

**STATUTORY INSTRUMENTS**

**SUPPLEMENT No. 27 27th October, 2006**

**STATUTORY INSTRUMENTS SUPPLEMENT**

*to The Uganda Gazette No. 64 Volume XCVIX dated 27th October, 2006*

Printed by UPPC, Entebbe, by Order of the Government.

**STATUTORY INSTRUMENTS**

**2006 No. 48.**

**THE CIVIL AVIATION (PERSONNEL LICENSING) REGULATIONS, 2006**

**ARRANGEMENT OF REGULATIONS**

*Regulation*

**PART I—PRELIMINARY**

1. Title and commencement
2. Interpretation

**PART II—LICENCES, CERTIFICATION, RATINGS  
AND AUTHORISATIONS**

3. Licences and certificates
4. Ratings issued
5. Authorisations issued
6. English language proficiency
7. Duration of licences, certificates, ratings and authorisations
8. Validity of licences
9. Decrease in medical fitness
10. Deferral of medical examination
11. Extension of validity of medical certificate
12. Curtailment of privileges: pilots

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

13. Validation of licences and ratings issued on the basis of a foreign pilot or flight engineer licence
14. Recognition of military or former military flight crew qualifications

*Regulation*

15. Conversion of Uganda Military pilots qualification
16. Conversion of foreign pilot licences
17. Conversion of flight engineer licence

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

18. Validation of aircraft maintenance engineer licence (AMEL)
19. Conversion of foreign AMEL
20. Recognition of military aircraft maintenance personnel qualifications

**PART V—GENERAL REQUIREMENTS: TESTING AND TRAINING**

FOR PILOT LICENCES, RATING AND AUTHORISATIONS

21. Knowledge test: prerequisites and passing grades
22. Practical tests: prerequisites for flight crew
23. Practical tests: general requirements for flight crew
24. Practical tests: required aircraft and equipment
25. Retesting after failure
26. Records of training time
27. Limitations on the use of synthetic flight trainer
28. Use of a synthetic flight trainer for demonstration of skill.
29. General requirements for pilots licences, ratings and authorisations

PART VI—PILOT LICENCES

*Student Pilot Licence*

30. Eligibility requirements
31. Solo flight requirements
32. Privileges and limitations
33. Solo flight cross-country requirements
34. Renewal requirements

*Private pilot licence*

35. Eligibility requirements
36. Aeronautical knowledge requirements
37. Flight instruction requirements

*Regulation*

38. Aeronautical experience requirements
39. Privileges and limitations
40. Renewal requirements

*Commercial Pilot Licence*

41. Eligibility requirements
42. Aeronautical knowledge requirements
43. Flight instruction requirements
44. Aeronautical experience requirements
45. Privileges and limitations
46. Renewal requirements

*Airline Transport Pilot Licence*

47. Eligibility requirements
48. Aeronautical knowledge requirements
49. Flight instruction requirements
50. Aeronautical experience requirements
51. Additional aircraft category, class and type ratings
52. Privileges and limitations
53. Renewal requirements

PART VII—PILOT RATINGS AND AUTHORISATION

54. Category rating
55. Class ratings
56. Type ratings

57. Category II and III operations pilot authorisation requirements
58. Balloon ratings

*Night Rating*

59. General eligibility requirements
60. Flight instruction requirements
61. Privileges and limitations
62. Renewal requirements

*Instrument Rating*

63. General eligibility requirements
64. Aeronautical knowledge requirements

*Regulation*

65. Flight instruction requirements
66. Aeronautical experience and skill requirements
67. Privileges and limitations
68. Renewal requirements

*Flight Instructor Rating*

69. Eligibility requirements
70. Aeronautical knowledge requirements
71. Aeronautical experience
72. Instruction requirements
73. Trainees records
74. Additional category
75. Privileges
76. Limitation and qualifications
77. Renewal requirements
78. Renewal of an expired flight instructor rating

*Flight Examiner Authorisation*

79. Flight examiner requirements
80. Flight examiner training requirements

PART VIII—LICENCES FOR FLIGHT CREW MEMBERS  
OTHER THAN PILOTS

*Flight Engineers Licence*

81. Licences and ratings required
82. General eligibility requirements
83. Additional aircraft ratings
84. Knowledge requirements
85. Aeronautical experience requirements
86. Skill requirements
87. Privileges
88. Renewal requirements

PART IX—LICENCES, CERTIFICATES, RATINGS AND  
AUTHORISATION FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

*Air Traffic Controllers Licence*

89. Required licences and ratings or qualifications

*Regulation*

90. General eligibility requirements
91. Knowledge requirements for issue of an ATC licence
92. Knowledge requirements for air traffic controller ratings
93. Skill requirements
94. Privileges and limitations
95. Privileges of ATC ratings
96. Validity of ATC ratings
97. Maximum working hours
98. Responsibilities over fatigue
99. Prohibition of unlicensed air traffic controllers
100. Renewal requirements

*Ground Instructor Licence*

101. Eligibility requirements
102. Privileges
103. Requirements for ratings
104. Renewal requirements

*Flight Operations Officer Licence*

105. General eligibility requirements
106. Knowledge requirements
107. Experience or training requirements
108. Skill requirements
109. Privileges
110. Renewal requirements

*Aircraft Maintenance Engineer Licence*

111. General eligibility requirements
112. Aeronautical knowledge and skill requirements
113. Experience requirements: licence with or without type rating
114. Privileges and limitations
115. Recency and renewal requirements

*Aviation Repair Specialist Authorisation*

116. Eligibility requirements
117. Privileges and limitations
118. Display of authorisation
119. Surrender of authorisation

*Regulation*

*Flight Radio Telephony Operator Licence*

120. General eligibility requirements
121. Skill and Knowledge requirements
122. Privileges
123. Renewal requirements

*Cabin Crew Member Certificate*

124. Required certificate, ratings and qualifications
125. Eligibility requirements
126. Knowledge requirements

- 127. Skill requirements
- 128. Privileges
- 129. Renewal requirements

PART X—AVIATION MEDICAL STANDARDS  
AND CERTIFICATION

*General*

- 130. Medical certificates issued by the Authority
- 131. Aviation medical examiner, designation and qualifications
- 132. Delegation of authority

*Medical Certification Procedures*

- 133. Medical records
- 134. Aviation medical examiner submission of signed medical evaluation report
- 135. Issue of medical certificate
- 136. Denial of medical certificate
- 137. Medical confidentiality
- 138. Issue of special medical certificate with a limitation
- 139. Validity of medical certificate
- 140. Renewal of medical certificate
- 141. Prohibition of medical certification
- 142. Medical requirements
- 143. Physical and mental requirements
- 144. Hearing test requirements
- 145. Issue of medical certificate for persons under oral drugs

*Regulation*

- 146. Visual requirements: general
- 147. Vision testing requirements
- 148. Acceptability of correcting lenses
- 149. Distance vision requirements
- 150. Near vision requirements
- 151. Colour perception requirements
- 152. Ear and related structures
- 153. Hearing requirements
- 154. Cardiovascular: general
- 155. Blood pressure and circulation
- 156. Electro-cardiography examination
- 157. Neurological requirements
- 158. Respiratory capability
- 159. Radiology (X-ray) evaluation
- 160. Vestibular apparatus
- 161. Bones, muscles and tendons
- 162. Endocrine system
- 163. Diabetic applicant
- 164. Gastrointestinal and digestive tract
- 165. Kidneys and urinary tract
- 166. Lymphatic glands or disease of the blood
- 167. Gynaecological conditions
- 168. Pregnancy
- 169. Speech defects

170. Acquired Immunodeficiency Syndrome

PART XI—GENERAL

- 171. Possession of the licence
- 172. Use of psychoactive substances
- 173. Drug and alcohol testing and reporting
- 174. Inspection of licences, certificates and authorisations
- 175. Change of name
- 176. Change of address
- 177. Replacement of documents
- 178. Suspension and revocation of documents
- 179. Use and retention of documents and records
- 180. Reports of violation

*Regulation*

- 181. Enforcement of directions
- 182. Aeronautical user fees
- 183. Application of regulations to Government and visiting forces
- 184. Extra territorial application of Regulations

PART XII—EXEMPTIONS

- 185. Requirements for Application
- 186. Substance of the request for exemption

*Review, publication and issue or denial of the exemption*

- 187. Initial review by the Authority
- 188. Evaluation of the request

PART XIII—OFFENCES AND PENALTIES

- 189. Contravention of Regulations
- 190. Offences and penalties

PART XIV—REPEAL, TRANSITION AND SAVINGS

- 191. Repeal of S.I. No. 66 of 2001
- 192. Transition and savings

---

**SCHEDULES**

FIRST SCHEDULE

Language proficiency requirements

SECOND SCHEDULE

Knowledge and Skill Requirements for Aircraft Maintenance Engineer Licensing

THIRD SCHEDULE

Offences and Penalties

# STATUTORY INSTRUMENTS

2006 No. 48.

## The Civil Aviation (Personnel Licensing) Regulations, 2006

*(Under sections 34(2) and 61 of the Civil Aviation Authority Act, Cap 354)*

IN EXERCISE of the powers conferred upon the Minister by sections 34(2) and 61 of the Civil Aviation Authority Act, and on the recommendation of the Civil Aviation Authority, these Regulations are made this 27th day of October, 2006.

### PART I—PRELIMINARY

#### 1. Title and commencement

These Regulations may be cited as the Civil Aviation (Personnel Licensing) Regulations, 2006 and shall come into force on the 1st day of January, 2008.

#### 2. Interpretation

In these Regulations, unless the context otherwise requires—

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

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

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

“air traffic control (ATC) service” means a service provided for the purpose of—

(a) preventing collisions between aircraft and on the manoeuvring area, between aircraft and obstructions; and

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

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

“aircraft” means any machine that derives support in the atmosphere from the reactions of the air other than the reactions of the air against the earth’s surface;

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

“aircraft type” means all aircraft of the same basic design;

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

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

“approved maintenance organisation (AMO)” means an organisation approved by the Authority to perform specific aircraft maintenance activities including the inspection, overhaul, maintenance, repair or modification and release to service of aircraft or aircraft component;

“approved training” means training conducted under curricula and supervision approved by the Authority;

“authorised instructor” means a person who—

- (a) holds a valid ground instructor licence issued under these Regulations for conducting ground training;
- (b) holds a current flight instructor rating issued under these Regulations or conducting ground training or flight training; or
- (c) is authorised by the Authority to provide ground training, flight training, or other training under these Regulations and the Civil Aviation (Approved Training Organisations) Regulations;

“Authority” means the Civil Aviation Authority, established under section 3 of the Civil Aviation Authority Act;

“aviation repair specialist (ARS)” means a person qualified to perform or supervise the maintenance, preventive maintenance or alteration of aircraft, airframes, aircraft engines, propellers, appliances, components and parts appropriate to the designated speciality area for which the aviation repair specialist is authorised but only in connection with employment by an AMO;

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

“cabin crew member” means a crew member who performs in the interest of safety of passengers, duties assigned by the operator or the Pilot in Command of the aircraft, but who shall not act as a flight crew member;

“category II (CAT II) operations” means a precision instrument approach and landing with a decision height lower than 60m (200) Ft), but not lower than 30m (10 Ft) and a RVR not less than 350m;

“category IIIA (CAT IIIA) operations” means a precision instrument approach and landing with—

(a) a decision height lower than 30m (100Ft) or no decision height; and

(b) a RVR not less than 200m;

“category IIIB (CAT IIIB) operations” means a precision instrument approach and landing with—

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

(b) a RVR less than 200m but not less than 50m;

“category IIIC (CAT IIIC) operations means a precision instrument approach and landing with no decision height and no runway visual range limitations;

“check pilot” means a pilot approved by the Authority who has the appropriate training, experience and demonstrated ability to evaluate and certify to the knowledge and skills of pilots;

“Contracting State” means a State that is signatory to the Convention on International Civil Aviation (Chicago Convention);

“co-pilot” means a licensed pilot serving in a piloting capacity other than as PIC, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction;

“course” means a programme of instruction to obtain a license, rating, qualification, authorisation or recurrency required under these Regulations;

“crew resource management (CRM)” means a programme designed to improve the safety of flight operations by optimising the safe, efficient and effective use of human resources, hardware and information through improved crew communication and co-ordination;

“critical engine” means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft;

“cross country flight” means any flight during the course of which the aircraft is more than 30 nautical miles from the aerodrome of departure;

“designated medical examiner” means a person qualified and licensed in the practice of medicine, designated by the Authority to conduct medical examinations of fitness of applicants and issue reports for the issue or renewal of the licences or certificates or ratings specified in these Regulations;

“evaluator” means a person employed by a certified approved training organisation who performs tests for licensing, added ratings, authorisations and proficiency checks that are authorised by the certificate holder’s training specification and who is authorised by the Authority to administer such checks and tests;

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

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

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

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

“flight time” means—

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

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

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

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

“heavier-than-air aircraft” means an aircraft deriving its lift in flight chiefly from aerodynamic forces;

- “helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;
- “heliport” means an aerodrome or defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters;
- “human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;
- “inspection” means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;
- “instrument approach procedure” means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix or where applicable from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or enroute obstacle clearance criteria apply;
- “instrument time” means time in which cockpit instruments are used as the sole means for navigation and control;
- “instrument training” means training which is received from an authorised instructor under actual or simulated instrument meteorological conditions;
- “knowledge test” means a test on the aeronautical knowledge areas required for a licence or rating that can be administered in written form or by a computer;
- “LAME course” means a training course for maintenance licence ratings in airframe, powerplant and avionics;
- “licensed aircraft maintenance engineer” means a person licensed by the Authority to perform defined maintenance upon aircraft or aircraft components;
- “lighter-than-air aircraft” means any aircraft supported chiefly by its buoyancy in the air;
- “likely” means with a probability of occurring that is unacceptable to a medical assessor;
- “maintenance” means tasks required to ensure the continued airworthiness of an aircraft or aircraft component including any one or combination of overhaul, repair, inspection, replacement, modification and defect rectification;

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

“medical certificate or medical assessment” means the evidence issued by the Authority that the licence holder meets specific requirements of medical fitness;

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

“night” means the time between fifteen minutes after sunset and fifteen minutes before sunrise, sunrise and sunset being determined at surface level, and includes any time between sunset and sunrise when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of 4,572 metres;

“NOTAM” means Notice to Airmen;

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

“P1 u/s” means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command;

“pilot time” means that time a person—

(a) serves as a required pilot;

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

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

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

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

“practical test” means a competency test on the areas of operations for a license, certificate, rating or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in

flight, in an approved synthetic flight trainer or in a combination of these;

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

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

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

“propeller” means a device for propelling an aircraft that has blades on a powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and it includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

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

“psychosis” means a mental disorder in which the individual has manifested delusions, hallucinations, grossly bizarre or disorganised behaviour or other commonly accepted symptoms of this condition; or the individual may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganised behaviour or other commonly accepted symptoms of this condition;

“rating” means an authorisation entered on or associated with a license or certificate and forming part of the certificate or licence, stating special conditions, privileges or limitations pertaining to such license or certificate;

“repair” means the restoration of an aircraft or aircraft component to a serviceable condition in conformity with an approved standard;

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

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

“safety-sensitive personnel” means persons who might endanger aviation safety if they perform their duties and functions improperly including,

but not limited to, crew members, aircraft maintenance personnel and air traffic controllers;

“significant” means to a degree or of a nature that is likely to jeopardise flight safety;

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

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

“specific operating provisions” means a document describing the ratings (class or limited) in detail and shall contain reference material and process specifications used in performing repair work, along with any limitations applied to an aircraft maintenance organisation;

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

“substance abuse” means any of the following—

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

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

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

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

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

(a) a synthetic flight trainer which provides an accurate representation of the cockpit of a particular aircraft type to the extent that the

mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members and the performance and flight characteristics of that type of aircraft are realistically simulated;

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

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

“training programme” means a programme that consists of courses, courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective; it may include a core curriculum and a specialty curriculum;

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

“V<sub>mc</sub>” means minimum control speed with critical engine inoperative.

## PART II—LICENCES, CERTIFICATION, RATINGS AND AUTHORISATIONS

### 3. Licenses and certificates

The Authority may issue the following licences and certificates under these Regulations—

(a) pilot licences, including—

(i) student pilot licence;

(ii) private pilot licence;

(iii) commercial pilot licence;

(iv) airline transport pilot licence;

(b) ground instructor licence;

(c) flight engineer licence;

(d) air traffic controller licence;

(e) aircraft maintenance engineer licence;

(f) flight operations officer licence;

(g) flight radio telephony operator licence; and

(h) cabin crew member certificate.

#### 4. Ratings issued

(1) The Authority may issue the following ratings for pilots—

- (a) category ratings in the following aircraft—
  - (i) aeroplane;
  - (ii) rotorcraft;
  - (iii) glider;
  - (iv) lighter-than-air; and
- (b) class ratings in the following aeroplanes—
  - (i) single-engine, land;
  - (ii) single-engine, sea;
  - (iii) multi-engine, land; and
  - (iv) multi-engine, sea;
- (c) class ratings in the following rotorcraft—
  - (i) helicopters; and
  - (ii) gyroplane.
- (d) class ratings in the following lighter-than-air aircraft—
  - (i) airship; and
  - (ii) free balloon.
- (e) type ratings in the following aircraft—
  - (i) aircraft certificated for at least two pilots;
  - (ii) any aircraft considered necessary by the Authority;
  - (iii) each type of helicopter;
- (f) instrument ratings in the following aircraft—
  - (i) instrument – aeroplane;
  - (ii) instrument – helicopter.
- (g) night rating;
- (h) flight instructor rating;
- (i) ground instructor ratings—
  - (i) basic;
  - (ii) advanced;
  - (iii) instrument.

