

LEGAL NOTICE No. 177

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ORDER, 1995

ORDER

MADE BY THE PRESIDENT UNDER SECTION 97 OF THE
CIVIL AVIATION ORDER

THE CIVIL AVIATION (LICENSING OF FLIGHT
CREWS) ORDER, 1996

1. This Order may be cited as the Civil Aviation (Licensing of Citation
Flight Crews) Order, 1996.

2. (1) In this Order, "the Order" means The Civil Aviation Order, Interpretation
1995. L.N. 91 of
1995

(2) All other expressions used in this Order, unless the context
otherwise requires, shall have the same respective meanings as in the
Order.

PART I

STUDENT PILOT'S LICENCE

3. An application for the grant or renewal of a student pilot's Application
licence shall be made to the Minister. for student
pilot's licence

4. (1) A person who applies for the grant of a licence under Age of
paragraph 3 shall not be less than seventeen years of age. applicant and
period of
licence

(2) Subject to the provisions of paragraph 6(d) the period for
which a licence may remain in force, following either the grant or any
renewal thereof shall not exceed—

(a) 24 months, if the applicant is less than 40 years of age; or

(b) 12 months, if the applicant is 40 years of age or more.

5. An applicant for the grant or renewal of a student pilot's licence Medical
shall hold a current Class 1 or Class 2 Medical Certificate as set out in requirements
the Schedule. Schedule

6. A student pilot's licence shall—

(a) entitle the holder to carry out flights as the pilot in
command of a flying machine only for the purpose of
becoming qualified for the grant or renewal of a flying
machine pilot's licence, subject to the provisions of
paragraph 7;

Conditions of
licence

- (b) be valid only for flights within Trinidad and Tobago;
- (c) be subject to such further conditions as may be attached to or endorsed on the licence by the Minister; and
- (d) lapse upon the grant to the holder of a flying machine pilot's licence.

PART II

PRACTICE FLIGHTS

Practice
flights

7. A person who is not the holder of a pilot's licence to fly flying machines or public transport or aerial work gliders may fly within Trinidad and Tobago as pilot in command of a flying machine or a public transport or aerial work glider as the case may be, for the purpose of becoming qualified for the grant or renewal of such a licence subject to the following conditions:

- (a) for flying machines:
 - (i) the person shall be the holder of a student pilot's licence granted under the provisions of this Order;
 - (ii) the person shall not be less than seventeen years of age;
 - (iii) no other person, except a person required by the Order or this Order to be carried as a member of the operating crew, shall be carried in the flight machine; and
 - (iv) each flight shall be carried out in accordance with instructions given by a person entitled, by virtue of a rating included in his pilot's licence, to give instruction in flying machines and shall terminate at the aerodrome of departure, except that intermediate practice landings may, however in accordance with such instructions, be made elsewhere than at the aerodrome of departure;
- (b) for public transport or aerial work gliders:
 - (i) the person shall not be less than sixteen years of age;
 - (ii) no other person, except a person required by the Order or this Order to be carried as a member of the operating crew, shall be carried in the glider;
 - (iii) in the case of a glider of which the maximum total weight authorised exceeds 570 kg, which in the course of flight is towed by a flying machine and released therefrom, each flight shall be carried out in accordance with instructions given by a person entitled, by virtue of a rating included in

his pilot's licence, to give instructions in flying gliders towed by flying machines and shall terminate either at the aerodrome of departure or with the consent of such person, at a place within 5 km therefrom.

8. (1) A person who is the holder of a pilot's licence to fly flying machines or gliders may fly within Trinidad and Tobago as pilot in command of a flying machine or glider, as the case may be, of a class or type other than that to which the licence relates, for the purpose of qualifying for an extension of the licence to include such class or type of flying machine or glider. Flights to qualify from extension of licence

(2) When the person mentioned at subparagraph (1) above is so flying, no other person shall be carried in the flying machine or glider except—

- (a) a person required by the Order or this Order to be carried as a member of the operating crew of the flying machine or glider; or
- (b) where the pilot in command of the flying machine is the holder of a pilot's licence to fly public transport flying machines, a person carried with the consent of the operator of the flying machine for the purpose of being trained to perform duties as a member of the operating crew of a flying machine.

9. (1) A person who is the holder of a pilot's licence to fly flying machines may fly within Trinidad and Tobago as pilot in command of a flying machine towing a glider of which the maximum total weight exceeds 570 kg. Flying machine towing gliders

(2) A pilot in command of such glider as referred to in subparagraph (1), which in the course of flight is towed by a flying machine and released therefrom, shall be subject to the following conditions for the purpose of qualification for the grant of a towing rating:

- (a) no other person, except a person required by the Order or this Order to be carried as a member of the operating crew, shall be carried in the flying machine or the glider;
- (b) when flying as pilot in command of a flying machine towing a glider, each flight shall be carried out in accordance with instructions given by a person entitled, by virtue of a rating included in his pilot's licence, to give instruction in flying gliders;
- (c) when flying as pilot in command of a glider which in the course of flight is towed by a flying machine and released therefrom, each flight shall be carried out in accordance with instructions given by a person entitled by virtue of a

rating included in his pilot's licence, to give instructions in flying gliders towed by flying machines, and shall terminate either at the aerodrome of departure, or with the consent of such person, at a place within 5 km therefrom.

