant rating shall test the applicant’s knowledge and performance in at least the following areas of operation:

- (a) powerplant electrical systems;
- (b) lubrication systems;
- (c) ignition and starting systems;
- (d) fuel metering;
- (e) engine fuel systems;
- (f) induction and engine airflow systems;

- (g) engine cooling systems;
- (h) engine exhaust and reverser systems;
- (i) propellers;
- (j) auxiliary power units; and
- (k) job/task documentation and control practices.

***Skill Requirements For The Aircraft Maintenance Engineer
Licence with Avionics Rating***

(3) The skill test for the avionics rating shall test the applicant's knowledge and performance in the basic workshop and maintenance practices in at least the following areas of operation:

- (a) avionics—electrical;
- (b) avionics—instrument;
- (c) avionics—autoflight;
- (d) avionics—radio;
- (e) repair, maintenance and function testing of aircraft systems/components—avionics; and
- (f) job/task documentation and control practices.”.

Made by the Authority this 14th day of March, 2006.

R. LUTCHMEDIAL
Civil Aviation Authority

Approved by the Minister of Works and Transport.

C. IMBERT
Minister of Works and Transport

Laid in the House of Representatives this 1st day of September, 2006.

J. SAMPSON
Clerk of the House

Laid in the Senate this 5th day of September, 2006.

J. SANDY
Acting Clerk of the Senate