(2) The Authority may place the category, class or type rating on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class or type of aircraft used to demonstrate skill and knowledge for its issue and the aircraft type is registered in Uganda.

(3) The Authority may issue the following ratings for flight engineers—

- (a) reciprocating engine powered including type rating;
- (b) turbo propeller powered including type rating; and
- (c) turbojet powered including type rating.

(4) The Authority may issue the following ratings for air traffic controllers—

- (a) aerodrome control;
- (b) approach control;
- (c) approach radar control;
- (d) approach precision radar control;
- (e) area control; and
- (f) area radar control.

(5) (a) The Authority may issue the following categories without type ratings for aircraft maintenance engineer licence—

- (i) category a – aeroplane;
- (ii) category c - piston engines;
- (iii) category c - gas turbine engines;
- (iv) category ‘a’ and ‘c’ - piston engine rotorcraft;
- (v) category ‘a’ and ‘c’ - turbine engine rotorcraft;
- (vi) category ‘a’ and ‘c’ - piston engine airship;
- (vii) category ‘a’ and ‘c’ - turbine engine airship;
- (viii) category x - electrical;
- (ix) category x - instruments;
- (x) category x - automatic pilots -aeroplanes;
- (xi) category x - automatic pilots - rotorcraft;
- (xii) category x - compass compensation and adjustments;
- (xiii) category r - radio.

(6) The Authority may issue the following type ratings for aircraft maintenance engineer licence in the following categories but excluding aeroplanes of 13,610 kg (30,000 lb) maximum take off mass (MTOM) or greater for which maintenance has to be carried out and certified under company approval—

- (a) category “A” aeroplanes—

- (i) composite material aeroplanes not exceeding 5700 kg MTOM;
- (ii) wooden and combined wood and metal aeroplanes: an aeroplane where the primary structures is manufactured from wood or combinations of wood and metal;
- (iii) unpressurized aeroplanes not exceeding 2730 kg MTOM;
- (iv) pressurized aeroplanes not exceeding 2730 kg MTOM;
- (v) unpressurised aeroplanes not exceeding 5700 kg MTOM;
- (vi) pressurized aeroplanes not exceeding 5700 kg MTOW;
- (vii) unpressurised aeroplanes exceeding 5700 kg MTOM;
- (viii) pressurised aeroplanes exceeding 5700 kg MTOM;

*(b) category C engines—*

- (i) diesel engines in aeroplanes;
- (ii) piston engines in aeroplanes excluding diesel engines;
- (iii) gas-turbine engines in aeroplanes not exceeding 22.25 Kilo Newton (5000lbf) static thrust including where so endorsed the associated auxilliary power unit (APU) installations;
- (iv) gas-turbine engines in aeroplanes exceeding 22.25 KN (5000lbf) static thrust including where so endorsed the associated auxilliary power unit (APU) installations;
- (v) propeller turbine engines in aeroplanes including where so endorsed the associated APU installations;

*(c) category “A” and “C” rotorcraft—*

- (i) piston-engined rotorcraft;
- (ii) turbine-engined rotorcraft not exceeding 2730 kg MTOM;
- (iii) turbine-engined rotorcraft above 2730 kg MTOM but below 5700 kg MTOM.

*(d) category “A” and “C” airship—*

- (i) piston-engined airship;
- (ii) turbine-engined airship;

*(e) category X – electrical—*

- (i) aircraft in which the main generation system output is direct current (dc), including alternators having self contained

rectifier system and in which secondary alternators having an individual power rating not exceeding 1.5 KVA may be fitted;

- (ii) aircraft in which the main generation system output is dc and which have installed “frequency wild” alternators with an individual power rating exceeding 1.5KVA for auxiliary services;
- (iii) aircraft in which the main generation system output is “frequency wild” alternating current (ac) and dc power is supplied from transformer rectifier units; and
- (iv) aircraft in which the main generation system output is constant speed drive units, or variable speed constant frequency (VSCF) generator/converter systems and direct current (dc) power is supplied from transformer rectifier units;

(f) category X – instruments—

- (i) general aircraft instrument systems but excluding instruments installed on any aircraft which has installed a flight director system;
- (ii) flight director systems with air driven gyroscopes (attitudes);
- (iii) flight director systems with electrical driven gyroscopes (attitudes);

(g) category X –automatic pilots (aeroplanes)—

- (i) non-radio-coupled automatic pilots;
- (ii) radio-coupled automatic pilots;

(h) category X –automatic pilots (rotorcraft)—

- (i) non radio-coupled automatic pilots;
- (ii) radio-coupled automatic pilots;

(i) category X– compass: compass compensation and adjustment;

(j) category R – radio—

- (i) airborne communication and airborne navigation systems;
- (ii) airborne radar systems.

## **5. Authorisations issued**

(1) The Authority may issue the following authorisations under these Regulations—

- (a) category II operations;
- (b) category III operations;
- (c) flight examiner;
- (d) flight engineer instructor;
- (e) type rating instructor;
- (f) cabin crew member instructor;
- (g) medical examiner; and
- (h) aviation repair specialist (ARS).

(2) The Authority may issue the following classes for aviation repair specialists authorisation—

- (a) propellers;
- (b) computer;
- (c) instrument;
- (d) accessory;
- (e) component;
- (f) welding;
- (g) non-destructive testing; and
- (h) any other authorisation as determined by the Authority.

## **6. English language proficiency**

(1) As of 5th March 2008 a holder of a pilot licence, air traffic controller licence, flight engineer licence, flight radiotelephone operator licence shall demonstrate the ability to speak and understand English language to the level specified in the language proficiency requirements in the First Schedule to these Regulations.

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

- (a) those demonstrating language proficiency at the operational level (Level 4) shall be evaluated once every three years; and
- (b) those demonstrating language proficiency at the extended level (Level 5) shall be evaluated once every six years.

## **7. Duration of licences, certificates, ratings and authorisations**

(1) The Authority shall issue licences with a specific expiry date except as specifically provided by these Regulations.

(2) Except for an aviation repair specialist authorisation, all authorisations and ratings issued under these Regulations shall be valid for the term issued by the Authority but in any case not more than twelve months.

(3) An aviation repair specialist authorisation issued on the basis of employment with a specified employer, shall be valid for the term of employment of the aviation repair specialist with that employer.

(4) A student pilot licence (SPL) shall be valid—

(a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's medical certificate; or

(b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months validity of the holder's medical certificate.

(5) A private pilot licence (PPL) with an aeroplane or rotorcraft or glider category rating shall be valid—

(a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's medical certificate; or

(b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the authority for a period of the remainder of the twelve months validity of the holder's medical certificate.

(6) A commercial pilot licence (CPL) with an aeroplane or rotorcraft category rating shall be valid—

(a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months validity of the holder's medical certificate; or

(b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the six month validity of the holder's medical certificate.

(7) An Aarline transport pilot licence (ATPL) with an aeroplane or rotorcraft category rating shall be valid—

(a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority, for a period of the remainder of the twelve month validity of the holder's medical certificate; or

(b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the six months validity of the holder's medical certificate.

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

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

(10) A flight engineer licence is valid from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve month validity of the holder's medical certificate.

(11) A flight radio telephony operator licence is valid for a period of twenty four months from the date of issue or renewal.

(12) A flight operation officer licence is valid for a period of twelve months from the date of issue or renewal.

(13) A cabin crew member certificate is valid for twelve months from the date of issue or renewal.

(14) An aircraft maintenance engineer licence is valid for a period of twenty four months from the date of issue or renewal.

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

(16) A ground instructor licence is valid for a period of twenty four months from the date of issue or renewal.

- (17) An air traffic controller licence shall, in the case of a holder who is—
- (a) less than forty years of age, be valid from the date the licence is issued or renewed for a period of the remainder of twenty four months validity of the holder's medical certificate; or
  - (b) forty years of age or more, be valid from the date the licence is issued or renewed for a period of the remainder of twelve months validity of the holder's medical certificate.

## **8. Validity of licences**

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

(2) The Authority shall ensure that other Contracting States are able to confirm the validity of the licence.

(3) The maintenance of competency of flight crew members engaged in commercial air transport operations may be satisfactorily established by

demonstration of skill during proficiency flight checks completed in accordance with these Regulations.

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

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

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

- (a) twenty four months for the private pilot licence (PPL)– aeroplane;
- (b) twenty four months for the PPL – helicopter or gyroplane;
- (c) twenty four months for the PPL – airship or balloon;
- (d) twenty four months for the PPL – glider;
- (e) twelve months for the commercial pilot licence (CPL) – aeroplane;
- (f) twelve months for the CPL – helicopter or gyroplane;
- (g) twelve months for the CPL – airship or balloon;
- (h) twelve months for the airline transport pilot licence (ATPL) – aeroplane;
- (i) twelve months for the ATPL – helicopter;
- (j) twelve months for the flight engineer licence;
- (k) twenty four months for the air traffic controller licence; and
- (l) twelve months for the cabin crew certificate.

(7) When a holder of ATPL – aeroplane and helicopter has passed his fortieth birthday, the twelve-month interval period specified in sub-regulation (6) shall be reduced to six months.

(8) When the holders have passed their fortieth birthday, the twenty four month interval specified in sub-regulation (6) for the PPL- aeroplane, helicopter, gyroplane, glider, airship, balloon and air traffic controller licence shall be reduced to twelve months and the twelve month interval specified in sub-regulation (6) for the CPL- aeroplane, helicopter, gyroplane, airship and balloon shall be reduced to six months.

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

## **9. Decrease in medical fitness**

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

(2) A licence holder shall inform the Authority of confirmed pregnancy or any decrease in medical fitness of a duration of more than 20 days or which requires continued treatment with prescribed medication or which requires hospital treatment.

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

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

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

#### **10. Deferral of medical examination**

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

- (a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations, provided that in each case, a favourable medical report is obtained after examination by a medical examiner designated by the contracting state in which the applicant is situated; or
- (c) in the case of a private pilot, a single period not exceeding twelve months where the medical examination is carried out by an examiner designated by the Contracting State in which the applicant is situated.

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

#### **11. Extension of validity of medical certificate**

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

## **12. Curtailment of privileges: pilots**

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

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

(3) A person shall not act as a PIC or co-pilot of an aircraft of maximum certificated take-off mass of over 5,700 kg, engaged in commercial air transport operations within Uganda if that person has attained his or her 65th birthday.

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

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

## **13. Validation of licences and ratings issued on the basis of a foreign pilot or flight engineer licence**

(1) A person who holds a current pilot licence or flight engineer licence issued by another Contracting State may apply for and may be issued a validation certificate with the appropriate ratings, if the applicant—

- (a) is not under an order of revocation or suspension by the country that issued the licence;
- (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that licence;
- (c) does not currently hold a pilot licence issued by the Authority;
- (d) holds a current medical certificate issued by the contracting state that issued the licence;
- (e) demonstrates the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations; and
- (f) except as the Authority may decide, otherwise passes air law, flight rules and procedures examinations.

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

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

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

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

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

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

(5) An applicant for a certificate of validation under this regulation shall provide to the Authority a foreign licence and medical certificate in the English language or accompanied by an English language translation that has been signed by an official or representative of the foreign aviation authority that issued the foreign licence.

(6) The Authority shall place upon a certificate of validation the foreign licence number and country of issue.

(7) The Authority may render valid a licence issued by a foreign Contracting State for use in private flights subject to passing a flight check out on the relevant class rating.

(8) Subject to sub regulation (2), the certificate of validation issued by the Authority shall be valid for a maximum period of three months in the case of operations conducted by an AOC holder.

(9) The Authority shall verify the authenticity of the foreign pilot license or flight engineer license and any ratings listed on those certificates before issuing a validation certificate or any ratings on the validation certificate.

#### **14. Recognition of military or former military flight crew qualifications**

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

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

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

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

(d) a type rating, if appropriate.

(2) Subject to regulations 15 and 17 the Authority may issue to a rated military or former military pilot or flight engineer an aircraft category, class or type rating to a flight crew if that flight crew presents documentary evidence that shows satisfactory accomplishment of—

- (a) a military pilot and instrument proficiency check of Uganda in the aircraft type he or she is rated within twelve months preceding the date of application;
- (b) at least 10 hours of pilot in command time in that aircraft category, class, or type, if applicable, within the twelve months preceding the date of application;
- (c) a military flight engineer proficiency check in the aircraft type the flight engineer is rated within twelve months preceding the date of application; and
- (d) at least ten hours of flight time in the aircraft type the flight engineer is rated within twelve months preceding the date of application.

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

- (a) passed an instrument proficiency check by the military in the aircraft category and class for the instrument rating sought; and
- (b) received authorisation from the military to conduct instrument flight rules (IFR) flights on airways in that aircraft category and class for the instrument rating sought.

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

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

- (a) an official identification card issued to the pilot or flight engineer by a military force to demonstrate service in the military;
- (b) an original or a copy of a certificate of discharge or release from the military;
- (c) at least one of the following—
  - (i) an order of military flight status as a military pilot or flight engineer; or
  - (ii) an order showing that the applicant graduated from a pilot or flight engineer school and received a rating as a military pilot or flight engineer;

- (d) a certified military logbook or form showing military pilot and flight engineer status and a summary to demonstrate flight time in military aircraft;
- (e) an official record of a military designation as pilot in command; or
- (f) an official record of satisfactory accomplishment of an instrument proficiency check within the twelve months before the date of the application.

### **15. Conversion of Uganda Military pilots qualification**

(1) A person who holds a current Uganda military pilot category A, B, C and D qualification may apply and be issued with a private pilot licence (PPL) or commercial pilot licence (CPL) with the appropriate ratings, if that person—

- (a) has a licence which is not under an order of revocation or suspension;
- (b) meets the minimum flying experience under these Regulations;
- (c) holds a valid medical certificate issued by Uganda military; and
- (d) demonstrates the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations.

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

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

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

(a) for CPL—

- (i) an examination for the class 1 medical certificate;
- (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight; and
- (iii) the initial instrument rating flight test if the rating is to be included in the licence;

(b) for PPL—

- (i) an examination for the class 2 medical certificate;
- (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance,

operational procedures, principles of flight and radiotelephony knowledge and meteorology.

(5) An applicant for a CPL or airline transport pilot licence (ATPL) is not eligible for grant of a licence unless there is an aircraft rating included in either Part I or Part II of the licence for PIC or co-pilot respectively.

(6) The Authority may consider a military type rating qualification for the purpose of conversion of CPL or ATPL, if—

- (a) the aircraft type is endorsed and certified in the applicant's military personal logbook;
- (b) the pilot is current on the aircraft type; and
- (c) the type of aircraft is registered in Uganda.

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

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

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

## **16. Conversion of foreign pilot licences**

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

- (a) has a licence which is not under an order of revocation or suspension by the country that issued the licence;
- (b) meets all the ICAO standards for that licence;
- (c) holds a valid medical certificate issued by the Contracting State that issued the licence; and
- (d) demonstrates the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations.

(2) An applicant for a pilot licence under this regulation shall submit his or her licence and medical certificate in the English language or accompanied by an English language translation that has been signed by an official or representative of the foreign authority that issued the licence.

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

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

(a) for airline air transport licence (ATPL)—

- (i) the class 1 medical certificate;
- (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight and radiotelephony knowledge; and
- (iii) an initial instrument rating flight test;

(b) for commercial pilots licence (CPL)—

- (i) an examination for the class 1 medical certificate;
- (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight and radiotelephony knowledge; and
- (iii) the initial instrument rating flight test if the rating is to be included in the licence;

(c) for private pilots licence (PPL)—

- (i) an examination for the class 2 medical certificate;
- (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight and radiotelephony knowledge and meteorology; and

(d) for lighter-than-air: as in (b) or (c) as appropriate except for medical certificate where in this case it is class 2.

(5) An applicant for a CPL or ATPL is not eligible for grant of a licence unless there is included in the licence an aircraft type rating for either pilot in command or co-pilot respectively.

(6) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of CPL or ATPL provided—

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

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

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

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

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

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

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

#### **17. Conversion of flight engineer licence**

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

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

(b) holds a licence which meets all the ICAO standards for that licence;

(c) holds a valid medical certificate class 1 issued by the Contracting State that issued the licence; and

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

(2) An applicant for a flight engineer licence pursuant to this regulation shall submit the licence and medical certificate in the English language or accompanied by an English language translation that has been signed by an official or representative of the foreign authority that issued that licence.

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

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

(i) an examination for the medical certificate class 1; and

(ii) the composite paper comprising of uganda air law, meteorology, aircraft general knowledge, flight performance and planning, human performance, operational procedures, principles of flight and radiotelephony.

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

- (a) the aircraft type is endorsed on a foreign licence;
- (b) the flight engineer is current on the aircraft type; and
- (c) the type of aircraft is registered in Uganda.

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

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

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

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

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

**18. Validation of aircraft maintenance engineer licence (AMEL)**

(1) A person who holds a current and valid aircraft maintenance engineer licence (AMEL) issued by another Contracting State may apply for and may be issued a certificate of validation with the appropriate rating, if the applicant—

- (a) holds a licence which is not under an order of revocation or suspension by the country that issued the licence;
- (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of ICAO for that licence;
- (c) does not currently hold a licence issued by the Authority; and
- (d) demonstrates the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations.

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

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

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

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

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

(4) An applicant for a certificate of validation shall present to the Authority the foreign licence and evidence of the experience required by presenting a valid record.

(5) The certificate of validation shall be valid for a maximum of 6 months provided the foreign licence or in the case of a continuing licence, the rating remains valid.

(6) An applicant for a certificate of validation shall, unless decided otherwise by the Authority—

(a) complete a skill test for the relevant ratings in the licence to be validated, relevant to the privileges of the licence held;

(b) demonstrate to the satisfaction of the Authority the knowledge, relevant to the licence to be validated, of air law; and

(c) demonstrate to the satisfaction of the Authority the knowledge, relevant to the licence to be validated of—

(i) relevant aircraft maintenance principles; and

(ii) human performance.