(3) Subparagraph (2)(c) shall not apply where the person flying as pilot in command of the glider is the holder of a glider pilot's licence valid for the type of glider in which the flight is being made.

PART III

LICENCING OF MEMBERS OF OPERATING CREW

Application 10. An application for the grant, renewal, extension or validation of a licence to act as a member of the operating crew of an aircraft registered in Trinidad and Tobago shall be made to the Minister.

Requirements of licence 11. (1) The requirements to be complied with in respect of technical efficiency, flying experience and the other conditions relating to the various classes of licences, other than flight radio operators' licences are set out in section 21 of the Order.

(2) The conditions under which practice flights shall be carried out to acquire the necessary competence and flying experience are outlined at Part II of this Order.

(3) The requirements and conditions specified in paragraphs 14 to 54 which relate to flying machine pilot's licences may, as respects licences to fly flying machines other than aeroplanes, be subject to such modifications as the Minister may consider appropriate in each individual case.

PART IV

INSTRUMENT RATING

Privileges attached to rating 12. (1) The holder of a licence which includes an Instrument Rating shall not be entitled to exercise the privilege of the rating unless he has during the preceding thirteen months passed an instrument flying test, including where appropriate asymmetric power test, and a certificate issued by the approved examiner to that effect is entered in the certificate of validity relating to the licence.

(2) For the purposes of this paragraph an "Instrument Rating" means a rating entitling the holder of the licence in which it is included to fly as pilot in command under the Instrument Flight Rules.

(3) If the privileges of the Instrument Rating are to be

exercised on multi-engined aeroplanes, the applicant shall have received dual instrument flight instruction in such an aeroplane from a duly authorised flight instructor, who 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.

13. An applicant for an Instrument Rating shall be required to satisfy the requirements for flying experience, instrument flying tests and technical examination specified as follows:

Requirements
for obtaining
rating

- (a) flying experience shall consist of a 200 hour minimum required for the grant of an Instrument Rating (Aeroplanes) to a pilot who does not already hold an Instrument Rating (Helicopters), and shall include—
 - (i) not less than 100 hours as pilot in command, of which not less than thirty-five hours must be cross-country flying; and
 - (ii) not less than thirty-five hours as pilot by sole reference to instruments, of which up to fifteen hours may be in an approved flight simulator, approved procedure trainer or helicopter;
- (b) persons who have passed the ground examinations for grant of a professional pilot's licence may not be required to take any ground examinations for the grant of an Instrument Rating;
- (c) all applicants for the grant of an Instrument Rating (Aeroplanes) will be required to pass an instrument rating test conducted by a duly authorised Flight Examiner;
- (d) the test for an unrestricted rating shall be conducted in a multi-engined aeroplane, other than a centre line thrust aeroplane, issued with a certificate of airworthiness which permits the aeroplane to be flown by a single flight crew member.

14. (1) The holder of a Private Pilot's Licence (Aeroplanes) as referred to in Part VII of this Order shall have a Night Rating in order to fly as a pilot in command at night.

Night rating
(Aeroplanes)

(2) For the purpose of this paragraph "night" means the time between half-an-hour after sunset and half-an-hour before sunrise, sunset and sunrise being determined at surface level.

15. The privileges of the Night Rating shall entitle the holder of a Private Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

Privileges of
the night
rating

16. (1) An applicant for a Night Rating must produce evidence of

Experience requirements having completed satisfactorily a total of 50 hours as a pilot of aeroplanes.

(2) An applicant shall be required to have at least 20 hours as pilot in command of which 10 hours must have been gained since making an application for a Private Pilot's Licence (Aeroplanes) before starting a recognised course of night flying.

(3) For the purposes of this paragraph, "recognised course" means a course in night flying approved by the Minister.

Training requirements 17. The training requirements for a night flying rating are as follows:

- (a) dual instruction in instrument flying of which not less than 5 hours must be flown by sole reference instruments and up to 3 of the 5 hours shall have been achieved during Private Pilot's Licence (Aeroplanes) training;
- (b) no more than 2.5 hours of the 5 hours mentioned at subparagraph (a) above shall be tuition in instrument flying in a simulator recognised by the Minister as being suitable for flying;
- (c) satisfactory completion of a course of at least five hours night flying conducted by a flying instructor in accordance with a syllabus recognised by the Minister, which shall consist of—
 - (i) at least three hours dual instruction;
 - (ii) at least one hour night navigation;
 - (iii) five take-offs and five landings as pilot in command at night, and in at least one instance take-off and landing should be separated by a completed departure from, and rejoining of, the aerodrome traffic pattern.

Further requirements 18. (1) All flights as pilot in command shall have been obtained within the 6 months immediately preceding the date of qualifying for the rating.

(2) The holder of a Flying Instructor's Rating must certify on his application that the requirement mentioned at subparagraph (1) has been fulfilled.

(3) For the purposes of this paragraph, each flight must terminate in a full stop landing.

19. (1) The holder of a Night Rating or a licence including the

privileges of a Night Rating, shall not fly as a pilot in command at night unless—

- (a) he either holds a valid Instrument Rating; or
- (b) within the preceding thirteen months he carried out, as pilot in command, not less than five take-offs and five landings at night.

(2) A pilot who has qualified to fly as a pilot in command at night but is unable to meet the recency requirements at subparagraph (1) shall take dual refresher training in night flying with a qualified flying instructor.

(3) The pilot shall satisfy the pilot in command recency requirements by flying solo with the authority and under the supervision of a flying instructor, who is present during the take-off and landing at the aerodrome from which the instruction is to begin and end, before acting as a pilot in command at night.

PART V

PRIVATE PILOT'S LICENCE (FLYING MACHINES)

20. (1) An applicant for the grant of a Private Pilot's Licence (Flying Machines) shall not be less than seventeen years of age.

Age of applicant and period of licence

(2) The period for which a licence may remain in force, following either the grant or any renewal thereof, shall not exceed:

- (a) twenty-four months if the applicant is less than forty years of age; or
- (b) twelve months if the applicant is forty years of age or more.

21. The holder of the Licence shall be entitled to fly—

- (a) as pilot in command of any private flying machine of a type described or prescribed in the aircraft rating of the licence; and
- (b) as second pilot of any private flying machine of the same class as a flying machine described or prescribed in the aircraft rating of the licence.

Privileges attending to licence

22. The aircraft rating included in a licence to fly aeroplanes may include one or more of the following groups or types of aeroplanes, except that each group shall be restricted to the class of aeroplanes in respect of which the applicant qualifies for the grant of a licence:

Particulars of aircraft rating

- (a) Group A, consisting of all singled engined types of aeroplanes of which the maximum total weight authorised does not exceed 5,700 kg;

- (b) Group B, consisting of all types of aeroplanes having two or more engines of which the maximum total weight authorised does not exceed 5,700 kg;
- (c) Group C, consisting of particular types of aeroplanes of which the maximum total weight authorised exceeds 5,700 kg.

Flying
experience—
Group A

23. (1) An applicant for a Private Pilot's Licence which includes an aircraft rating in Group A, shall produce evidence of having satisfactorily completed a course of flight training in accordance with a syllabus approved by the Minister and pass the general flight test provided for at paragraph 25.

(2) The syllabus of flight training must provide for a minimum of 40 hours of flight time which shall be carried out in a Group A aeroplane fitted with dual controls.

(3) The syllabus of training shall include—

- (a) not less than ten hours as a pilot in command flying in accordance with instructions given by a flying instructor;
- (b) not less than twenty hours of dual flight training with a flying instructor; and
- (c) the general flight test at paragraph 25.

(4) Of the ten hours as pilot in command, not less than four hours must have been on cross-country flights within the nine months immediately preceding the date of application, and such flights shall include the qualifying cross-country flight during which the applicant made an intermediate stop which shall be at least fifty nautical miles from the aerodrome of departure.

(5) The twenty hours dual training shall include not less than—

- (a) four hours of instruction in instrument flying; and
- (b) four hours of instruction in pilot navigation.

(6) The remaining flying experience may be obtained in an aeroplane of any group but the applicant will be required to submit evidence of having a reasonable amount of recent experience in a Group A aeroplane.

(7) The flight time required for the licence flight tests may be included as part of the overall 40 hours flight experience but not toward the ten hours flying time as pilot in command.

Flying
experience—
Groups B and
C

24. (1) Students wishing to carry out training for the issue of a Private Pilot's Licence (Aeroplanes) which would include an aircraft rating in Group B or C shall produce evidence of having satisfactorily completed training to a syllabus of flying and ground training approved by the Minister.

(2) The syllabus of flight training shall provide for a minimum of forty hours of flight time carried out in a Group A, B or C aeroplane fitted with dual control and a flight test in a Group B or C aeroplane as appropriate.

- (3) The total forty hours shall include:
- (a) the training detailed at paragraph 23; and
 - (b) the remaining ten hours experience may be obtained in an aeroplane of any Group but the applicant shall be required to submit evidence of having a reasonable amount of experience in an aeroplane in the group for which he wishes to obtain a rating, which may include the flight tests required for the grant of the licence and shall also include 3.5 hours experience in flight under asymmetric power if appropriate.

25. (1) Subject to the provisions of paragraph 22 an applicant for a ^{General flight} Private Pilot's Licence (Aeroplane) endorsed with an aircraft rating for ^{test} Group A or B shall be required to pass a general flight test conducted by an authorised flight examiner in a type of aeroplane representative of the Group and class to be included in the licence.

(2) For a Private Pilot's Licence endorsed for a Group C aeroplane rating, the test must be conducted by a type rating examiner, or a flight examiner in the particular type of aeroplane for which the rating is required.

26. Applicants for a Private Pilot's Licence (Aeroplanes) shall be ^{Ground} required to obtain a passing grade in each of the following subjects: ^{examinations}

- (a) air law;
- (b) navigation;
- (c) meteorology;
- (d) theory of flight;
- (e) communication (Theory);
- (f) communication (Practical);
- (g) aircraft (type) (oral as part of the general flight test—pass/fail, or a written examination in the case of a Group C type); and
- (h) before solo flights, applicants shall be required to pass an oral examination in flight rules and procedures.

27. (1) The Minister may exempt an applicant based on his qualifications and experience from all or part of the flying tests and technical examinations where the applicant—

- (a) has at any time held a flying machine pilot's licence; or
- (b) has satisfied an approved examiner, within the period of one year immediately preceding the date of the application for the licence, that he is competent to operate the type or class of flying machine to which the application relates.