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

#### **19. Conversion of foreign AMEL**

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

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

(b) holds a licence which meets all the ICAO standards for that licence;

(c) is able to read, speak, write and understand the English language.

(2) An applicant for an AMEL under this regulation shall submit the licence in the English language or accompanied by an English language translation that has been signed by an official or representative of the foreign authority that issued the licence.

(3) The applicant shall meet the applicable aeronautical experience requirements specified under these Regulations.

(4) In addition to the requirements of sub-regulations (1), (2) and (3), the applicant shall pass a knowledge test in—

- (a) air law; and
- (b) a composite paper comprising of subjects required for initial issue of a category and rating sought.

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

- (a) the aircraft type is endorsed on a foreign licence;
- (b) that applicant is current on the aircraft type; and
- (c) the type of aircraft is registered in Uganda.

(6) An applicant for conversion who fails the knowledge test shall be disqualified for further testing until after a proven practical experience of one month is gained.

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

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

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

## **20. Recognition of military aircraft maintenance personnel qualifications**

(1) A military aircraft maintenance personnel may apply to the Authority for issue of aircraft maintenance engineer licence (AMEL) without type rating on the basis of his or her military qualifications.

(2) The application shall be accompanied by—

- (a) a certificate of discharge from military service;
- (b) evidence of experience of six years in aircraft maintenance of which six months of recency experience must have been acquired within the twelve months preceding the application; and
- (c) a certificate, diploma or such other document showing proof of training in aircraft maintenance.

(3) If the Authority is satisfied that the applicant meets the conditions in sub-regulations (2), the Authority shall require the applicant to demonstrate the knowledge and skill requirements for AMEL stipulated in these Regulations.

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

**21. Knowledge test: prerequisites and passing grades**

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

- (a) received an endorsement from an authorised instructor certifying that the applicant has accomplished a ground-training required by these Regulations for the licence or rating sought and is prepared for the knowledge test; and
- (b) proper identification at the time of taking the test that includes the applicant's—
  - (i) photograph;
  - (ii) name;
  - (iii) signature;
  - (iv) date of birth, which shows that the applicant meets or will meet the age requirements of these Regulations for the licence sought before the expiry date of the applicant's knowledge test report; and
  - (v) mailing address.

(2) The Authority shall specify the minimum passing grade for the knowledge test.

(3) The validity of the knowledge test results for an applicant for a pilot licence shall be as follows—

- (a) for private pilot licence (PPL) - six months after passing the test;
- (b) for commercial pilot licence (CPL) - eighteen months after passing the test; and
- (c) for airline transport pilot licence (ATPL) - five years after passing the test.

**22. Practical tests: prerequisites for flight crew**

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

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

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

shall retake the entire practical test, including those increments satisfactorily completed.

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

- (a) pass the required knowledge test for the type rating within six months preceding the month the applicant completes the practical test;
- (b) present the knowledge test report at the time of application for the practical test, if a knowledge test is required;
- (c) have satisfactorily accomplished the required training and obtained the aeronautical experience prescribed by these Regulations for the licence or rating sought;
- (d) meet the prescribed age requirement of these Regulations for the issue of the licence or rating sought; and
- (e) have an endorsement in the applicant's logbook or training record that has been signed by an authorised instructor who certifies that the applicant—
  - (i) has received and logged training time within sixty days preceding the date of application in preparation for the practical test;
  - (ii) is prepared for the required practical test; and
  - (iii) has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the knowledge test.

(4) An applicant for an airline transport pilot licence may take the practical test for that licence within two years of the expiration of a knowledge test, provided the applicant—

- (a) has been continuously employed as a flight crew member by an air operator certificate (AOC) holder from the time the knowledge test expired; and
- (b) has satisfactorily accomplished that AOC holder's approved—
  - (i) pilot-in-command aircraft qualification training programme that is appropriate to the licence; and
  - (ii) qualification training requirements appropriate to the licence and rating sought.

### **23. Practical tests: general requirements for flight crew**

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

- (a) perform the tasks specified in the areas of operation for the licence or rating sought within the prescribed standards;
- (b) demonstrate mastery of the aircraft with the successful outcome of each task regarding—
  - (i) private pilot licence and commercial pilot licence, licence tests; and
  - (ii) airline transport pilot licence and aircraft type rating tests;
- (c) demonstrate sound judgement; and
- (d) demonstrate single-pilot competence if the aircraft is type certified for single-pilot operations.

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

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

- (a) when the applicant fails one or more of the areas of operation; or
- (b) due to inclement weather conditions, aircraft airworthiness concerns or any other safety-of-flight concern.

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

- (a) passes the remainder of the practical test within the sixty-day period after the date the practical test was begun;
- (b) presents to the examiner for the retest the original test report or the discontinuance form prescribed by the Authority as appropriate; and
- (c) satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required.

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

#### **24. Practical tests: required aircraft and equipment**

(1) Except when permitted to accomplish the entire flight increment of the practical test in an approved synthetic flight trainer, an applicant for a licence or rating issued under these Regulations shall provide an aircraft registered in Uganda for each required test that—

- (a) is of the category, class and type, if applicable, applicable to the licence or rating sought; and
- (b) has a certificate of airworthiness.

- (2) An applicant for a practical test shall use an aircraft that has—
- (a) the equipment for each area of operation required for the practical test;
  - (b) no prescribed operating limitations that prohibit the aircraft's use in any of the areas of operation required for the practical test;
  - (c) except as provided in sub-regulation (5), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
  - (d) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.

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

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

- (a) an equipment that permits the applicant to pass the areas of operation that apply to the rating sought; and
- (b) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Authority.

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

- (a) the examiner agrees to conduct the test;
- (b) the test does not involve a demonstration of instrument skills; and
- (c) the proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

## **25. Retesting after failure**

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

- (a) the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and
- (b) an endorsement from an authorised instructor who gave the applicant the additional training.

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

- (a) comply with the requirements of sub-regulation (1) before being retested;
- (b) bring to the retest an aircraft that is of the appropriate aircraft category for the rating sought and is certified for spins; and
- (c) demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins and spin recovery to an examiner during the retest.

## **26. Records of training time**

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

- (a) training and aeronautical experience used to meet the requirements for a licence, rating, qualification or authorisation of these Regulations; and
- (b) the aeronautical experience required to show recent flight experience requirements of these Regulations.

(2) For the purposes of meeting the requirements of these Regulations, a person shall enter the following information for each flight or lesson logged—

- (a) general—
  - (i) date;
  - (ii) total flight time;
  - (iii) location where the aircraft departed and arrived or for lessons in an approved synthetic flight trainer, the location where the lesson occurred;
  - (iv) type and identification of aircraft or approved synthetic flight trainer, as appropriate;
  - (v) the name of a safety pilot, if required by the Civil Aviation (Operation of Aircraft) Regulations; and
  - (vi) the name of the authorised instructor if required;
- (b) type of pilot experience or training—
  - (i) solo;
  - (ii) pilot-in-command (PIC);

- (iii) PIC under supervision (U/S);
- (iv) co-pilot;
- (v) flight and ground training received from an authorised instructor;  
and
- (vi) training received in an approved synthetic flight trainer from an authorised instructor;

(c) conditions of flight—

- (i) day or night;
- (ii) actual instrument; and
- (iii) simulated instrument conditions in flight or in an approved synthetic flight trainer.

(3) The pilot time described in this regulation may be used to—

- (a) apply for a licence or rating issued under these Regulations; or
- (b) satisfy the recent flight experience requirements of the Civil Aviation (Operation of Aircraft) Regulations.

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

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

- (a) the sole manipulator of the controls of an aircraft for which the pilot is rated; or
- (b) acting as PIC of an aircraft on which more than one pilot is required; or
- (c) a sole occupant.

(6) An airline transport pilot may log as PIC time all of the flight time while acting as PIC of an operation requiring an ATPL.

(7) An authorised instructor may log as PIC time all flight time while acting as an authorised instructor.

(8) A student pilot may log PIC time when that student pilot—

- (a) is the sole occupant of the aircraft; and
- (b) is undergoing training for a pilot licence or rating.

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

- (a) is qualified in accordance with the co-pilot requirements of the Civil Aviation (Operation of Aircraft) Regulations and occupies a crew member station in an aircraft that requires more than one pilot by the aircraft's type certificate; or
- (b) holds the appropriate category, class and instrument rating if an instrument rating is required for the flight, for the aircraft being flown and more than one pilot is required under the type certification of aircraft.

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

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

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

- (a) the location and type of each instrument approach accomplished; and
- (b) the name of the safety pilot, if required.

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

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

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

- (a) be endorsed in a legible manner by the authorised instructor; and
- (b) include a description of the training given, the length of the training lesson and the instructor's signature, licence number and licence expiry date.

## **27. Limitations on the use of synthetic flight trainer**

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

- (a) training, testing, and checking for which it is used;
- (b) each particular manoeuvre, procedure or crew member function performed; and
- (c) the representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft or set of aircraft for certain flight training devices.

## **28. Use of a synthetic flight trainer for demonstration of skill.**

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

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

## **29. General requirements for pilots licences, ratings and authorisations**

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

- (a) the applicant is able to meet all other certification requirements for the licence, rating or authorisation sought;
- (b) physical limitation, if any, has been recorded with the Authority on the applicant's medical records; and
- (c) the Authority determines that the applicant's inability to perform the particular area of operation shall not adversely affect safety.

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

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

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

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

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

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

- (b) received an endorsement in the pilot's logbook from an authorised instructor who certifies the person is proficient to operate that aircraft.
- (7) A person shall not act as PIC of a tailwheel aeroplane unless that person has—
- (a) received and logged flight training from an authorised instructor in a tailwheel aeroplane on the manoeuvres and procedures listed in paragraph; and
  - (b) received an endorsement in the person's logbook from an authorised instructor who is satisfied that the person is proficient in the operation of a tailwheel aeroplane, to include at least normal and crosswind takeoffs and landings, wheel landings (unless the manufacturer has recommended against such landings) and go around procedures.

## PART VI—PILOT LICENCES

### *Student Pilot Licence*

#### **30. Eligibility requirements**

- (1) To be eligible to receive and log flight instructions, a person must be in possession of a valid student pilot licence (SPL).
- (2) To be eligible for issue of SPL, an applicant shall—
- (a) be at least seventeen years of age for a licence other than the operation of a glider, airship or balloon;
  - (b) be at least sixteen years of age for the operation of a glider or balloon;
  - (c) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations; and
  - (d) be in possession of a valid class 2 medical certificate issued under these Regulations.

#### **31. Solo flight requirements**

- (1) A holder of a student pilot licence (SPL) shall not operate an aircraft in first solo flight unless that student has met the requirements of this regulation.
- (2) A student pilot shall pass an aeronautical knowledge test in the following subjects—
- (a) applicable sections of these Regulations and the Civil Aviation (Operation of Aircraft) Regulations;
  - (b) airspace structure and procedures for the airport where the student will perform solo flight; and

- (c) flight characteristics and operational limitations for the make and model of aircraft to be flown.
- (3) The student's authorised instructor shall—
  - (a) administer the test; and
  - (b) at the conclusion of the test, review all incorrect answers with the student before authorising that student to conduct a solo flight.
- (4) Prior to conducting a solo flight, a student pilot shall have—
  - (a) received and logged flight training for the manoeuvres and procedures of this regulation that are appropriate to the make and model of aircraft to be flown; and
  - (b) demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft to be flown.
- (5) A student pilot who is receiving training for solo flight shall receive and log flight training for the required manoeuvres and procedures, including the following as applicable, for each category and class rating—
  - (a) proper flight preparation procedures, including pre-flight planning and preparation, engine operation and aircraft systems;
  - (b) taxiing or surface operations, including runups;
  - (c) takeoffs and landings, including normal and crosswind;
  - (d) straight and level flight and turns in both directions;
  - (e) climbs and climbing turns;
  - (f) airport traffic patterns;
  - (g) radio telephony, airport entry and departure procedures;
  - (h) collision avoidance, windshear avoidance and wake turbulence avoidance;
  - (i) descents , with and without turns, using high and low drag configurations;
  - (j) flight at various airspeeds from cruise to slow flight;
  - (k) stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall and recovery from a full stall;
  - (l) emergency procedures and equipment malfunctions;
  - (m) ground reference manoeuvres;

- (n) approaches to a landing area with simulated engine malfunctions;
- (o) slips to a landing; and
- (p) go-arounds.

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

(a) in a multiengine aeroplane—

- (i) proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation and aircraft systems;
- (ii) taxiing or surface operations, including runups;
- (iii) takeoffs and landings, including normal and crosswind;
- (iv) straight and level flight and turns in both directions;
- (v) climbs and climbing turns;
- (vi) airport traffic patterns, including entry and departure procedures;
- (vii) collision avoidance, windshear avoidance and wake turbulence avoidance;
- (viii) descents, with and without turns, using high and low drag configurations;
- (ix) flight at various airspeeds from cruise to slow flight;
- (x) stall entries from various flight attitudes and power combinations with recover initiated at the first indication of a stall and recovery from a full stall;
- (xi) emergency procedures and equipment malfunctions;
- (xii) ground reference manoeuvres;
- (xiii) approaches to a landing area with simulated engine malfunctions; and
- (xiv) go-arounds;

(b) in a helicopter—

- (i) approaches to the landing area;
- (ii) hovering and hovering turns;
- (iii) simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover;
- (iv) rapid decelerations; and

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

(c) in a gyroplane—

(i) approaches to the landing area;

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

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

(d) in a glider—

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

(ii) launches, including normal and crosswind;

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

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

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

(vi) slips to a landing;

(vii) procedures and techniques for thermalling; and

(viii) emergency operations, including towline break procedures;

(e) in an airship—

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

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

(f) in a balloon—

(i) layout and assembly procedures;

(ii) ascents and descents;

(iii) landing and recovery procedures;

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

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

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

(vii) obstruction detection and avoidance techniques.

### **32. Privileges and limitations**

(1) A holder of a student pilot licence shall be entitled to fly as a PIC of an aircraft for the purpose of becoming qualified for a grant or renewal of a pilot's licence.

(2) A holder of a student pilot licence (SPL) shall not act as pilot in command (PIC) of an aircraft—

- (a) that is carrying a passenger;
- (b) that is carrying property for compensation or hire;
- (c) that is operated for compensation or hire;
- (d) in furtherance of a business;
- (e) on an international flight;
- (f) when the flight cannot be made under visual meteorological conditions (VMC) as specified under the Civil Aviation (Rules of the Air and Air Traffic Control) Regulations; or
- (g) in a manner contrary to any limitations placed in the pilot's logbook by an authorised instructor.

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

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

(5) A holder of an SPL shall not act as a PIC of an aircraft unless his or her logbook has been endorsed by an authorised instructor that he or she is capable of communicating with air traffic control on radiotelephony.

### **33. Solo flight cross-country requirements**

(1) Except as provided in sub-regulation (4), a holder of a student pilot licence (SPL) shall meet the requirements of this regulation before—

- (a) conducting a solo cross-country flight, or any flight greater than twenty five nautical miles from the airport from where the flight originated;  
or
- (b) making a solo flight and landing at any location other than the airport of origin.

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

- (a) have received flight training from an authorised instructor on the manoeuvres and procedures required by this regulation that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
- (b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures required by this regulation to an authorised instructor;
- (c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
- (d) comply with any limitations included in the instructor's endorsement that are required by sub-regulation (5).

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

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

- (a) a student pilot may make solo flights to another airport that is within 25 nautical miles from the airport where the student pilot normally receives training if—
  - (i) the authorised instructor who makes the endorsement gave the student pilot flight training at the other airport and that training included flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other airport;
  - (ii) the student pilot has a current solo flight endorsement in accordance with these Regulations;
  - (iii) the instructor has determined that the student pilot is proficient to make the flight; and
  - (iv) the purpose of the flight is to practice takeoffs and landings at that other airport;

(b) a student pilot may make repeated specific solo cross-country flights to another airport that is within 50 nautical miles of the airport from which the flight originated, if—

- (i) the authorised instructor who gave the endorsement gave the student flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs and landings at the airport to be used;
- (ii) the student has current solo flight endorsements in accordance with these Regulations; and
- (iii) the student has a current solo cross-country flight endorsement in accordance with sub-regulation (5), except that separate endorsements are not required for each flight made under this paragraph.

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

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

(a) in an aeroplane or rotorcraft—

- (i) use of aeronautical charts for visual flight rules navigation using pilotage and dead reckoning with the aid of a magnetic compass;
- (ii) use of aircraft performance charts pertaining to cross-country flight;
- (iii) procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
- (iv) recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight;
- (v) use of radios for visual flight rules (VFR) navigation and two-way communications;
- (vi) climbs at best angle and best rate; and
- (vii) control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids and air traffic control clearances;

(b) in a glider—

- (i) the manoeuvres and procedure specified in sub-regulation (6)(a), as applicable;
- (ii) landings accomplished without the use of the altimeter from at least 2000 feet above the surface; and
- (iii) recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control;

(c) in an airship—

- (i) the manoeuvres and procedures specified in sub-regulation (6)(a), as applicable;
- (ii) control of air pressure with regard to ascending and descending flight and altitude control;
- (iii) control of the airship solely by reference to flight instruments; and
- (iv) recognition of weather and upper air conditions conducive for the direction of cross-country flight.

#### **34. Renewal requirements**

A holder of an SPL may apply for renewal of the licence if the holder has passed a Class II medical examination.

### *Private Pilot Licence*

#### **35. Eligibility requirements**

An applicant for a private pilot licence (PPL), shall—

- (a) be at least seventeen years of age for a licence other than the operation of glider or balloon;
- (b) be at least 16 years of age for a licence in a glider or balloon;
- (c) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations;
- (d) receive an endorsement for the knowledge test from an authorised instructor who—

- (i) conducted the training on the aeronautical knowledge areas listed in regulation 36, that apply to the aircraft category sought; and
  - (ii) certified that the person is prepared for the required knowledge test;
- (e) be in possession of a valid class 2 medical certificate issued under these Regulations;
- (f) pass the required knowledge test on the aeronautical knowledge areas listed in regulation 36;
- (g) receive flight training and a logbook endorsement from an authorised instructor who—
  - (i) conducted the training in the areas of operation listed in regulation 37, that apply to the aircraft category and class rating sought; and
  - (ii) certified that the person is prepared for the required practical test;
- (h) meet the aeronautical experience requirements of this Sub-part that apply to the aircraft category and class rating sought before applying for the practical test;
- (i) pass a practical test on the areas of operation listed in regulation 37 that apply to the aircraft category and class rating sought; and
- (j) comply with the appropriate provisions of these Regulations that apply to the aircraft category and class rating sought.

### **36. Aeronautical knowledge requirements**

(1) Subject to sub-regulation (2) an applicant for a private pilot licence (PPL) shall receive and log ground training from an authorised instructor on the aeronautical knowledge areas that apply to the aircraft category and class rating sought.

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

- (a) air law-rules and regulations relevant to the holder of a PPL, rules of the air, appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge—
  - (i) principles of operation of aircraft powerplants, systems and instruments;
  - (ii) operating limitations of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;

- (c) flight performance and planning—
  - (i) effects of loading and mass distribution on flight characteristics; mass and balance calculations;
  - (ii) use and practical application of take-off, landing and other performance data;
  - (iii) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;
- (d) human performance- human performance relevant to the PPL;
- (e) meteorology- application of elementary aeronautical meteorology, use of, and procedures for obtaining, meteorological information, altimetry;
- (f) navigation- practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;
- (g) operational procedures-
  - (i) use of aeronautical documentation such as Aeronautical Information Publication (AIP), NOTAM, aeronautical codes and abbreviations;
  - (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- (h) principles of flight-principles of flight relating to aircraft;
- (i) radiotelephony- radiotelephony procedures and phraseology as applied to VFR operations and action to be taken in case of communication failure.

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

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

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

- (i) principles of operation of lighter than aircraft category systems and instruments;
- (ii) operating limitations of lighter than aircraft category relevant operational information from the flight manual or other appropriate document;
- (iii) physical properties and practical application of gases used in lighter than aircraft category;

(c) flight performance and planning—

- (i) effects of loading on flight characteristics; mass and balance calculations;
- (ii) use and practical application of launching, landing and other performance data, including the effect of temperature;
- (iii) pre-flight and en-route flight planning appropriate to operations under VFR, appropriate air traffic services procedures; altimeter setting procedures and operations in areas of high-density traffic;

(d) human performance-human performance relevant to lighter than aircraft category pilot;

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

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

(g) operational procedures—

- (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

(h) principles of flight- principles of flight relating to lighter than aircraft category.

**37. Flight instruction requirements**

An applicant for a private pilot licence (PPL) shall receive and log ground and flight training from an authorised instructor on the following areas of operation—

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

- (i) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (iii) control of the aeroplane by external visual reference;
- (iv) flight at critically slow airspeeds, recognition of, and recovery from, incipient and full stalls;
- (v) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
- (vi) normal and cross-wind take-offs and landings;
- (vii) maximum performance (short field and obstacle clearance) take-offs and short-field landings;
- (viii) flight by reference solely to instruments, including the completion of a level 180° turn;
- (ix) cross-country flying using visual reference, dead reckoning and where available, radio navigation aids;
- (x) emergency operations, including simulated aeroplane equipment malfunctions; and
- (xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;

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

- (i) emergency operations; including the applicant's knowledge and performance of the following tasks—
  - (aa) emergency descent;
  - (bb) engine failure during take-off before  $V_{mc}$ ;
  - (cc) engine failure after lift-off (simulated);
  - (dd) approach and landing with an inoperative engine (simulated); and
- (ii) multi-engine operations, including the applicant's knowledge and performance of the following tasks—
  - (aa) manoeuvring with one engine inoperative;
  - (bb)  $V_{mc}$  demonstration; and
  - (cc) engine failure during flight (by reference to instruments);

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

- (i) control of the helicopter by external visual reference;
- (ii) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (iii) ground manoeuvring and run-ups; hovering; take-offs and landings- normal, out of wind and sloping ground;
- (iv) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (v) cross-country flying using visual reference, dead reckoning and where available, radio navigation aids, including a flight of at least one hour;
- (vii) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing; and

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

(e) for glider category rating the following areas—

- (i) pre-flight operations, including glider assembly and inspection;
- (ii) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
- (iii) traffic pattern operations, collision avoidance precautions and procedures;
- (iv) control of the glider by external visual reference;
- (v) flight throughout the flight envelope;
- (vi) recognition of and recovery from, incipient and full stalls and spiral dives;
- (vii) normal and cross-wind launches, approaches and landings;
- (viii) cross-country flying using visual reference and dead reckoning; and
- (ix) emergency procedures;

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

- (i) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
- (ii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
- (iii) collision avoidance precautions;
- (iv) control of a free balloon by external visual reference;
- (v) recognition of, and recovery from, rapid descents;
- (vi) cross-country flying using visual reference and dead reckoning;
- (vii) approaches and landings, including ground handling; and
- (viii) emergency procedures.

### **38. Aeronautical experience requirements**

(1) An applicant for a private pilot licence (PPL) with an aeroplane category rating shall have completed—

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

- (i) not less than 40 hours of flight time as pilot of aeroplanes, a total of 5 hours may have been completed in a synthetic flight trainer; and
- (ii) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made;

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

- (i) not less than 10 hours under the supervision of an authorised flight instructor in the category sought; and
- (ii) pass a practical skill test on multi-engine aircraft as specified in regulation 23.

(2) An applicant for a private pilot licence (PPL) with rotorcraft category rating shall have completed, for a single engine rotorcraft type rating—

- (a) not less than 40 hours of flight time as pilot of aeroplanes, a total of 5 hours may have been completed in a synthetic flight trainer; and
- (b) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country

flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.

(3) An applicant for a PPL with glider category shall have completed—

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

(b) if the applicant has logged 40 hours of flight time in aeroplanes the applicant shall complete 3 hours of flight time in a glider, including 2 hours of solo flight time during which not less than 10 launches and landings have been performed.

(4) An applicant for a PPL with a balloon class rating shall have completed 16 hours which consists of not less than 8 training flights in the areas of operation that includes—

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

(i) 2 flights of 2 hours each that consists of one training flight within 60 days prior to application for the rating on the areas of operation for a gas balloon;

(ii) 5 hours of solo flight in a gas balloon under an authorised instructor; and

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

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

(i) 2 flights of one hour each within 60 days prior to application for the rating on areas of operation appropriate to a balloon with an airborne heater;

(ii) 5 hours solo flight in a balloon with an airborne heater under an authorised instructor; and

(iii) one flight involving a controlled ascent to 3000 feet above the launch site.

(5) An applicant for a PPL with an airship class rating shall have completed 25 hours of flight training in airships on the areas of operation which consists of at least—

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

(i) a cross-country flight of over 25 nautical miles total distance; and

(ii) 5 takeoffs and 5 landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport; and

(b) 5 hours of solo flight in an airship with an authorised instructor.

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

### **39. Privileges and limitations**

(1) Except as provided in sub-regulations (2) to (7), a holder of a private pilot licence (PPL) shall not act as a crew member of an aircraft—

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

(b) operated for compensation or hire.

(2) A holder of a PPL may exercise the privileges of a holder of a flight radiotelephone operator licence as prescribed in regulation 122.

(3) A holder of a PPL may, for compensation or hire, act as a crew member of an aircraft in connection with any business or employment if—

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

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

(4) A holder of a PPL may act as a crew member of an aircraft used in a passenger-carrying flight sponsored by a charitable organisation described in paragraph (g), and for which the passengers make a donation to the organisation, when the following requirements are met—

(a) the sponsor of the flight notifies the Authority at least 7 days before the event and submits—

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

(ii) a photocopy of each crew member's pilot licence, medical certificate and logbook entries that show the pilot has a valid licence and has logged at least 200 hours of flight time;

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

(c) no acrobatic or formation flights are conducted;

- (d) each aircraft used for the charitable event holds a valid certificate of airworthiness;
- (e) each aircraft used for the charitable event is airworthy and complies with the applicable requirements of the Civil Aviation (Operation of Aircraft) Regulations;
- (f) each flight for the charitable event is made during day visual flight rules conditions; and
- (g) the charitable organisation is an organisation identified as such by the appropriate authority of the Government.

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

- (a) a Government agency; or
- (b) an organisation that conducts search and rescue operations.

(6) A holder of a PPL who is an aircraft salesman and who has logged at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

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

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

#### **40. Renewal requirements**

A PPL may be renewed if the holder of the licence has logged the following hours as PIC on either category, class or type rating sought within the 12 months preceding the date of application for renewal—

- (a) for aeroplane and rotorcraft not less than 5 hours; and
- (b) for glider or lighter than air not less than 3 hours.

### *Commercial Pilot Licence*

#### **41. Eligibility requirements**

- (1) An applicant for a commercial pilot licence (CPL) shall—
  - (a) be at least eighteen years of age;

- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations;
- (c) receive a logbook endorsement from an authorised instructor who—
  - (i) conducted the required ground training on the aeronautical knowledge areas listed in regulation 42, that apply to the aircraft category and class rating sought; and
  - (ii) certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought.
- (d) pass the required knowledge test on the aeronautical knowledge areas listed in regulation 42;
- (e) receive the required training and a logbook endorsement from an authorised instructor who—
  - (i) conducted the training on the areas of operation listed in regulation 43 that apply to the aircraft category and class rating sought; and
  - (ii) certified that the person is prepared for the required practical test.
- (f) be in possession of a class 1 medical certificate issued under these Regulations;
- (g) meet the aeronautical experience requirements of the applicable provisions of these Regulations that apply to the aircraft category and class rating sought before applying for the practical test;
- (h) pass the required practical test on the areas of operation listed in regulation 43 that apply to the aircraft category and class rating sought;
- (i) hold a PPL issued under these Regulations or meet the requirements of regulation 14, pertaining to military licences; and
- (j) comply with all sections of these Regulations which apply to the aircraft category and class rating sought.

#### **42. Aeronautical knowledge requirements**

(1) Subject to sub-regulation (2) an applicant for a commercial pilot licence (CPL), shall receive and record ground training in a manner prescribed by the Authority, from an authorised instructor on the aeronautical knowledge areas that apply to the aircraft category and class rating sought.

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

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

*(b)* aircraft general knowledge—

- (i) principles of operation and functioning of aircraft powerplants, systems and instruments;
- (ii) operating limitations of appropriate aircraft category and powerplants, relevant operational information from the flight manual or other appropriate document;
- (iii) use and serviceability checks of equipment and systems of appropriate aircraft category;
- (iv) maintenance procedures for airframes, systems and powerplants of appropriate aircraft category;

*(c)* flight performance and planning—

- (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
- (ii) use and practical application of take-off, landing and other performance data;
- (iii) pre-flight and en-route flight planning appropriate to operations under visual flight rules (VFR);
- (iv) preparation and filing of air traffic services flight plans and appropriate air traffic services procedures;

*(d)* human performance-human performance relevant to the CPL;

*(e)* meteorology—

- (i) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of and procedures for obtaining, meteorological information, pre-flight and in-flight and altimetry;
- (ii) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the moment of pressure systems, the structure of fronts and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions and hazardous weather avoidance;

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

(g) operation procedures—

- (i) use of aeronautical documentation such as Aeronautical Information Publication (AIP), NOTAM, aeronautical codes and abbreviations;
- (ii) appropriate precautionary and emergency procedures;
- (iii) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
- (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft; and
- (v) night and high altitude;

(h) principles of flight—principles of flight relating to aircraft;

(i) radiotelephony—radiotelephony procedures and phraseology as applied to VFR operations, action to be taken in case of communication failure.

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

- (i) powerplants; transmissions (power trains);
- (ii) external loads on helicopter handling;
- (iii) settling with power, ground resonance, roll-over and other operating hazards; and
- (iv) operational procedures for carriage of freight including external loads.

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

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

(b) aircraft general knowledge—

- (i) principles of operation of free balloon systems and instruments;
- (ii) operating limitations of free balloons: relevant operational information from the flight manual or other appropriate document;
- (iii) physical properties and practical application of gases used in free balloons;

- (c) flight performance and planning—
  - (i) effects of loading on flight characteristics; mass calculations;
  - (ii) use and practical application of launching, landing and other performance data, including the effect of temperature;
  - (iii) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures and altimeter setting procedures; operations in areas of high-density traffic;
- (d) human performance-human performance relevant to the free balloon pilot;
- (e) meteorology-application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;
- (f) navigation-practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;
- (g) operational procedures—
  - (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
  - (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- (h) principles of flight; and
- (i) principles of flight relating to free balloons.

#### **43. Flight instruction requirements**

An applicant for a commercial pilot licence (CPL), shall receive and record ground and flight training from an authorised instructor on the following areas of operation of this regulation that apply to the aircraft category and class rating sought—

- (a) for all categories and class ratings, as applicable—
  - (i) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
  - (ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
  - (iii) control of the aircraft by external visual reference;

- (iv) flight at critically slow airspeeds; spin avoidance; recognition of and recovery from, incipient and full stalls;
  - (v) flight at critically high airspeeds; recognition of and recovery from, spiral dives;
  - (vi) normal and cross-wind take-offs and landings;
  - (vii) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
  - (viii) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
  - (ix) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
  - (x) abnormal and emergency procedures and manoeuvres; and
  - (xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;
- (b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class rating as follows—
- (i) emergency operations; including the applicant's knowledge and performance of the following tasks—
    - (aa) emergency descent;
    - (bb) engine failure during take-off before vmc (simulated);
    - (cc) engine failure after lift-off (simulated);
    - (dd) approach and landing with one inoperative engine (simulated);
    - (ee) systems and equipment malfunctions; and
    - (ff) emergency equipment and survival gear;
  - (ii) high altitude operations; including the applicant's knowledge and performance of the following tasks—
    - (aa) supplemental oxygen; and
    - (bb) pressurization;
  - (iii) multi-engine operations: including the applicant's knowledge and performance of the following tasks—
    - (aa) manoeuvring with one engine inoperative;
    - (bb) Vmc demonstration;

- (cc) engine failure during flight (by reference to instruments);  
and
- (dd) instrument approach with one engine inoperative (by reference to instruments);

(c) for a rotorcraft category rating with a helicopter type rating—

- (aa) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (bb) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;
- (cc) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (dd) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (ee) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments; and
- (ff) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;

(d) for a rotorcraft category rating with a gyroplane class rating: flight at slow airspeeds;

(e) for a lighter-than-air category rating with a balloon or airship class rating—

- (i) fundamentals of instructing;
- (ii) pre-flight operations, assembly, rigging, inflation, mooring and inspection;
- (iii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
- (iv) collision avoidance precautions;
- (v) control by external visual reference;
- (vi) recognition of, and recovery from, rapid descents;
- (vii) cross-country flying using visual reference and dead reckoning;

(viii) approaches and landings, including ground handling; and

(ix) emergency procedures.

#### **44. Aeronautical experience requirements**

(1) An applicant for a commercial pilot licence (CPL), aeroplanes shall obtain the following hours of aeronautical experience—

(a) not less than 200 hours of flight time or 150 hours if completed during an integrated course of approved training provided for in an approved training organisation under the Civil Aviation (Approved Training Organisation) Regulations, as a pilot of aeroplanes, of which 10 hours may have been completed in a synthetic flight trainer;

(b) in aeroplanes, not less than—

(i) 100 hours as PIC or in the case of a course of approved training, 70 hours as PIC;

(ii) 20 hours of cross-country flight time as PIC including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;

(iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument time in the synthetic flight trainer;

(iv) 5 hours of night flying, including 5 take-offs and 5 landings as PIC.

(2) A holder of a pilot licence in another category may be credited towards the 200 hours of flight time as follows—

(a) 10 hours as PIC in a category other than helicopters;

(b) 30 hours as PIC holding a PPL on helicopters; or

(c) 100 hours as PIC holding a CPL on helicopters.

(3) An applicant for a CPL helicopter licence shall have completed;

(a) not less than 150 hours of flight time, or 100 hours if completed during an integrated course of approved training provided for in an Approved Training Organisation under the Civil Aviation (Approved Training Organisation) Regulations, as a pilot of helicopters, of which 10 hours may have been completed in a synthetic flight trainer;

(b) not less than—

(i) 35 hours as PIC;

- (ii) 10 hours of cross-country flight time as PIC including a cross-country flight in the course of which full-stop landings at two different points shall be made;
- (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
- (iv) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as PIC.

(4) The holder of a pilot licence in the helicopter category may be credited towards the 150 hours of flight time as follows—

- (a) 20 hours as PIC holding a PPL in aeroplanes; or
- (b) 50 hours as PIC holding a CPL in aeroplanes.

(5) An applicant for a CPL (gyroplane) shall have completed—

- (a) 150 hours of flight time as a pilot, including at least 100 hours in powered aircraft, of which 25 hours shall be in gyroplanes;
- (b) 100 hours of PIC flight time, including at least—
  - (i) 10 hours in gyroplanes; and
  - (ii) 20 hours in cross-country flight in gyroplanes; and
- (c) 20 hours of training on the areas of operation listed in regulation 43, including at least—
  - (i) 5 hours of instrument training in an aircraft;
  - (ii) one cross-country flight of at least two hours in a gyroplane in day visual flight rules conditions, consisting of a total straight-line distance of more than fifty nautical miles from the original point of departure; and
- (d) 10 hours of solo flight in a gyroplane on the areas of operation listed in regulation 43, including at least—
  - (i) one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least fifty nautical miles from the original point of departure; and
  - (ii) 5 hours in night visual flight rules conditions with ten takeoffs and ten landings with each landing involving a flight in the traffic pattern.