(2) For the purpose of this Order “an approved examiner” shall mean a person who has been authorised by the Minister in writing to conduct the flying tests or technical examinations.

Flying
experience
required of a
private pilot's
licence

28. (1) An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had, during the twelve months immediately preceding the date of application, not less than five hours flying experience as pilot in command on each class of flying machine for which the renewal is desired, and if the application is in respect of aeroplanes in Group C reasonable flying experience as pilot in command on each type of aeroplane for which the renewal is desired.

(2) In default of the evidence mentioned in subparagraph (1), the applicant shall be required to undergo all or any part of the practical flying tests and the technical examinations specified for the grant of a licence as the Minister may consider appropriate.

Extension of
licence

29. (1) A person who applies for an extension of the aircraft rating in a licence to include an additional class or type of flying machine shall be required to carry out practical flying tests in accordance with paragraph 25 and to undergo a technical examination in the method of operation and functioning of flying machines of the class or type to which the application relates.

(2) The Minister may exempt any applicant, based on his qualifications and experience, from any or all of the said tests and examinations if he has satisfied an approved examiner within the period of 2 years immediately preceding the date of the application for the extension of the rating that he is competent to operate the class or type of flying machine to which the application applies.

(3) For the purpose of this paragraph, the expression “authorised examiner” shall mean a person authorised by the Minister to conduct the flying tests or technical examinations.

PART VI

COMMERCIAL PILOT'S LICENCE (FLYING MACHINES)

Age of
applicant and
period of
licence

30. (1) An applicant for a Commercial Pilot's Licence (Flying Machines) shall not be less than eighteen years of age.

(2) The period for which a licence may be valid shall not exceed—

- (a) twelve months, in a case where the applicant is less than forty years of age; or
- (b) six months, in a case where the applicant is forty years of age or more.

31. (1) A commercial pilot's licence shall not be issued unless the applicant has qualified for inclusion in the Aircraft Rating (Aeroplanes) of the Licence, either in Part I entitling the holder to fly only as pilot in command or co-pilot, or in Part II which entitles the holder to fly only as co-pilot of at least one aircraft type. ^{Qualifications for licence}

(2) In order for the aircraft type to qualify for inclusion in the Aircraft Rating (Aeroplanes) upon the issue of a commercial pilot's licence, the applicant shall be required to—

- (a) pass the Aircraft Technical Group and Aircraft (Type) Examinations and in the case of an aeroplane, the performance examination requirement relevant to the type of aircraft to be entered in the rating; and
- (b) pass an aircraft rating flight test on the type and the Aircraft (Type) Examination shall be passed for the same variant of the aircraft on which the aircraft rating flight test is conducted, notwithstanding that the aircraft rating, once issued, may entitle the holder to exercise privileges on other variants.

32. (1) The holder of the Licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Aeroplanes) which shall include an Instrument Rating (Aeroplanes) or a Night Rating (Aeroplanes) and shall be entitled to fly as pilot in command of any aeroplane. ^{Privileges}

(2) Subject to the provisions of subparagraph (3), the holder of the Licence shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part I of the Aircraft Rating included in the licence, when the aeroplane is engaged on a flight for any purpose whatsoever.

- (3) The holder of a licence is subject to the following conditions:
- (a) he shall not, unless his licence includes an Instrument Rating (Aeroplanes), fly such an aeroplane on any scheduled journey;
 - (b) he shall not fly such an aeroplane at night unless his licence includes an Instrument Rating (Aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at night;
 - (c) he shall not, unless his licence includes an Instrument Rating (Aeroplanes), fly such aeroplane of which the maximum total weight authorised exceeds 2,300 kg on any flight for the purpose of public transport, except a flight beginning and ending at the same aerodrome and not exceeding beyond 25 nautical miles from that aerodrome;
 - (d) he shall not fly such an aeroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;

- (e) he shall not fly such an aeroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not yet attained the age of 60 years and who holds an appropriate licence granted under the provisions of the Order entitling him to act as pilot in command or co-pilot of that aeroplane;
- (f) he shall not, unless his licence includes an Instrument Rating (Aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in airspace notified for the purpose of this Order—
 - (i) in conditions such that he cannot comply with the specified minimum weather provisions; or
 - (ii) in circumstances which require compliance with the Instrument Flight Rules.

**Flying
experience
requirements**

33. The minimum flying experience required for the grant of a Commercial Pilot's Licence (Aeroplanes) for a graduate from a course which is approved by the Minister, is 230 hours as pilot in command or pilot under instruction, of aeroplanes, in which the following must be included:

- (a) not less than 100 hours as pilot in command, of which 20 hours must be cross-country or overseas flying, including a route of at least 300 nautical miles in the course of which the aeroplane landed and came to rest at not less than two intermediate and different aerodromes, and which shall be planned to be flown in the course of a single day;
- (b) not less than 10 hours night flying as pilot in command or pilot under instruction, of which not less than 5 hours must be as pilot in command, and under the following conditions:
 - (i) the night flying experience must include not less than 10 take-offs and 10 landings without assistance and two cross-country flights terminating at an aerodrome not less than 65 nautical miles from the point of departure;
 - (ii) it shall also include not less than 3 hours dual instruction of which at least 1 hour is navigation training;
 - (iii) pilot in command experience at night may be counted towards the pilot in command requirements specified at subparagraph (a);
- (c) not less than 10 hours instrument flying instruction, and in the case of the holder of a valid Instrument Rating (Helicopters) this requirement may be reduced to not less than two hours.