(6) An applicant for a CPL lighter than air (airship category) shall have completed twenty hours of flight training in airships on the areas of operation listed in regulation 43, including—

- (a) one cross-country flight of at least one hour in duration in an airship in day visual flight rules conditions, consisting of a total straight-line distance of more than twenty-five nautical miles from the original point of departure; and
- (b) one cross-country flight of at least one hour in duration in an airship in night visual flight rules conditions consisting of a total straight-line distance of more than twenty-five nautical miles from the original point of departure; and
- (c) 10 hours of flight training performing the functions of PIC with an authorised instructor on the areas of operation listed in regulation 43, including—
  - (i) one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least twenty-five nautical miles from the original point of departure; and
  - (ii) 5 hours in night visual flight rules conditions with ten takeoffs and ten landings with each landing involving a flight in the traffic pattern.

(7) An applicant for a CPL lighter than air (balloon category) shall have completed 35 hours which consists of not less than 20 training flights in the areas of operation, that includes—

- (a) for a gas balloon—
  - (i) two training flights of not less than two hours each in the appropriate areas of operation within 60 days prior to application for the rating;
  - (ii) 10 hours as PIC; and
  - (iii) two flights involving a controlled ascent to 5000 feet above the launch site.
- (b) for a balloon with an airborne heater—
  - (i) two training flights of two hours each in the appropriate areas of operation within 60 days prior to application for the rating;
  - (ii) 10 hours as PIC; and

- (iii) two flights involving a controlled ascent to five thousand feet above the launch site.

#### **45. Privileges and limitations**

(1) A holder of a commercial pilot licence (CPL) may—

- (a) exercise all the privileges of the holder of a PPL as stipulated in regulation 43;
- (b) act as a pilot-in-command and co-pilot in an aircraft engaged in operations other than commercial air transportation;
- (c) act as a pilot-in-command in commercial air transportation in an aircraft certificated for single pilot operation;
- (d) act as a co-pilot in commercial air transportation in an aircraft required to be operated with a co-pilot;
- (e) exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in regulation 122; and
- (f) fly at night.

(2) A holder of a CPL may act as PIC of an aircraft for compensation or hire, including the carriage of persons or property for compensation or hire, provided the pilot is qualified in accordance with the applicable regulations.

(3) A holder of a CPL shall not act as a pilot-in-command (PIC) of an aircraft certificated take-off mass of over 5,700 kgs.

#### **46. Renewal requirements**

A holder of a CPL may apply for renewal of the licence if the holder of the licence has logged as PIC or co-pilot within the six months preceding the date of application for renewal, the following hours—

- (a) for aeroplanes and rotorcraft; not less than 6 hours and 6 take-offs and landings; and
- (b) for lighter than air; 3 hours and 3 launches and landings.

#### *Airline Transport Pilot Licence*

#### **47. Eligibility requirements**

To be eligible for an airline transport pilot licence (ATPL), a person shall—

- (a) be at least 21 years of age;

- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations;
- (c) meet at least one of the following requirements—
  - (i) hold a valid and current commercial pilot licence (CPL) and an instrument rating;
  - (ii) meet the military experience requirements under regulation 14, to qualify for a CPL and an instrument rating if the person is a rated military pilot or former rated military pilot; or
  - (iii) hold either a foreign ATPL or a foreign CPL and an instrument rating issued by another Contracting State.
- (d) meet the applicable aeronautical experience requirements of this sub-part before applying for the practical test;
- (e) pass a knowledge test on the applicable aeronautical knowledge areas of regulation 48 that apply to the aircraft category and class rating sought; and
- (f) pass the practical test on the applicable areas of operation specified in regulation 48, that apply to the aircraft category and class rating sought; and
- (g) have a valid class 1 medical certificate issued under these Regulations.

#### **48. Aeronautical knowledge requirements**

(1) Subject to sub-regulation (2) an applicant for a airline transport pilot licence (ATPL), shall receive and record ground training in a manner prescribed by the Authority, on the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.

(2) The aeronautical knowledge areas applicable to aeroplane aircraft category shall be as follows—

- (a) air law-rules and regulations relevant to the holder of an airline transport pilot licence - aircraft; rules of the air; appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge—
  - (i) general characteristics and limitations of electrical, hydraulic, pressurisation and other aircraft systems; flight control systems, including autopilot and stability augmentation;
  - (ii) principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric

conditions on engine performance; relevant operational information from the flight manual or other appropriate document;

- (iii) operating procedures and limitations of appropriate aircraft; effects of atmospheric conditions on aircraft performance;
- (iv) use and serviceability checks of equipment and systems of appropriate aircraft;
- (v) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
- (vi) maintenance procedures for airframes, systems and powerplants of appropriate aircraft;

(c) flight performance and planning—

- (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (ii) use and practical application of take-off, landing and other performance data, including procedures for cruise control;
- (iii) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

(c) human performance- human performance relevant to the airline transport pilot - aircraft;

(d) meteorology—

- (i) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (ii) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

- (iii) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;
- (iv) practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;

(e) navigation—

- (i) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;
- (ii) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
- (iii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
- (iv) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;

(f) operational procedures—

- (i) interpretation and use of aeronautical documentation such as Aeronautical Information Publication (AIP), NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;
- (ii) precautionary and emergency procedures; safety practices associated with flight under instrument flight rules (IFR);
- (iii) operational procedures for carriage of freight and dangerous goods;
- (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft; and
- (v) night and high altitude;

(g) principles of flight—principles of flight relating to aircraft; subsonic aerodynamics; compressibility effects, manoeuvre boundary limits, wing design characteristics, effects of supplementary lift and drag devices; relationships between lift, drag and thrust at various airspeeds and in different flight configurations;

(h) radiotelephony—radiotelephony procedures and phraseology; action to be taken in case of communication failure.

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

(a) helicopter general knowledge—

- (i) general characteristics and limitations of electrical, hydraulic, and other helicopter systems; flight control systems, including autopilot and stability augmentation;
- (ii) principles of operation, handling procedures and operating limitations of helicopter powerplants; transmission (power-trains); effects of atmospheric conditions on engine performance; relevant operational information from the flight manual;
- (iii) operating procedures and limitations of appropriate helicopters; effects of atmospheric conditions on helicopter performance; relevant operational information from the flight manual;

(b) flight performance and planning-

- (i) effects of loading and mass distribution, including external loads, on helicopter handling, flight characteristics and performance; mass and balance calculations;
- (ii) causes, recognition and effects of engine, airframe and rotor icing; hazardous weather avoidance;

(c) navigation-use, accuracy and reliability of navigation systems; identification of radio navigation aids;

(d) operational procedures—

- (i) interpretation and use of aeronautical documentation such as Aeronautical Information Publication, NOTAM, aeronautical codes and abbreviations;
- (ii) precautionary and emergency procedures; settling with power, ground resonance, retreating blade stall, dynamic roll-over and other operating hazards; safety practices associated with flight under visual flight rules;
- (iii) operational procedures for carriage of freight, including external loads, and dangerous goods;
- (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from helicopters;

(e) principles of flight-principles of flight relating to helicopters;

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

#### **49. Flight instruction requirements**

An applicant for airline transport pilot licence (ATPL), aeroplanes or helicopters shall have received the flight instruction required for the issue of commercial pilot licence as prescribed in regulation 43; and—

- (a) for ATPL aeroplanes shall receive the flight instructions required for the issue of the instrument rating prescribed in regulation 65; or
- (b) for ATPL helicopters if the privileges of instrument rating are to be exercised shall receive the flight instructions required for the issue of the instrument rating prescribed in regulation 65.

#### **50. Aeronautical experience requirements**

(1) An applicant for an airline transport pilot licence (ATPL), shall have completed for aeroplanes not less than 1500 hours of flight time or in the case of helicopter not less than 1000 hours of flight time of which a maximum of 100 hours may be obtained in a synthetic flight trainer; out of the 100 hours, not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

(2) The applicant shall have completed in aeroplanes not less than—

- (a) 250 hours, either as PIC or made up by not less than 100 hours as PIC and the necessary additional flight time as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC; provided that the method of supervision employed is acceptable to the Authority;
- (b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as PIC or as co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority;
- (c) for aeroplanes 75, hours of instrument time, of which not more than 30 hours may be obtained in the synthetic flight trainer and for helicopter 30 hours of instrument time, of which not more than 10 hours may be obtained in the synthetic flight trainer; and
- (d) for aeroplanes, 100 hours and for helicopter 50 hours of night flight as PIC or as co-pilot.

(3) When the applicant for ATPL aeroplanes or rotorcraft has flight time as a pilot of either category, the applicant shall be credited with 50% of the flight time as PIC towards the flight time of the category sought as required in sub-regulation (1).

### **51. Additional aircraft category, class and type ratings**

An applicant who holds a valid airline transport pilot licence (ATPL) and seeks additional aircraft category, class and type rating shall—

- (a) meet the applicable eligibility requirements;
- (b) pass a knowledge test on the applicable aeronautical knowledge areas;
- (c) meet the applicable aeronautical experience requirements; and:
- (d) pass the practical test on the areas of operation.

### **52. Privileges and limitations**

(1) A holder of an airline transport pilot licence (ATPL) may—

- (a) exercise all the privileges of a holder of a private pilot licence and commercial pilot licence and instrument rating for aeroplane as stipulated in regulations 39, 45 and 67;
- (b) act as pilot-in-command and co-pilot in commercial air transport; and
- (c) exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in regulation 122.

(2) A holder of an ATPL may be authorised to act as a flight instructor, not being a holder of a flight instructor rating, when instructing pilots within an air operator certificate holder's approved training programme in aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated, and in synthetic flight trainers of those aircraft, and endorse the logbook or other training record of the person to whom training has been given.

(3) A holder of an ATPL shall not instruct in an aircraft or in an approved synthetic flight trainer except for the briefing and debriefing sessions—

- (a) for more than eight hours in any twenty four-consecutive-hour period;  
or
- (b) for more than thirty six hours in any seven-consecutive-day period.

(4) A holder of an ATPL shall not instruct in category II or category III operations unless he has been trained and successfully tested under category II or category III operations, as applicable.

### **53. Renewal requirements**

A holder of an airline transport pilot licence may apply for renewal of the licence if the holder of the licence has logged not less than six hours as pilot in command or

co-pilot and has done six take-offs and landings within the six months preceding the date of application for renewal.

## PART VII—PILOT RATINGS AND AUTHORISATIONS

### **54. Category rating**

A pilot seeking a category rating shall—

- (a) have received the required training and possess the aeronautical experience prescribed by these Regulations for the aircraft category and, if applicable, class and type rating sought;
- (b) have an endorsement in that pilot's logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence for the aircraft category and, if applicable, class and type rating sought—
  - (i) aeronautical knowledge areas; and
  - (ii) areas of operation; and
- (c) pass the knowledge and practical test that is appropriate to the pilot licence for the aircraft category and, if applicable, the class rating sought.

### **55. Class ratings**

A pilot seeking an additional class rating—

- (a) shall have an endorsement in that pilot's logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence and for the aircraft class rating sought—
  - (i) aeronautical knowledge area; and
  - (ii) areas of operation.
- (b) shall pass the practical test applicable to the pilot licence for the aircraft class rating sought;
- (c) need not meet the training time requirements prescribed under these Regulations for the aircraft class rating sought; and
- (d) need not take an additional knowledge test, if the applicant holds an aeroplane, rotorcraft or airship category at that pilot licence level.

### **56. Type ratings**

(1) To act as a pilot in command of—

- (a) an aircraft certificated for at least two pilots;

- (b) any aircraft considered necessary by the Authority; or
- (c) each type of helicopter,

a pilot shall hold a type rating for that aircraft.

(2) A person shall not act as a commercial pilot in an aero-plane of which the maximum certificated take-off mass of over 2,300 kg unless that person's licence includes an instrument rating.

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

- (a) have an endorsement in the logbook or training record from an authorised instructor that the applicant has been found competent in the areas of operation appropriate to the pilot licence for the aircraft category, class and type rating sought and the applicant has logged—
  - (i) for aeroplanes of maximum certificated take-off mass of 5,700 kgs or below not less than 5 hours of flight time under the supervision of an authorised flight instructor in the aircraft type sought; and
  - (ii) for aeroplanes of maximum certificated take-off mass of over 5,700 kgs where training is conducted in a synthetic flight trainer not less than 30 hours of synthetic flight trainer time and 3 hours of actual flying time in the aircraft type sought;
- (b) pass the flight check-out for the aircraft type rating sought; and
- (c) pass a knowledge test on the aircraft type on which the rating is sought.

#### **57. Category II and III operations pilot authorisation requirements**

(1) An applicant for a category II or category III operations pilot authorisation shall—

- (a) hold a pilot licence with an instrument rating or an airline transport pilot licence;
- (b) hold a category and class rating, and type rating, for the aircraft for which the authorisation is sought; and
- (c) complete the practical test requirements.

(2) An applicant for a category II or category III operations pilot authorisation shall have at least—

- (a) 50 hours of night flight time as PIC;
- (b) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than—

- (i) a combination of 25 hours of simulated instrument flight time in an approved synthetic flight trainer; or
- (ii) 40 hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations; and

(c) 250 hours of cross-country flight time as PIC.

(3) Upon passing a practical test for a category II or III operations pilot authorisation, a pilot may renew that authorisation for each type of aircraft for which the pilot holds the authorisation.

(4) The Authority may not renew a category II or category III operations pilot authorisation for a specific type aircraft for which an authorisation is held beyond 12 months from the date the applicant passed a practical test in that type of aircraft.

(5) Where the holder of a category II or category III operations pilot authorisation passes the practical test for a renewal in the month before the authorisation expires, the Authority will consider that the holder passed it on the date the authorisation expired.

(6) The Authority may issue a category II or category III pilot authorisation by way of a letter, as a part of an applicant's instrument rating or pilot licence.

(7) Upon original issue the authorisation shall contain the following limitations—

- (a) for category II operations, 500 metres runway visual range (RVR) and a 150 feet decision height (DH); and
- (b) for category III operations, as specified in the authorisation document.

(8) To remove the limitations on a category II or category III pilot authorisation—

- (a) a category II operations limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three category II operations instrument landing system (ILS) approaches with a one hundred and fifty foot-decision height to a landing under actual or simulated instrument conditions; or
- (b) a category III operations limitation holder may remove the limitation by showing experience as specified in the authorisation.

(9) An authorisation holder or an applicant for an authorisation may use a synthetic flight trainer if that synthetic flight trainer is approved by the Authority for such use, to meet the experience requirement of sub-regulation (11) or for the

practical test required by these Regulations for a category II or a category III operations pilot authorisation, as applicable.

(10) An applicant for the—

- (a) issue or renewal of a category II operations pilot authorisation; and
- (b) the addition of another type of aircraft to a category II operations pilot authorization, shall pass a practical test.

(11) To be eligible for the practical test for an authorisation under this regulation, an applicant shall—

- (a) meet the requirements of this regulation; and
- (b) if the applicant has not passed a practical test for this authorisation within the twelve months preceding the date of the test—
  - (i) meet the requirements of the Civil Aviation (Operation of Aircraft) Regulations; and
  - (ii) have performed at least six instrument landing system (ILS) approaches within the six calendar months preceding the date of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(12) An applicant shall accomplish the approaches specified in sub-regulation (11)(b)(ii)—

- (a) under actual or simulated instrument flight conditions;
- (b) to the minimum decision height for the instrument landing system approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for category II operations;
- (c) to the decision height authorised for category II operations only if conducted in an approved synthetic flight trainer qualified for category II operations; and
- (d) in an aircraft of the same category and class and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—
  - (i) represents an aircraft of the same category and class and type, as applicable, as the aircraft in which the authorisation is sought; and
  - (ii) is used in accordance with an approved course conducted by an approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations.

(13) The flight time acquired in meeting the requirements of sub-regulation (11)(b)(ii) may be used to meet the requirements of sub-regulation (11)(b)(i).

(14) A category II operations practical test consists of an oral and flight increment.

(15) In case of an oral increment test the applicant shall demonstrate knowledge of the following—

- (a) required landing distance;
- (b) recognition of the decision height;
- (c) missed approach procedures and techniques using computed or fixed altitude guidance displays;
- (d) use and limitations of runway visual range (RVR);
- (e) use of visual clues, their availability or limitations and altitude at which they are normally discernible at reduced runway visual range;
- (f) procedures and techniques related to transition from non-visual to visual flight during a final approach under reduced runway visual range;
- (g) effects of vertical and horizontal windshear;
- (h) characteristics and limitations of the instrument landing system and runway lighting system;
- (i) characteristics and limitations of the flight director system, auto approach coupler, including split axis type if equipped, auto throttle system if equipped) and other required category II operations equipment;
- (j) assigned duties of the co-pilot during category II approaches, unless the aircraft for which authorisation is sought does not require an co-pilot; and
- (k) instrument and equipment failure warning systems.

(16) In the case of a flight increment test it shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved synthetic flight trainer that—

- (a) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and

(b) is used in accordance with an approved course conducted by an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations.

(17) A flight increment shall consist of at least two instrument landing system approaches to 100 feet above including at least one landing and one missed approach.

(18) An approach performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands.

(19) If a multiengine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.

(20) If an approved multi-engine synthetic flight trainer is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed.

(21) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought.

(22) The Authority's inspector or evaluator may conduct oral questioning at any time during a practical test.

(23) The Authority shall require that an applicant pass a practical test for—

- (a) issue or renewal of a category III operations pilot authorisation; or
- (b) the addition of another type of aircraft to a category III operations pilot authorisation.

(24) To be eligible for the practical test an applicant shall—

- (a) meet the requirements of this regulation; and
- (b) if the applicant has not passed a practical test for this authorisation during the twelve calendar months preceding the month of the test shall—
  - (i) meet the requirements of the Civil Aviation (Operation of Aircraft) Regulations; and
  - (ii) have performed at least six instrument landing system approaches during the six calendar months preceding the month of the test,

of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(25) An applicant shall conduct the approaches specified in sub-regulation (24)(b)(ii)—

- (a) under actual or simulated instrument flight conditions;
- (b) to the alert height or decision height for the ILS approach in the type of aircraft in which the practical test is to be conducted;
- (c) not necessarily to the decision height authorised for category III operations;
- (d) to the alert height or decision height, as applicable, authorised for category III operations only if conducted in an approved synthetic flight trainer; and
- (e) in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—
  - (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and
  - (ii) is used in accordance with an approved course conducted by an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations.

(26) An applicant for a category III operations pilot authorisation shall demonstrate knowledge of the following—

- (a) required landing distance;
- (b) determination and recognition of the alert height or decision height, as applicable, including use of a radio altimeter;
- (c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;
- (d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;
- (e) use and limitations of runway visual range (RVR), including determination of controlling RVR and required transmissometers;
- (f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—

- (i) unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;
  - (ii) demonstration of expected visual references with weather at minimum conditions;
  - (iii) the expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
  - (iv) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR;
- (g) effects of vertical and horizontal windshear;
- (h) characteristics and limitations of the instrument landing system and runway lighting system;
- (i) characteristics and limitations of the flight director system auto approach coupler, including split axis type if equipped, auto throttle system, if equipped, and other category III operations equipment;
- (j) assigned duties of the co-pilot during category III operations, unless the aircraft for which authorisation is sought does not require a co-pilot;
- (k) recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and if applicable, rollout; and
- (l) recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

(27) An applicant for category III operations pilot authorisation may conduct the practical test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in an approved synthetic flight trainer that—

- (a) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
- (b) is used in accordance with an approved course conducted by an approved training organisation certificated under the Civil Aviation) (Approved Training Organisations Regulations).

(28) A category III operations practical test shall consist of at least two ILS approaches to one hundred feet above ground level, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around manoeuvre.

(29) An applicant for category III operations pilot authorisation shall perform all approaches during the practical test with the approved automatic landing system or an equivalent landing system approved by the Authority.

(30) If a multiengine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for category III operations pilot authorisation practical test, the practical test shall include the performance of one missed approach with the most critical engine, if applicable, set at an idle or zero thrust before reaching the middle or outer marker.

(31) If an approved multiengine synthetic flight trainer is used for the category III operations pilot authorisation practical test, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed.

(32) For a Category III operations pilot authorisation for an aircraft that requires a type rating the applicant shall pass a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought.

(33) Subject to the limitations of this sub-regulation, for category IIIB operations predicated on the use of a fail-passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references, and shall initiate the manoeuvre by a fail-passive disconnect of the rollout control system—

(a) after main gear touchdown;

(b) prior to nose gear touchdown;

(c) in conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and

(d) in weather conditions anticipated in category III B operations.

(34) A person authorised by the Authority may conduct an oral test at any time during the category III operations pilot authorisation practical test.

## **58. Balloon ratings**

Where an applicant for a PPL or CPL balloon successful takes a practical test in—

(a) a balloon with an airborne heater, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater; or

(b) a gas balloon, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privilege of that licence to a gas balloon.

### *Night Rating*

### **59. General eligibility requirements**

A holder of a private pilot licence (PPL) shall not act as a pilot in command by night in the aircraft unless a night rating or an instrument rating is included in his or her licence.

### **60. Flight instruction requirements**

An applicant for a night rating shall have received five hours dual instruction under a qualified instructor in night flying; five flights as pilot in command including five take offs and landings in an aircraft.

### **61. Privileges and limitations**

A night rating shall entitle the holder of a private pilot licence (PPL) to act as a pilot in command of an aircraft at night but does not entitle the holder to pilot an aircraft under instrument flight rules (IFR) conditions.

### **62. Renewal requirements**

An applicant for renewal of a night rating shall have within the immediately preceding six months carried out as pilot in command not less than five takeoffs and five landings at night.

## *Instrument Rating*

### **63. General eligibility requirements**

(1) A holder of a pilot licence shall not act either as pilot in command or as co-pilot of an aircraft under instrument flight rules unless such holder has received an instrument rating appropriate to the aircraft category.

(2) An applicant for an instrument rating shall—

(a) hold a private pilot licence or commercial pilot licence with an aircraft category and type rating for the instrument rating sought;

(b) receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required practical test;

(c) pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category; and

(d) pass the required practical test on the areas of operation in—

- (i) the aircraft category, and type appropriate to the rating sought; or
- (ii) a synthetic flight trainer or a flight training device appropriate to the rating sought and approved for the specific manoeuvre or procedure performed;

(e) be in possession of a valid class 1 medical certificate issued under these Regulations.

#### **64. Aeronautical knowledge requirements**

An applicant for an instrument rating (aeroplanes and helicopters) shall receive and record ground training from an authorised instructor on the following subjects—

(a) air law-rules and regulations relevant to flight under instrument flight rules (IFR); related air traffic services practices and procedures;

(b) aircraft general knowledge—

(i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of autopilot;

(ii) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

(c) flight performance and planning—

(i) pre-flight preparations and checks appropriate to flight under IFR;

(ii) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

(d) human performance-human performance relevant to instrument flight in aircraft;

(e) meteorology—

(i) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;

(ii) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures; hazardous weather avoidance;

(f) navigation—

(i) practical air navigation using radio navigation aids;

(ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

(g) operational procedures—

- (i) interpretation and use of aeronautical documentation such as Aeronautical Information Publication (AIP), NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;
  - (ii) precautionary and emergency procedures; safety practices associated with flight under IFR;
- (h) radiotelephony-radiotelephony procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

#### **65. Flight instruction requirements**

(1) An applicant for an instrument rating shall have 20 hours or more of the instrument flight time required in regulation 66 (2) (b) while receiving and logging dual instruction in aircraft from an authorised flight instructor in an aircraft or approved synthetic flight trainer, on the subjects listed in the regulation 64.

(2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating—

- (a) pre-flight procedures, including the use of the flight manual or equivalent document; and appropriate air traffic services documents in the preparation of an instrument flight rules (IFR) flight plan;
- (b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;
- (c) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least—
  - (i) transition to instrument flight on take-off;
  - (ii) standard instrument departures and arrivals;
  - (iii) en-route IFR procedures;
  - (iv) holding procedures;
  - (v) instrument approaches to specified minima;
  - (vi) missed approach procedures; and
  - (vii) landings from instrument approaches;
- (d) in-flight manoeuvres and particular flight characteristics; or
- (e) if appropriate, operation of multi-engine helicopter solely by reference to instruments with one engine inoperative or simulated inoperative.

#### **66. Aeronautical experience and skill requirements**

(1) An applicant for an instrument rating shall hold a private pilot licence (PPL) or a commercial pilot licence or airline transport pilot licence (ATPL).

(2) An applicant for instrument rating shall have completed not less than—

(a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in aeroplane or helicopter; and

(b) 40 hours of instrument time aeroplanes or helicopters of which not more than 20 hours or 30 hours where a synthetic flight trainer is used may be instrument ground time under the supervision of an authorized instructor;

(3) If the privileges of the instrument rating are to be exercised on a multi-engine aeroplane out of the 20 hours specified in regulation 65 (1) the applicant must have received 15 hours of dual instruction in such an aeroplane from an authorised flight instructor.

(4) An applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft, the procedures and manoeuvres described in regulation 65 with a degree of competency appropriate to the privileges granted to the holder of an instrument rating and to—

(a) operate the aircraft within its limitations;

(b) complete all manoeuvres with smoothness and accuracy;

(c) exercise good judgement and airmanship;

(d) apply aeronautical knowledge; and

(e) maintain control of the aircraft at all times in a manner such that the successful outcome of the procedures or manoeuvre is never seriously in doubt.

(5) An applicant shall have demonstrated the ability to operate a multi-engine aeroplane solely by reference to instruments with one engine inoperative or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aeroplane.

#### **67. 67. Privileges and limitations**

(1) A holder of an instrument rating may act as pilot of an aeroplane flying in accordance with instrument flight rules.

(2) To exercise the privileges on a multi- engine aeroplane, the holder shall have complied with the requirements of regulation 66.

#### **68. 68. Renewal requirements**

An applicant for renewal of instrument rating shall pass a flight test either on an aircraft or an approved synthetic flight trainer of an aircraft type rating included in the pilot licence.

### *Flight Instructor Rating*

#### **69. Eligibility requirements**

(1) To be eligible for a flight instructor rating an applicant shall—

- (a) be at least eighteen years of age;
- (b) hold either a CPL or ATPL with—
  - (i) an aircraft category and class rating that is appropriate to the flight instructor rating sought; and
  - (ii) an instrument rating, if the person holds a CPL and is applying for a flight instructor rating with—
    - (aa) an aeroplane category and multiengine class rating; and
    - (bb) an instrument rating;
- (c) have received a logbook endorsement from an authorised instructor on the fundamentals of instructing listed in regulation 70 appropriate to the required knowledge test;
- (d) have passed a knowledge test on the areas listed in regulation 70;
- (e) have received a logbook endorsement from an authorised instructor on the areas of operation listed in regulation 72, appropriate to the flight instructor rating sought;
- (f) have passed the required practical test on the areas of operations listed in regulation 72, that is appropriate to the flight instructor rating sought in—
  - (i) an aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or
  - (ii) an approved synthetic flight trainer that is representative of the category and class of aircraft for the rating sought and used in accordance with an approved course at an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations;
- (g) have accomplished the following for a flight instructor rating with an aircraft rating—
  - (i) receive a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins

and spin recovery procedures after receiving flight training in those training areas in an aircraft, as appropriate, that is certificated for spins; and

(ii) demonstrate instructional proficiency in stall awareness, spin entry, spins and spin recovery procedures;

(h) have logged at least fifteen hours as PIC in the category and class of aircraft that is appropriate to the flight instructor rating sought; and

(i) have complied with the appropriate sections that apply to the flight instructor rating sought.

(2) For the purpose of the requirement of sub regulation (1)(g)(ii), the Authority may accept the endorsement specified in paragraph (g)(i) as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins and spin recovery procedures for the practical test, provided that the practical test is not a retest as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.

(3) If the retest referred in sub-regulation (2) is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate the knowledge and skill to an examiner in an aircraft, as appropriate, that is certificated for spins.

#### **70. Aeronautical knowledge requirements**

(1) The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as prescribed in regulation 42 as appropriate.

(2) In addition to the requirements of sub-regulation (1) the applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in the following areas—

(a) techniques of applied instruction;

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

(c) the learning process;

(d) elements of effective teaching;

(e) student evaluation and testing, training philosophies;

(f) training programme development;

(g) lesson planning;

(h) classroom instructional techniques;

- (i) use of training aids;
- (j) analysis and correction of student errors;
- (k) human performance relevant to flight instruction; and
- (l) hazards involved in simulating system failures and malfunctions in the air.

### **71. Aeronautical experience**

(1) An applicant for a flight instructor rating shall have met the experience requirements for the issue of a commercial pilot licence as prescribed in regulation 44.

(2) An applicant for a flight instructor rating shall demonstrate, in the category of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

### **72. Instruction requirements**

An applicant for a flight instructor rating shall, under the supervision of an authorised flight instructor—

- (a) have received instruction of not less than 20 hours in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
- (b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

### **73. Trainees records**

A holder of a flight instructor rating shall—

- (a) sign the logbook or any other approved record keeping document of each person to whom that instructor has given flight training or ground training;
- (b) maintain a record in a logbook or a separate document that contains the following—
  - (i) the name of each person whose logbook that instructor has endorsed for solo flight privileges, and the date of the endorsement; and
  - (ii) the name of each person that instructor has endorsed for a knowledge test or practical test and a record of the kind of test, the date, and the results; and
- (c) retain the records required by this regulation for three years from the date of giving the flight training or ground training.

#### **74. Additional category**

An applicant for an additional category flight instructor rating shall meet the eligibility requirements listed in regulation 69 that apply to the flight instructor rating sought.

#### **75. Privileges**

(1) A flight instructor shall have the following privileges—

- (a) to supervise student pilots on solo flights;
- (b) to carry out flight and ground instructions for the issue or renewal of—
  - (i) a private pilot licence;
  - (ii) a commercial pilot licence;
  - (iii) an instrument rating; and
  - (iv) a flight instructor rating.

(2) To exercise the privileges in sub-regulation (1), a flight instructor shall—

- (a) hold a licence and rating for which instruction is to be given in the appropriate aircraft category;
- (b) holds a licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is to be given; and
- (c) have the flight instructor privileges entered on the licence.

#### **76. Limitation and qualifications**

(1) A holder of a flight instructor rating shall observe the limitations and qualifications specified in this regulation.

(2) In any twenty four consecutive-hour period, a flight instructor may not conduct more than eight hours of flight training.

(3) A flight instructor shall not conduct flight training in any aircraft for which the flight instructor does not hold—

- (a) a valid pilot licence with the applicable category and class rating and flight instructor rating;
- (b) if appropriate, a type-rating;
- (c) for instrument flight training or for training for a type rating not limited to visual flight rules, an appropriate instrument rating on his pilot licence and flight instructor rating.

(4) A flight instructor shall not endorse—

- (a) a student pilot's logbook for solo flight privileges, unless that flight instructor has—
  - (i) given the student the flight training required for solo flight privileges required under these Regulations;
  - (ii) determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight;
  - (iii) given the student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
  - (iv) endorsed the student pilot's logbook for the specific make and model aircraft to be flown;
- (b) a student pilot's logbook for a solo cross-country flight, unless the flight instructor has determined that—
  - (i) the student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
  - (ii) the student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown;
- (c) a logbook of a pilot for a flight check-out, unless that instructor has conducted a review of that pilot in accordance with the requirements of regulation 23; and
- (d) a logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of Civil Aviation (Operation of Aircraft) Regulations.

(5) A flight instructor shall not give training required for the issue of a licence or rating in a multiengine aeroplane or helicopter unless that flight instructor has at least five flight hours of PIC time in the specific make and model of multiengine aeroplane or helicopter, as appropriate.

(6) A flight instructor shall not provide instruction to a pilot to qualify for a flight instructor rating unless that flight instructor—

- (a) holds an appropriate valid flight instructor rating and has exercised the privileges of that rating within the last twenty four months;
- (b) has given two hundred hours of flight training as a flight instructor in the relevant aircraft category; and

- (c) in the case of glider rating, has given at least eighty hours of flight training as a flight instructor in gliders.

### **77. Renewal requirements**

A flight instructor rating may be renewed if the applicant—

- (a) passes a practical test for—
  - (i) renewal of the flight instructor rating; or
  - (ii) an additional flight instructor privileges; or
- (b) presents to the Authority—
  - (i) a record of training students that shows that within twelve months preceding the date of application for renewal of the rating, the flight instructor has endorsed at least five students for a practical test for a licence or rating, and at least eighty percent of those students passed that test on the first attempt; or
  - (ii) a record that shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours;
  - (iii) a certificate showing that the applicant has successfully completed an approved flight instructor refresher course consisting of ground training or flight training or both, within the ninety days preceding the date of the expiry of the flight instructor rating.

### **78. Renewal of an expired flight instructor rating**

A holder of an expired flight instructor rating shall pass a flight instructor's practical test in order to renew the expired flight instructor rating.

*Flight Examiner Authorisation*

### **79. Flight examiner requirements**

(1) A flight examiner shall hold—

- (a) a licence and rating for which he or she is authorized to conduct skill tests or proficiency checks; and
- (b) appropriate flight instructor ratings for skill tests.

(2) To qualify for a flight examiner's authorisation, a pilot shall have logged 1000 hours of flight time and 200 hours providing flight instruction.

(3) The ground, flight and synthetic flight training for examiner shall include the subjects listed in regulation 70.

(4) To qualify for a flight examiner's authorisation, a pilot shall have conducted at least one skill test under the observation by the Authority, in the role of

an examiner for which authorisation is sought, including briefing, conduct of the skill test, assessment of the applicant to whom the skill test is given, debriefing and recording or documentation.

(5) Subject to compliance with the requirements specified in these Regulations, the privileges of the examiner's authorisation are to conduct skill tests and proficiency checks for a licence and ratings.

#### **80. Flight examiner training requirements**

(1) The ground training for examiners shall include—

- (a) examiner duties, functions and responsibilities;
- (b) applicable regulations and procedures;
- (c) appropriate methods, procedures and techniques for conducting the required tests and checks;
- (d) proper evaluation of student performance including the detection of—
  - (i) improper and insufficient training; and
  - (ii) personal characteristics of an applicant that could adversely affect safety;
- (e) appropriate corrective action in the case of unsatisfactory tests and checks; and
- (f) approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures in the aircraft.

(2) The flight training shall include—

- (a) training and practice in conducting flight evaluation from the left and right pilot seats for pilot examiners in the required normal, abnormal and emergency procedures to ensure competence to conduct the flight tests and checks;
- (b) the potential results of improper, untimely or non-execution of safety measures during an evaluation; and
- (c) the safety measures to be taken from either pilot seat for pilot check examiners for emergency situations that are likely to develop during an evaluation.