34. Applicants for a Commercial Pilots Licence (Aeroplanes) shall be required to pass ground examination in the following groups: Ground examination requirements

- (a) navigation
- (b) aircraft technical
- (c) aircraft (Type)
- (d) air law/lights, and
- (e) performance A and loading.

35. The applicant shall, subject to the provisions of paragraph 37, be required in the course of a flying test, including flights by day and by night with an examiner on board, to demonstrate his general competence as a pilot during normal and emergency manoeuvres and his ability to fly the type of flying machines to which the application relates. Practical flying test

36. (1) An applicant who has been the holder of a Commercial Pilot's Licence or a licence of a higher class may, having regard to the type of flying machine for which a licence is required, be exempted by the Minister from all or any of the requirements as to flying experience, practical flying tests and technical examinations mentioned at paragraphs 33 to 35. Exemptions

(2) Any exemption in respect of the practical flying tests mentioned at paragraph 35 may be made conditional upon the satisfactory completion by the applicant of a special flying test.

37. (1) An applicant for the renewal of a licence shall be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot of flying machines during the six months immediately preceding the date of application. Flying experience for renewal of licence

(2) The Minister may direct that the applicant be required to produce satisfactory evidence that he has had reasonable flying experience as a pilot on each type of flying machine for which the renewal is desired.

(3) In default of such evidence as mentioned at subparagraphs (1) and (2) the applicant shall be required to undergo all or any part of the practical flying tests and technical examination specified for the grant or extension of a licence as the Minister shall consider appropriate in the circumstances of each case.

(4) Subject to the provisions of subparagraph (5), the holder of the licence shall be entitled to fly as pilot in command of an aeroplane of a type specified in any flying instructor's rating or assistant flying inspector's rating included in the licence, on a flight for the purpose of aerial work which consists of—

- (a) the giving of instruction in flying; or
- (b) the conducting of flying tests for the purposes of this Order,

in either case, in an aeroplane owned or operated under arrangements entered into by a flying club of which the person giving the instruction and the person undergoing the test are both members.

(5) The holder of the licence shall not be entitled to exercise privileges contained in this Order other than in an aeroplane which he is entitled to fly as pilot in command on a private flight, an aerial work flight or a public transport flight pursuant to the privileges set out in subparagraphs (1) to (3).

(6) Subject to the provisions of subparagraph (7), the holder of the licence shall be entitled to fly as the co-pilot of any aeroplane of a type specified in the Aircraft Rating included in the licence; when the aeroplane is engaged on a flight for any purpose whatsoever.

(7) The holder of the licence shall not act as co-pilot of any aeroplane where its maximum total weight authorised exceeds 20,000 kg, on any flight for the purpose of public transport after he attains the age of 60 years.

(8) The holder of the licence shall not at any time after he attains the age of 65 years, act as pilot in command or co-pilot of any aeroplane on a flight for the purpose of public transport.

Extension of
licence

38. An applicant for the extension of the Aircraft Rating of a licence to include an additional type of flying machine, either as pilot in command or as co-pilot shall be required to satisfy the requirements as to flying experience, practical flying test and technical examination as mentioned at paragraphs 33 to 35.

PART VII

AIRLINE TRANSPORT PILOT'S LICENCE (FLYING MACHINES)

Age of
applicant and
period of
licence

39. (1) An applicant for the grant of an Airline Transport Pilot's Licence (Flying Machines) shall not be less than 21 years of age.

(2) The period for which a licence shall remain in force following either the grant or any renewal thereof, shall not exceed 6 months.

Aircraft
rating

40. (1) The aircraft rating included in the licence shall specify, in Parts I and II thereof, the type or types of flying machines which, subject to the provisions of paragraph 42, the holder of the licence is entitled to fly as pilot in charge and as co-pilot respectively.

(2) Part II of the Aircraft Rating shall include all the types of flying machines which are entered in Part I and such other types as may be specified.

41. The holder of an Airline Transport Pilot's Licence (Flying ^{Privileges} Machines) shall be entitled to exercise the privileges of a Commercial Pilots Licence (Aeroplanes), except that the provisions of paragraph 32(3)(c) shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any aeroplane, for the purpose of public transport if its maximum total weight authorised exceeds 20,000 kg.

42. The Airline Transport Pilot's Licence (Flying Machine) shall ^{Instrument} include an Instrument Rating. _{rating}

43. (1) The minimum flying experience required for the grant of an ^{Flying} Airline Transport Pilot's Licence (Aeroplanes) is 1500 hours as a pilot of ^{experience} flying machines of which the following shall be included: _{requirements}