(3) The flight training for examiners in synthetic flight trainer shall include—

- (a) training and practice in conducting flight checks in the required normal, abnormal and emergency procedures to ensure competence to conduct the evaluations tests and checks required under these Regulations; and

- (b) training in the operation of synthetic flight trainer to ensure competence to conduct the evaluations required under these Regulations.

PART VIII—LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN PILOTS

*Flight Engineer Licence*

**81. Licences and ratings required**

A person shall not act as a flight engineer of an aircraft registered in Uganda unless that person holds a flight engineer licence with appropriate ratings.

**82. General eligibility requirements**

An applicant for a flight engineer licence shall—

- (a) be at least eighteen years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations;
- (c) comply with the requirements of these Regulations that apply to the rating sought; and
- (d) possess a valid class 1 medical certificate issued under these Regulations.

**83. Additional aircraft ratings**

An applicant for an additional aircraft class, category or type rating flight engineer licence shall—

- (a) pass the knowledge test and practical test that is appropriate to the class category or type of aircraft for which an additional rating is sought; and
- (b) satisfactorily complete an approved flight engineer training programme that is appropriate to the additional class rating sought.

**84. Knowledge requirements**

(1) An applicant for a flight engineer licence shall pass a knowledge test on the following subjects—

- (a) air law: rules and regulations relevant to the holder of a flight engineer licence, rules and regulations governing the operation of aircraft pertinent to the duties of a flight engineer;
- (b) aircraft general knowledge—
  - (i) basic principles of powerplants, gas turbines or piston engines, characteristics of fuels, fuel systems including fuel control, lubricants and lubrication systems, afterburners and injection systems, function and operation of engine ignition and starter systems;

- (ii) principles of operation, handling procedures and operating limitations of aircraft powerplants, effects of atmospheric conditions on engine performance;
- (iii) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life, identification of structural damage and defects;
- (iv) ice and rain protection systems;
- (v) pressurization and air-conditioning systems, oxygen systems;
- (vi) hydraulic and pneumatic systems;
- (vii) basic electrical theory, electric systems (alternate current and direct current), aircraft wiring systems, bonding and screening;
- (viii) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;
- (ix) limitations of appropriate aircraft;
- (x) fire protection, detection, suppression and extinguishing systems; and
- (xi) use and serviceability checks of equipment and systems of appropriate aircraft;

(c) flight performance and planning—

- (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations; and
- (ii) use and practical application of performance data including procedures for cruise control;

(d) human performance-human performance relevant to the flight engineer;

(e) operational procedures—

- (i) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power, installed equipment and cabin systems;
- (ii) normal, abnormal and emergency procedures; and
- (iii) operational procedures for carriage of freight and dangerous goods;

(f) principles of flight: fundamentals of aerodynamics; and

(g) radiotelephony: radiotelephony procedures and phraseology.

(2) The validity of the knowledge test results for an applicant for a flight engineer's licence shall be eighteen months after passing the examination.

#### **85. Aeronautical experience requirements**

(1) Except as otherwise specified in this regulation, an applicant for a flight engineer licence shall obtain and log the flight time used to satisfy the aeronautical experience requirements of sub-regulation (2) on an aeroplane on which a flight engineer is required by these Regulations.

(2) An applicant for a flight engineer licence with a type rating shall present, for the type rating sought, satisfactory evidence of one of the following, including the practical experience with the aircraft described in sub-regulation (1)—

- (a) at least three years of practical experience in aircraft maintenance and at least five hours of flight training in the duties of a flight engineer; or
- (b) graduation from at least a two and half-years specialised aeronautical training course in aircraft maintenance and at least six months of practical experience in maintaining aircraft and aircraft engines and at least five hours of flight training in the duties of a flight engineer; or
- (c) a degree in aeronautical or avionics engineering from a college, university or engineering school acceptable to the Authority at least one year of practical experience in aircraft maintenance and at least five hours of flight training in the duties of a flight engineer; or
- (d) a degree in electrical or mechanical engineering from a college, university or engineering school acceptable to the Authority at least one year of practical experience in aircraft maintenance and at least five hours of flight training in the duties of a flight engineer; or
- (e) at least a CPL with an instrument rating and at least five hours of flight training in the duties of a flight engineer; or
- (f) at least two hundred hours of flight time in a transport category aeroplane as PIC or a co-pilot performing the functions of a PIC under the supervision of a PIC; or
- (g) not less than one hundred hours of flight time as a flight engineer; or
- (h) within the 90 period before the application, successful completion of an approved flight engineer ground and flight course of instruction.

#### **86. 86. Skill requirements**

An applicant for a flight engineer licence with a type rating shall—

- (a) pass a practical test on the duties of a flight engineer in the type of aircraft for which a rating is sought or an approved synthetic flight trainer replicating such an aircraft;

- (b) show satisfactory performance in pre-flight inspection, servicing, starting, pre-takeoff and post-landing procedures;
- (c) while in-flight, show satisfactorily performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers, if appropriate, systems and appliances; and
- (d) while in-flight, in a synthetic flight trainer or in an approved training device, show satisfactorily performance on emergency duties and procedures and recognise and take appropriate action for malfunctions of the aeroplane, engines, propellers, if appropriate, systems and appliances.

### **87. Privileges**

(1) A holder of a flight engineer licence may—

- (a) act as flight engineer of any type of aircraft on which the holder is rated;
- (b) be authorized to act as a flight engineer instructor for issue or renewal of flight engineer licences or ratings; and
- (c) exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in regulation 127.

### **88. Renewal requirements**

A holder of a flight engineer licence may apply for renewal of the licence if the holder has logged not less than six hours as flight engineer within the six months preceding the date of application for renewal.

## **PART IX—LICENCES, CERTIFICATES, RATINGS AND AUTHORISATIONS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS**

### *Air Traffic Controller Licence*

### **89. Required licences and ratings or qualifications]**

(1) A person shall not act as an air traffic controller (ATC) unless that person holds an air traffic controller licence issued under these Regulations.

(2) A licence to act as an air traffic controller shall include—

- (a) one or more ratings as specified in regulation 9(4) specifying the type of air traffic control service which the holder of the licence is competent to provide; and
  - (b) a list of the places at which, and the type of radar equipment, if any, with the aid of which the licence holder may provide the service;
- (3) Where during a continuous period of six months the holder of an air traffic controller licence has not at any time provided at a particular place the type of

air traffic control service specified in the rating, the rating shall cease to be valid for that place at the end of the six months period.

(4) Upon a rating ceasing to be valid as specified for a place, in sub paragraph (3) the holder of the air traffic controller licence shall forthwith inform the Authority to that effect and shall forward the licence to the Authority to enable the licence to be endorsed accordingly.

#### **90. General eligibility requirements**

An applicant for an air traffic controller licence shall—

- (a) be at least 21 years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations without impediment of speech that would interfere with two way radio conversation; and
- (c) comply with the knowledge requirements of regulations 91 and 92.

#### **91. Knowledge requirements for issue of an ATC licence**

(1) An applicant for an air traffic controller licence shall have received and passed an approved training course in air traffic control conducted at an approved training organisation in at least the following subjects—

- (a) air law - rules and regulations relevant to the air traffic controller;
- (b) air traffic control equipment - principles, use and limitations of equipment used in air traffic control;
- (c) general knowledge - principles of flight; principles of operation and functioning of aircraft, powerplants and systems; aircraft performances relevant to air traffic control operations;
- (d) human performance - human performance relevant to air traffic control;
- (e) language - the language or languages nationally designated for use in air traffic control and ability to speak such language or languages without accent or impediment which would adversely affect radio communication;
- (f) meteorology - aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;
- (g) navigation - principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and

(h) operational procedures - air traffic control, communication, radiotelephony and phraseology procedures (routine, non routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

(2) The applicant shall have undergone the actual control of air traffic under the supervision of an appropriately rated air traffic controller and acquired experience for the rating sought as specified in regulation 92.

(3) The applicant shall hold a current class 3 medical certificate.

(4) The validity of the knowledge test results for an applicant for a air traffic controller licence shall be eighteen months after passing the test.

## **92. Knowledge requirements for air traffic controller ratings**

(1) An applicant for air traffic controller rating shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility—

(a) aerodrome control rating—

- (i) aerodrome layout, physical characteristics and visual aids;
- (ii) airspace structure;
- (iii) applicable rules, procedures and source of information;
- (iv) air navigation facilities;
- (v) air traffic control equipment and its use;
- (vi) terrain and prominent landmarks;
- (vii) characteristics of air traffic;
- (viii) weather phenomena; and
- (ix) emergency and search and rescue plans;

(b) approach control and area control ratings—

- (i) airspace structure;
- (ii) applicable rules, procedures and source of information;
- (iii) air navigation facilities;
- (iv) air traffic control equipment and its use;
- (v) terrain and prominent landmarks;
- (vi) characteristics of air traffic and traffic flow;
- (vii) weather phenomena;
- (viii) emergency and search and rescue plans; and

(c) approach radar, approach precision radar and area radar control ratings.

(2) An applicant for air traffic control rating shall meet the requirements specified in sub regulation (1) (b) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects—

- (a) principles, use and limitations of radar, other surveillance systems and associated equipment; and
- (b) procedures for the provision of approach, precision approach or area radar control services, as appropriate, including procedures to ensure appropriate terrain clearance.

(3) The validity of the knowledge test results for an applicant for a air traffic controller rating shall be twelve months after passing the test.

(4) An applicant for air traffic controller rating shall undergo the actual control of air traffic under the supervision of an appropriately rated air traffic controller and acquire experience for the rating sought as follows—

- (a) aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;
- (b) approach control rating: an approach control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought;
- (c) approach radar control rating: an approach radar control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought;
- (d) approach precision radar control rating: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Authority, not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought;
- (e) area control rating: an area control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and
- (f) area radar control rating: an area radar control service, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought.

(5) The experience specified in sub-regulation (4) shall have been completed within the 6-month period immediately preceding application.

(6) Where the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirement can be reduced, and if so, to what extent.

(7) Where the privileges of the approach radar control rating include surveillance radar approach duties, the experience shall include not less than 25 plan position indicator (PPI) approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.

### **93. Skill requirements**

(1) An applicant for air traffic controller rating shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious flow of air traffic.

(2) An applicant for a unit rating at an air traffic control unit shall be required to pass a practical test on each area listed in regulation 92 that is applicable to each operating position at the control unit at which the rating is sought.

### **94. Privileges and limitations**

(1) Subject to sub-regulation (2) a holder of an air traffic controller licence which includes ratings of two or more of the classes specified in sub-regulation (2) shall not at any one time perform the function specified in respect of more than one of these ratings.

(2) The functions of any one of the following groups of ratings may be exercised at the same time—

(a) the aerodrome control rating and the approach control rating;

(b) approach control rating and the approach radar control rating; except that the functions of the approach radar control rating shall not be exercised at the same time as the functions of the approach radar control rating if the service being provided under the approach radar control is a surveillance radar approach terminating at a point less than two nautical miles from the point of intersection of the glide path with the runway, the two functions shall not be exercised at the same time;

(c) the area control rating and the area radar control rating; or

(d) by an aerodrome control tower or area control centre when it is necessary or desirable to combine under the responsibility of one unit of the functions of the approach control service with those of the aerodrome control service or area control service.

### **95. Privileges of ATC ratings**

(1) The privileges of the holder of an air traffic controller licence endorsed with one or more of the under mentioned ratings shall be—

- (a) aerodrome control rating: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;
- (b) approach control rating: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion of the airspace, under the jurisdiction of the unit providing approach control service;
- (c) approach radar control rating: to provide or supervise the provision of approach control service with the use of radar or other surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or of the airspace, under the jurisdiction of the unit providing approach control service; and in case the holder complies with the rating the privileges shall include the provision of surveillance radar approaches;
- (d) approach precision radar control rating: to provide or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
- (e) area control rating: to provide or supervise the provision of area control service within the control area or portion of the control area, for which the licence holder is rated;
- (f) area radar control rating: to provide or supervise the provision of area control service with the use of radar, within the control area or portion of the control area, for which the licence holder is rated.

(2) Before exercising the privileges indicated in sub-regulation (1), the air traffic controller licence holder shall be familiar with all pertinent and current information and shall indicate by signing his or her name indicating the time in co-ordinated universal time (UTC) in the appropriate air traffic controller log book.

(3) The holder of an air traffic controller licence shall not provide instruction in an operational environment except as authorised in writing by the Authority.

#### **96. Validity of ATC ratings**

An air traffic controller rating becomes invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period of six months and shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

#### **97. Maximum working hours**

(1) Except in an emergency, a licensed air traffic controller shall not perform any duties for twenty-four consecutive hours during each seven consecutive days.

(2) An air traffic controller may not serve or be required to serve—

- (a) for more than ten consecutive hours; or
- (b) for more than ten hours during a period of twenty four consecutive hours,

unless the air traffic controller has had a rest period of at least eight hours at or before the end of the ten hours of duty.

#### **98. Responsibilities over fatigue**

A person holding an air traffic controller licence shall not act as an air traffic controller nor shall an employer allow a licensed controller, if the controller or the employer knows or suspects that the controller is suffering from or having regard to the circumstances of the period of duty to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of any aircraft to which an air traffic control service may be provided.

#### **99. Prohibition of unlicensed air traffic controllers**

(1) An air traffic controller shall not provide any type of air traffic service at any aerodrome at which air traffic control service is required to be provided under the Civil Aviation (Rules of the Air and Air Traffic Control) Regulations or at any other place, not being an aerodrome, at which air traffic control service is provided, whether or not under the direction of the Authority, unless he or she does so in accordance with the terms of—

- (a) a valid air traffic controller licence so granted authorising the air traffic controller to provide that type of service at that aerodrome or other places;
- (b) a valid air traffic controller licence so granted which does not authorise the air traffic controller to provide that type of service at the aerodrome or other place, but he or she is supervised by a person who is present at the time and who is the holder of a valid air traffic controller licence so granted which authorises him to provide at that aerodrome or other place the type of air traffic control service which is being provided; or
- (c) the air traffic controller's appointment as an air traffic controller trainee and he or she is supervised by a person who is present at the time and who is the holder of a valid air traffic controller's licence so granted which authorises him or her to provide that type of service at any aerodrome or at a place at which air traffic control service is provided.

(2) An air traffic controller licence shall not be required by any person who acts in the course of his or her duty as a member of the Uganda military or a visiting force.

(3) A holder of an air traffic controller licence shall not perform any of the functions specified in regulation 100 in respect of a rating at any of the places referred to in sub-regulation (1) unless—

- (a) his or her licence includes that rating and the rating is valid for the place at which, and the type of radar equipment, if any, with the aid of which functions are performed; or
- (b) he or she is supervised by a person who is present at the time and who is the holder of a valid air traffic controller's licence granted under these Regulations which authorises him or her to provide at that aerodrome or other place the type of air traffic control service which is being provided.

(4) Nothing in this regulation shall prohibit a holder of a valid air traffic controller licence from providing at any place for which the licence includes a valid rating, information to aircraft in flight in the interests of safety.

### **100. Renewal requirements**

An air traffic controller licence may be renewed if the holder demonstrates, at a level appropriate to the privileges being renewed, the skill, judgement and performance required to provide a safe, orderly and expeditious control service within the six months preceding the date of application for renewal.

#### *Ground Instructor Licence*

### **101. Eligibility requirements**

(1) An applicant for a ground instructor licence shall—

- (a) be at least eighteen years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations;
- (c) pass a knowledge test on the fundamentals of instructing including—
  - (i) the learning process;
  - (ii) elements of effective teaching;
  - (iii) student evaluation and testing;
  - (iv) course development;
  - (v) lesson planning;
  - (vi) classroom training techniques;
  - (vii) techniques of applied instructions;
  - (viii) use of training aids;
  - (ix) analysis and correction of student errors; and
  - (x) human performance relevant to ground instruction;

(d) pass a knowledge test on the aeronautical knowledge areas specified in regulations 36, 42 and 48.

(2) A ground instructor licence shall be issued with either one of the following ratings—

(a) basic;

(b) advanced;

(c) instrument.

(3) The knowledge test specified in sub-regulation (1)(c) is not required if the applicant holds a flight instructor rating issued under these Regulations.

(4) The knowledge test results for a ground instructor licence shall be valid for eighteen months after passing the examination.

## **102. Privileges**

(1) A holder of a ground instructor licence may exercise the privileges appropriate to the rating as follows—

(a) for a holder of a basic ground instructor rating—

(i) ground training in the aeronautical knowledge areas required for the issue of a private pilot licence (PPL) or associated ratings;

(ii) ground training required for a private pilot flight check-out; and

(iii) a recommendation for a knowledge test required for the issuance of a PPL;

(b) for a holder of an advanced ground instructor rating—

(i) ground training in the aeronautical knowledge areas required for the issue of any pilot licence or rating;

(ii) ground training required for any flight check out; and

(iii) a recommendation for a knowledge test required for the issue of any licence;

(c) for a holder of an instrument ground instructor rating—

(i) ground training in the aeronautical knowledge areas required for the issue of an instrument rating;

(ii) ground training required for an instrument proficiency check; and

(iii) a recommendation for a knowledge test required for the issue of an instrument rating.

(2) A person who holds a ground instructor licence shall be authorised, within the limitations of the ratings on the ground instructor licence, to endorse the

logbook or other training record of a person to whom the holder has provided the training or recommendation specified in sub-regulation (1).

### **103. Requirements for ratings**

An applicant for a ground instructor licence is required to hold or have held a commercial pilot licence (CPL) or airline transport pilot licence (ATPL) as appropriate or pass the following—

- (a) basic ground instructor rating: aeronautical knowledge requirements for CPL as prescribed in regulation 42;
- (b) advanced ground instructor rating: aeronautical knowledge requirements for ATPL as prescribed in regulation 48;
- (c) instrument ground instructor rating—
  - (i) meet the requirements of paragraph (a) or (b) and in addition the instrument rating knowledge requirements as prescribed in regulation 64; and
  - (ii) be a holder of a valid instrument rating.