- (a) 250 hours as pilot in command of aeroplanes of which up to a maximum of 150 hours shall be as co-pilot under supervision;
- (b) 50 hours cross-country or overseas flying as pilot in command, under supervision of aeroplanes or helicopters of which not less than 35 hours must be as pilot in command of an aeroplane flying a route of at least 300 nautical miles in the course of which the aeroplane or helicopter landed and came to rest at not less than two intermediate aerodromes;
- (c) a further 150 hours cross-country or overseas flying as pilot in command, pilot in command under supervision or as co-pilot, the said 150 hours to be counted at half rate (two hours co-pilot time counted as one hour towards the requirement) in aeroplanes or helicopters, of which not less than 65 countable hours must be in aeroplanes;
- (d) 100 hours night flying in aeroplanes as pilot in command or pilot in command under supervision, or as co-pilot (up to 50 hours may be flown in a helicopter) of which not less than 25 hours must be on cross-country or overseas flying as pilot in command or pilot in command under supervision, including two flight as pilot in command terminating at an aerodrome not less than 65 nautical miles from the point of departure;
- (e) 75 hours as pilot, by sole reference to instruments, of which not less than 50 hours shall be as pilot of aeroplanes, the remainder as pilot of helicopters or of aeroplanes or on an approved simulator;

- (f) the remainder of the 1500 hours experience may comprise flight time in flying machines in any of the following capacities:
- (i) as pilot in command, counted in full;
 - (ii) as pilot under instruction, counted in full;
 - (iii) as pilot in command under supervision, counted in full up to a maximum of 550 hours inclusive of all hours as pilot in command under supervision which may be permitted under subparagraphs 1(a) to (e), time in this capacity above 550 hours being counted at half-rate;
 - (iv) as co-pilot, counted at half-rate, credit for co-pilot experience gained as the holder of a private pilot's licence limited to 100 hours counted as 50 hours;
 - (v) as Flight Engineer.

(2) Each of the requirements at subparagraph (1) shall be met in full however, except where stated otherwise, hours may be credited where appropriate towards more than one requirement.

(3) The holder of a valid Commercial Pilot's Licence (Helicopters) or an Airline Transport Pilot's Licence (Helicopters) may be exempted by the Minister from the cross-country requirement of subparagraph (1)(d) where he can produce evidence of having completed two such flights as pilot in command of helicopters.

(4) The instrument flying in aeroplanes or helicopters referred to in subparagraph (1)(e) may be in actual or simulated conditions.

Ground
examination
requirements

44. Applicants for an Airline Transport Pilot's Licence (Aeroplanes) shall be required to pass ground examinations in the following:

- (a) aviation law;
- (b) navigation group;
- (c) aircraft technical group;
- (d) aircraft (type); and
- (e) human performance and limitation, unless this has already been passed.

Practical
flying test

45. Subject to the provisions of paragraph 47, the applicant shall be required in the course of flying tests with an examiner on board and including an instrument flying test, to demonstrate his general competence as a pilot during normal and emergency manoeuvres under visual and instrument flight conditions and his ability to fly the type of flying machines to which the application relates.

46. (1) An applicant who is the holder of a Commercial Pilot's ^{Exemptions} Licence (Flying Machines) in respect of the type of flying machine to which the application relates shall not be required to repeat the flying tests and technical examination normally required in respect of that type of flying machine.

(2) An applicant who has been the holder of an Airline Transport Pilot's Licence (Flying Machines) may be exempted by the Minister, having regard to the type of flying machine for which a licence is regarded, from all or any part of the requirements as to flying experience, practical flying test and technical examination specified at paragraphs 44 and 45.

(3) Any exemption in respect of the practical flying test mentioned at subparagraph (2) may be made conditional upon the satisfactory completion by the applicant of a special flying test.

47. (1) An applicant for the renewal of a licence shall be required ^{Renewal of licence} to produce satisfactory evidence that he has had reasonable flying experience as a pilot of flying machines during the 6 months immediately preceding the date of the application.

(2) The applicant shall also be required to produce satisfactory evidence that he has had reasonable flying experience on each type of flying machine for which the renewal is desired.

(3) In default of such evidence the applicant shall be required to undergo all or part of the practical flying tests and technical examination specified for the grant or extension of a licence, as the Minister shall deem appropriate.

48. (1) An applicant for the extension of the aircraft rating of a ^{Extension of licence} licence to include the flying of an additional type of flying machine, either as pilot in command or second pilot shall be required to satisfy the Minister as to his competence to fly the type of flying machine concerned.

(2) The applicant shall also be required to satisfy all requirements as to flying experience, practical flying tests and technical examinations.

PART VIII

HELICOPTER AND GYROPLANE PILOTS

49. An applicant for a Private Pilot's Licence (Helicopters and Gyroplanes) shall not be less than 17 years of age. ^{Private Pilot's Licence (helicopters and gyroplanes)—minimum age}

50. (1) Subject to the provisions of subparagraph (2), the holder of ^{Privileges} the licence shall be entitled to fly as pilot in command or co-pilot of a

helicopter or gyroplane of any of the types specified in the Aircraft Rating included in the licence.

- (2) The holder of the licence shall not—
- (a) fly such a helicopter or gyroplane for the purpose of public transport, other than aerial work which consists of—
- (i) the giving of instruction in flying, unless his licence includes a flying instructor's rating or an assistant flying instructor's rating or ;
 - (ii) the conducting of flying tests for the purposes of the Order,

in a helicopter or gyroplane owned or operated under arrangement by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

- (b) receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified at subparagraph 2(a);
- (c) fly as a pilot in command of such a gyroplane at night unless his licence includes a Night Rating (Helicopters and Gyroplanes) and he has within the preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12 degrees below the horizon;
- (d) fly as pilot in command of such a helicopter at night unless—
- (i) his licence includes a Night Rating (Helicopters and Gyroplanes); and
 - (ii) his licence includes an Instrument Rating (Helicopters) or he has within the preceding 3 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun was not less than 12 degrees below the horizon;
- (e) unless his licence includes an Instrument Rating (Helicopters) fly as pilot in command or co-pilot of such helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules.

51. An applicant for a Commercial Pilot's Licence (Helicopters and Gyroplanes) shall not be less than 18 years of age.

Commercial
pilot's Licence
(helicopters and
gyroplanes)—
age of applicant

52. (1) The holder of the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Helicopters and Gyroplanes) which includes a Night Rating (Helicopters and Gyroplanes).

Privileges of
licence

(2) Subject to the provisions of subparagraph (3), the holder of the licence shall be entitled to fly as pilot in command of any helicopter or gyroplane included on the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

(3) The holder of the licence shall not—

- (a) unless his licence includes an Instrument Rating (Helicopters), fly such a helicopter on any scheduled journey or any flight other than in visual meteorological conditions;
- (b) fly such a helicopter or gyroplane on a flight for the purpose of public transport unless it is certified for a single flight operation;
- (c) fly such a gyroplane at night, unless he has within the preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at the time when the depression of the centre of the sun was not less than 12 degrees below the horizon;
- (d) fly such a helicopter at night, unless his licence includes an Instrument Rating (Helicopters) or he has within the preceding 13 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun was not less than 12 degrees below the horizon;
- (e) fly such a helicopter or gyroplane on any flight for the purpose of public transport after he attains the age of 60 years, unless the helicopter or gyroplane carries controls and a second pilot who has not yet attained the age of 60 years and who holds an appropriate licence under the Order entitling him to act as pilot in command or co-pilot of that helicopter or gyroplane;
- (f) unless his licence includes an Instrument Rating (Helicopters), fly as pilot in command or co-pilot of such a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the visual flight rules.

(4) Subject to the provisions of subparagraph (5), the holder of the licence shall be entitled to fly as co-pilot of any helicopter or gyroplane specified in the Aircraft Rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

(5) The holder of a licence shall not act as co-pilot of any helicopter or gyroplane whose maximum total weight exceeds 20,000 kg on any flight for the purpose of public transport after he has attained the age of 60 years.

(6) He shall not, at any time after he attains the age of 60 years, act as pilot in command or co-pilot of any helicopter or gyroplane on a flight for the purpose of public transport.

Airline Transport Pilot's Licence (Helicopters and Gyroplanes)—age of applicant

53. The applicant for an Airline Transport Pilot's Licence (Helicopters and Gyroplanes) shall not be less than 21 years of age.

Privileges of licence

54. The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Helicopters and Gyroplanes), except that paragraph 52(3)(b) shall not apply, and the holder of a licence shall not, at anytime after he attains the age of 60 years, act as pilot in command or co-pilot of any helicopter or gyroplane for the purpose of public transport if its maximum total weight authorised exceeds 20,000 kg.

PART IX

BALLOON AND AIRSHIP PILOT

Private pilot's licence (balloons and airships)—age of applicant

55. The applicant for a Private Pilot's Licence (Balloons and Airships) shall not be less than 17 years of age.

Privileges of licence

56. (1) Subject to the provisions of subparagraph (2) the holder of the licence shall be entitled to fly as pilot in command of any balloon or airship specified in Part I of the Aircraft Rating included in the licence and co-pilot of any type of balloon specified in such Aircraft Rating.

(2) The holder of the licence shall not—

- (a) fly such a balloon or airship for the purpose of public transport, other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a balloon or airship owned or operated under arrangements entered into by a flying club, of which the person giving the instructions or conducting the test and the person receiving the instruction or undergoing the test are both members;

- (b) receive any remuneration for his services as a pilot on a flight, other than remuneration for giving such instruction or conducting such flying tests as specified in subparagraph 2(a);
- (c) fly such a balloon unless he has within the preceding 13 months carried out as pilot in command in a free balloon, 5 flights each of not less than 5 minutes duration.

57. An applicant for a Commercial Pilot's Licence (Balloons) shall not be less than 18 years of age.

Commercial
Pilot's Licence
(balloons)—
age of
applicant

58. (1) The holder of a Commercial Pilot's Licence (Balloons) shall be entitled to exercise the privileges of a Private Pilot's Licence (Balloons and Airships).

Privileges of
licence

(2) Subject to the provisions of subparagraph (3), the holder of the licence shall be entitled to fly, when the balloon is flying for any purpose whatsoever, as pilot in command or co-pilot of any type of balloon, specified in the licence.

(3) The holder of the licence shall not act as pilot in command for the purposes of the public transport of passengers unless he has within the preceding 90 days carried out as pilot in command in a free balloon, 3 flights each of not less than 5 minute duration.

59. An applicant for a Commercial Pilot's Licence (Airship) shall not be less than 18 years of age.

Commercial
Pilot's Licence
(Airships)—
age of
applicant

60. (1) The holder of the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Balloon and Airships).

Privileges of
licence

(2) The holder of such a licence shall be entitled to fly when the airship is flying for any purpose whatsoever, as pilot in command of any type of airship specified in Part I of the Aircraft Rating included in the licence and as co-pilot of any type of airship specified in such Aircraft Rating.

PART X

GLIDER PILOTS

61. An applicant for a Commercial Pilot's Licence (Gliders) shall not be less than 18 years of age.

Commercial
Pilot's Licence
(Gliders)—age
of applicant

62. The holder of a Commercial Pilot's Licence (Gliders) shall be entitled to fly for any purpose as pilot in command or co-pilot of the following:

Privileges of
licence

- (a) any glider, where its maximum total weight authorised does not exceed 680kg;

- (b) any glider, where its maximum total weight authorised is 680kg and which is of a type specified in the rating included in the licence.

PART XI

OTHER FLIGHT CREW

- Flight—
Navigators
Licence** 63. An applicant for a Flight Navigator's Licence shall not be less than 21 years of age.
- Privileges of
licence** 64. The holder of a Flight Navigators Licence shall be entitled to act as Flight Navigator in any aircraft.
- Flight
Engineers
Licence** 65. An applicant for a Flight Engineer's Licence shall not be less than 21 years of age.
- Privileges of
licence** 66. The holder of a Flight Engineer's Licence shall be entitled to act as flight engineer in any type of aircraft specified in the Aircraft Rating included in the licence.

PART XII

RATINGS

- General** 67. (1) The following ratings may be included in a pilot's licence granted under the Order, and subject to the provisions of the Order and the licence, the inclusion of the rating in a licence shall have the following consequences:
- (a) the aircraft ratings specify the types of aircraft which the licence entitles the holder to act as pilot of, and may specify different types of aircraft in respect of different privileges of a licence;
 - (b) an Instrument Rating (Aeroplanes) shall entitle the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying in circumstances which require compliance with the Instrument Flight Rules;
 - (c) an Instrument Rating (Helicopter) shall entitle the holder of the licence to act as pilot in command or co-pilot of a helicopter flying in circumstances which require compliance with the Instrument Flight Rules;
 - (d) a Night Rating (Aeroplanes) shall entitle the holder of the licence to act as pilot in command of an aerodrome at night;
 - (e) a Night Rating (Helicopters and Gyroplanes) shall entitle the holder of a Private Pilot's Licence (Helicopter and

Gyroplanes) to act as pilot in command of a helicopter or gyroplane at night;

- (f) a Towing Rating (Flying Machines) shall entitle the holder of the licence to act as pilot of a flying machine while towing a glider in flight for the purposes of public transport or aerial work;
- (g) a Flying Instructor's Rating shall entitle the holder of the licence to give instruction in a flying aircraft of such type as may be specified in the rating for that purpose;
- (h) an Assistant Flying Instructor's Rating shall subject to subparagraph (1)(i), entitle the holder of the licence to give instruction in flying machines of such types as may be specified in the rating for such purpose and such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome where the instruction is to begin and end, who holds a pilot's licence endorsed with a flying instructor's rating;
- (i) an Assistant Flying Instructor's Rating shall not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance required by subparagraph (h) in respect of his first solo flight.

(2) An aircraft rating included in a flight engineer's licence shall entitle the holder of the licence to act as flight engineer only of aircrafts of the type specified in the aircraft rating.

(3) For the purposes of this paragraph—

“Solo Flight” means a flight on which the pilot of the aircraft is not accompanied by a person holding a pilot's licence granted or rendered valid under the provisions of the Order;

“Cross-Country Flight” means any flight during the course of which the aircraft is more than 3 nautical miles from the aerodrome of departure.

PART XIII

GENERAL

68. A person applying for the grant or renewal of a licence to act as ^{Medical} a member of the operating crew of an aircraft shall be required to undergo a medical examination to ascertain whether his physical condition conforms with the standard of fitness as appropriate to Class 1, 2 or 3 as set out in the Schedule.

Schedule

Unfit Air
Crew

69. (1) No person shall be entitled to act as flight crew if he knows or suspects that he is medically unfit.

(2) Any person who suffers an injury, or illness which impairs his ability to act as flight crew or to undertake his flight crew functions for a period in excess of 20 days or, in the case of a woman, has reason to believe she is pregnant, shall notify the Minister as soon as possible.

Schedule

(3) The Medical Certificate specified in the Schedule is deemed to be suspended from the time of occurrence of the injury until such time as the individual is re-examined and certified medically fit.

SCHEDULE

(Paragraph 68)

REQUIREMENT AND VALIDITY OF MEDICAL CERTIFICATE

| Licence | Class Medical Certificate | Validity in Months |
|---|---------------------------|--------------------|
| Airline Transport Pilot | 1 | 6 |
| Commercial Pilot aged 40 and over | 1 | 6 |
| Commercial Pilot under 40 | 1 | 12 |
| Student/Private Pilot aged 40 and over | 1 or 2 | 12 |
| Student/Private Pilot under 40 | 1 or 2 | 24 |
| Flight Engineer | 1 | 12 |

Except—

- (1) A Medical Certificate in an Airline Transport Pilot's Licence, where the holder is under 40 years of age, shall be valid for 12 months when the holder only exercises privileges of the Commercial Pilot's Licence.
- (2) A Medical Certificate in an Airline Transport Pilot's Licence or Commercial Pilot's Licence where the holder is over 40 years old shall be valid for the privileges of a Private Pilot's Licence for 12 months (or 24 months where the licence holder is under 40 years of age) for that purpose.

Made this 13th day of November, 1996.

C. SOOKRAM
Secretary to Cabinet