### **104. Renewal requirements**

A holder of a ground instructor licence shall not perform the duties of a ground instructor unless within the twelve preceding months the person has served for three months as a ground instructor.

#### *Flight Operations Officer Licence*

### **105. General eligibility requirements**

An applicant for a flight operations officer licence shall—

- (a) be at least 21 years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations; and
- (c) comply with the knowledge requirements, experience or training requirements and skill requirements for flight operations officer as contained in these Regulations.

### **106. Knowledge requirements**

(1) An applicant for a flight operations officer licence shall pass a knowledge test covering the following areas—

- (a) air law- rules and regulations relevant to the holder of a flight operations officer licence and appropriate air traffic services practices and procedures;

- (b) aircraft general knowledge—
  - (i) principles of operation of aeroplane powerplants, systems and instruments;
  - (ii) operating limitations of aeroplanes and powerplants; and
  - (iii) minimum equipment list;
- (c) flight performance calculation and planning procedures—
  - (i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
  - (ii) operational flight planning, fuel consumption and endurance calculations, alternate airport selection procedures, en-route cruise control and extended range operation;
  - (iii) preparation and filing of air traffic services flight plans; and
  - (iv) basic principles of computer-assisted planning systems;
- (d) human performance- human performance relevant to dispatch duties;
- (e) meteorology—
  - (i) aeronautical meteorology, the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions; and
  - (ii) interpretation and application of aeronautical meteorological reports, charts and forecasts, codes and abbreviations, use of, and procedures for obtaining, meteorological information;
- (f) navigation- principles of air navigation with particular reference to instrument flight;
- (g) operational procedures—
  - (i) use of aeronautical documentation;
  - (ii) operational procedures for the carriage of freight and dangerous goods;
  - (iii) procedures relating to aircraft accidents and incidents and emergency flight procedures; and
  - (iv) procedures relating to unlawful interference and sabotage of aircraft;
- (h) principles of flight- principles of flight relating to the appropriate category of aircraft; and

(i) radio communication- procedures for communicating with aircraft and relevant ground stations.

(2) The knowledge test results for a flight operations officer licence shall be valid for eighteen months after passing the examination.

### **107. Experience or training requirements**

(1) An applicant for a flight operations officer licence shall present documentary evidence satisfactory to the Authority that the applicant has the experience or training as follows—

(a) a total of two years' service in any one or in any combination of the capacities specified in sub-paragraph (i), (ii), (iii), provided that in any combination of experience the period served in any capacity shall be at least one year—

(i) a flight crew member in commercial air transport; or

(ii) a meteorologist in an organization dispatching aircraft in commercial air transport; or

(iii) an air traffic controller or technical supervisor of flight operations officer or air transportation flight operations systems; or

(b) at least one year as an assistant in the dispatching or aircraft used in commercial air transport; or

(c) has satisfactorily completed an approved course training in a flight operations.

(2) An applicant shall have served under the supervision of flight operations officer for at least ninety days within the six months immediately preceding the application.

### **108. Skill requirements**

An applicant for a flight operations officer licence shall demonstrate the ability to—

(a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports;

(b) provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route;

(c) forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

(d) determine the optimum flight path for a given segment and create accurate manual or computer generated flight plans; and

(e) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence.

### **109. Privileges**

Subject to compliance with the requirements of these Regulations, the privileges of a holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in the Civil Aviation (Operation of Aircraft) Regulations.

### **110. Renewal requirements**

A flight operations officer licence may be renewed if the holder has performed his or her duties in the six months preceding the date of application for renewal exercising the privileges of the licence.

#### *Aircraft Maintenance Engineer*

### **111. General eligibility requirements**

(1) An applicant for a grant of an aircraft maintenance engineer licence (AMEL) shall—

- (a) be at least 18 years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations and interpret technical reports and maintenance publications and carry out technical discussions in the English language;
- (c) comply with the knowledge, experience and competency requirements prescribed for the rating sought; and
- (d) pass all of the prescribed examinations for the rating sought, within twelve months preceding the date of filing the application.

(2) A licensed aircraft maintenance engineer (LAME) who applies for an additional rating shall meet the requirements of regulation 113.

### **112. Aeronautical knowledge and skill requirements**

(1) An applicant for an aircraft maintenance engineers' licence shall demonstrate the level of knowledge and skill in the subjects as provided in the Second Schedule to these Regulations.

(2) The knowledge test results for an aircraft maintenance engineer's licence shall be valid for twelve months after passing the examination.

### **113. Experience requirements: licence with or without type rating**

(1) Except as specified in sub-regulation (2), an applicant for the issue or extension of a licence in categories A, C, X and R must show confirmed minimum specific periods of aircraft maintenance engineering experience totaling 3 years.

(2) An applicant for category 'X' – compass compensation and adjustment shall hold a licence without type ratings (LWTR) in both categories 'A' and 'C' or 'X' or 'R' and shall have a minimum of six months engineering experience relating

to the maintenance of operating aircraft in the two years preceding the date of application with a minimum of six compass swings.

(3) An applicant must demonstrate the following minimum experience gained while maintaining operating aircraft and not in component workshops or on static or non-flying aircraft—

- (a) for a Category ‘A’ or ‘C’ LWTR, 24 months relating to airframe or engine maintenance, 12 months of which must be in the two years immediately preceding the date of application; or
- (b) for any category ‘R’ or ‘X’ LWTR (excluding Category ‘X’ – compass compensation and adjustment), 24 months related to avionic systems, 12 months of which must be in the two years immediately preceding the date of application; and
- (c) six months, within the twelve months referred to in (a) and (b), relevant to the specific LWTR for which application is being made.

(4) Where an applicant for category ‘X’ electrical holds a valid licence which includes both category ‘A’ and category ‘C’ LWTR sub divisions, the experience in sub-regulation (3) (b) need not be complied with and the applicant need show only the six months experience relevant to the LWTR required in sub-regulation 3(c).

(5) An applicant for a licence without a type rating (LWTR) in one category holding a valid licence in another category the experience requirement of sub-regulation (3)(a) and (3)(b) may be reduced dependent on the total practical experience accumulated while holding that licence and training attended but in any case shall demonstrate the experience requirements of sub-regulation 3(c); any of the periods specified in sub regulation (3) may be concurrent.

(6) Subject to sub-regulation (7) extension of a licence to include a type rating—

- (a) shall not require a period of general experience additional to that required for the relevant LWTR, which must be held before a type rating is granted; and
- (b) shall require satisfactory record of experience, gained within the three years before the application, appropriate to the type rating sought.

(7) An applicant for a type rating from a holder of a LWTR which was gained following successful completion of an approved initial course shall show confirmed evidence that he or she has obtained at least 12 months relevant aircraft engineering experience with an organisation engaged in the maintenance of operational aircraft in addition to that gained during the course.

#### **114. Privileges and limitations**

(1) Except as specified in sub-regulations (4) and (5), a holder of an aircraft maintenance engineer licence (AMEL) may perform or supervise the maintenance, preventive maintenance or modification of or after inspection, approve for return to

service, any aircraft, airframe, aircraft engine, propeller, appliance, component or part thereof, for which the holder of an AMEL is rated, provided the holder has—

- (a) satisfactorily performed the work at an earlier date;
- (b) demonstrated the ability to perform the work to the satisfaction of the Authority;
- (c) received training acceptable to the Authority on the tasks to be performed; or
- (d) performed the work while working under the direct supervision of a holder of an AMEL or an aviation repair specialist who is appropriately authorised and has—
  - (i) previous experience in the specific operation concerned; or
  - (ii) received training acceptable to the Authority on the task to be performed.

(2) Except as specified in sub-regulations (4) and (5), a holder of an AMEL with an airframe rating may, after he or she has performed the inspection required by the Civil Aviation (Operation of Aircraft) Regulations on an airframe or any related part or appliance, approve and return the airframe or any related part or appliance to service.

(3) Except as specified in sub-regulations (4) and (5), a holder of an AMEL with an engine rating may perform the inspection required by the Civil Aviation (Operation of Aircraft) Regulations on an engine or propeller or any related part or appliance and approve and return the airframe or any related part or appliance to service.

(4) Except as specified in sub-regulation (5), a holder of an AMEL with a radio, electrical, instruments and compass rating may inspect, repair, maintain, function, test and return to service aircraft radio, electrical, instruments and compass systems and components respectively.

(5) A holder of an AMEL with an airframe, engine or radio, electrical, instruments and compass rating shall not supervise the maintenance, preventive maintenance or modification of or approve and return to service, any aircraft, airframe, engine, propeller, appliance, component or part thereof, for which the holder of an AMEL is rated unless the holder has satisfactorily performed the work concerned at an earlier date.

### **115. Recency and renewal requirements**

(1) A holder of an aircraft maintenance engineers licence shall apply for renewal of licence at least two months before the expiry period in a form and manner prescribed by the Authority.

(2) The holder must have performed work comparable with that required for the grant of the licence for periods totaling at least six months during the twenty four months preceding the date of the expiry of the licence.

(3) A person who fails to renew his or her licence after the expiry period may do so within the next 12 months provided that proves that he or she has been continuously engaged in practical work for the entire extended period.

(4) A person who does not apply for a renewal within the extended period as provided for in sub-regulation (3) or fails to prove that he or she has continuously been engaged in practical work during that period will be required to sit for an exam before the licence is renewed.

### *Aviation Repair Specialist Authorisation*

#### **116. Eligibility requirements**

An applicant for an aviation repair specialist authorisation shall—

- (a) be at least 18 years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the First Schedule to these Regulations and interpret technical reports and maintenance publications and carry out technical discussions in the English language;
- (c) be specially qualified to perform maintenance on aircraft or aircraft components appropriate to the job for which the aviation repair specialist was employed;
- (d) be employed for a specific job requiring special qualifications by an approved maintenance organisation certificated under the Civil Aviation (Approved Maintenance Organisation) Regulations;
- (e) be recommended for certification by the aviation repair specialist's employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or components, appropriate to the job for which the aviation repair specialist is employed; and
- (f) either—
  - (i) have at least eighteen months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or

- (ii) have completed formal training acceptable to the Authority and specifically designed to qualify the applicant for the job on which the applicant is to be employed.

### **117. Privileges and limitations**

(1) An applicant for an aviation repair specialist authorisation who is employed by an approved maintenance organization shall be concurrent with the rating issued to the approved maintenance organisation limited to the specific job for which the aviation repair specialist is employed to perform, supervise or approve for return to service.

(2) An applicant for an aviation repair specialist authorisation in respect of airframe, engine, avionics or other systems shall not be issued with that authorisation for purposes of circumventing the process of obtaining an aircraft maintenance engineer licence (AMEL).

(3) An aviation repair specialist may perform or supervise the maintenance, preventive maintenance or alteration of aircraft, airframes, engines, propellers, appliances, components and parts appropriate to the designated speciality area for which the aviation repair specialist is authorised and rated, but only in connection with employment by a maintenance organisation approved under the Civil Aviation (Approved Maintenance Organisation) Regulations.

(4) An aviation repair specialist shall not perform or supervise duties unless the aviation repair specialist understands the current instructions of the employing approved maintenance organisation and the instructions for continued airworthiness, which relate to the specific operations concerned.

### **118. Display of authorisation**

A person who holds an aviation repair specialist authorisation shall keep that authorisation within the immediate area where the person normally exercises the privileges of the authorisation and shall present it for inspection upon the request of the Authority or any other person authorised by the Authority.

### **119. Surrender of authorisation**

A holder of an aviation repair specialist authorisation shall surrender the authorisation to the Authority when it is suspended, revoked or at the time the holder leaves the employment of the approved maintenance organisation.

*Flight Radiotelephony Operator Licence*

### **120. General eligibility requirements**

(1) Except for a holder of a pilot licence, a person required to use radiotelephone apparatus aboard an aircraft shall hold a flight radiotelephony operator licence.

(2) An applicant for a flight radiotelephony operator licence shall—

(a) be at least 17 years of age;

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

- (c) comply with the knowledge and skill requirements, for flight radiotelephone operator as contained in regulation 122; and
- (d) demonstrate a level of knowledge appropriate to the privileges granted to a holder of a flight radiotelephone operator licence.

### **121. Skill and Knowledge requirements**

(1) An applicant for a flight radiotelephony operator licence shall pass a practical and knowledge test covering the following areas—

- (a) the ICAO spelling alphabet;
- (b) departure and position reporting;
- (c) obtaining meteorological information;
- (d) transmission and procedures of distress and urgency signals;
- (e) communication techniques and procedures;
- (f) the necessity for brevity in radiotelephony communication and priorities;
- (g) pre-flight briefing;
- (h) classification of directional finding bearings;
- (i) radiotelephony facilities and frequencies available in the flight information region (FIR);
- (j) elementary knowledge of the relationship between wavelength and frequency;
- (k) radiotelephony procedures and phraseology; and
- (l) ability to use the radio equipment of the type installed in the aircraft and including the ability to carry out emergency procedures.

(2) The knowledge test results for a radio telephony operator licence shall be valid for six months after passing the examination.

### **122. Privileges**

A holder of a flight radiotelephony operator licence shall have the privilege to use the radiotelephone on board an aircraft.

### **123. Renewal requirements**

A holder of a flight radiotelephony operator licence may apply for renewal of the licence if the holder has exercised the privileges of the licence in the six months preceding the date of application.

*Cabin Crew Member Certificate*

### **124. Required certificate, ratings and qualifications**

(1) A person shall not act as a cabin crew member unless that person holds—

- (a) a cabin crew member certificate;
- (b) a rating for the specific aircraft type or is operating under the supervision of a rated cabin crew for the purpose of qualifying for the rating;
- (c) the required knowledge for the type of aircraft and operating position;
- (d) the current medical certificate class 2;

(2) A person undergoing training to qualify for a cabin crew member certificate or rating shall not—

- (a) form a part of the required minimum number of cabin crew member for that aircraft;
- (b) be assigned to an operating position that requires a cabin crew member.

(3) In this regulation, operating position means a duty station assigned to the cabin crew member for execution of emergency duties.

#### **125. Eligibility requirements**

An applicant for cabin crew member certificate shall—

- (a) be at least 18 years of age;
- (b) be able to read, speak and understand the English language sufficiently to adequately carry out the responsibilities of a cabin crew member;
- (c) have completed a course of training approved by the Authority; and
- (d) have passed a knowledge test.

#### **126. Knowledge requirements**

(1) An applicant for a cabin crew member certificate shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a cabin crew member certificate, in the following subjects—

- (a) fire and smoke training to include—
  - (i) emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in particular, emphasis on the importance of identifying the actual source of the fire;
  - (ii) the importance of informing the flight crew immediately, as well as the specific actions necessary for co-ordination and assistance, when fire or smoke is discovered;
  - (iii) the necessity for frequent checking of potential fire-risk areas including toilets and the associated smoke detectors;
  - (iv) the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire

situations, the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and

- (v) the general procedures of ground based emergency services at aerodromes;
- (b) water survival training to include the actual donning and use of personal flotation equipment in water by each cabin crew member; before first operating on an aeroplane fitted with life-rafts or other similar equipment, training must be given on the use of this equipment, as well as actual practice in water;
- (c) survival training appropriate to the areas of operation such as polar, desert, jungle or sea;
- (d) medical aspects and first aid to include—
  - (i) instruction on first aid and the use of first-aid kits;
  - (ii) first aid associated with survival training and appropriate hygiene; and
  - (iii) the physiological effects of flying and with particular emphasis on hypoxia;
- (e) passenger handling to include the following—
  - (i) advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive;
  - (ii) methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation;
  - (iii) regulations covering the safe stowage of cabin baggage including cabin service items and the risk of the baggage becoming a hazard to occupants of the cabin or otherwise obstructing or damaging safety equipment or aeroplane exits;
  - (iv) the importance of correct seat allocation with reference to aeroplane mass and balance with particular emphasis given on the seating of disabled passengers and the necessity of seating able-bodied passengers adjacent to unsupervised exits;
  - (v) duties to be undertaken in the event of encountering turbulence including securing the cabin;
  - (vi) precautions to be taken when live animals are carried in the cabin;

- (vii) dangerous goods training as prescribed in Civil Aviation (Operation of Aircraft) Regulations and Civil Aviation (Air Operator Certification and Administration) Regulations; and
  - (viii) security procedures, including the provisions of Civil Aviation (Operation of Aircraft) Regulations and Civil Aviation (Air Operator Certification and Administration) Regulations;
- (f) communication - emphasis shall be placed on the importance of effective communication between cabin crew and flight crew including technique, common language and terminology;
- (g) discipline and responsibilities—
- (i) the importance of cabin crew performing their duties in accordance with the operations manual;
  - (ii) continuing competence and fitness to operate as a cabin crew member with special regard to flight and duty time limitations and rest requirements;
  - (iii) an awareness of the aviation regulations relating to cabin crew member and the role of the Authority;
  - (iv) general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology and areas of operation;
  - (v) pre-flight briefing of the cabin crew member and the provision of necessary safety information with regard to their specific duties;
  - (vi) the importance of ensuring that relevant documents and manuals are kept up-to-date with amendments provided by the operator;
  - (vii) the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures;
  - (viii) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations; and
- (h) crew resource management (CRM) to include appropriate provisions of the Civil Aviation (Operation of Aircraft) Regulations in relation to cabin crew member.

(2) The knowledge test results for a cabin crew member certificate shall be valid for twelve months after passing the examination.

## **127. Skill requirements**

An applicant for a cabin crew member certificate shall have demonstrated the ability to perform as cabin crew member of an aircraft in the following procedures—

- (a) to execute those safety duties and functions which the cabin crew member is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
- (b) drilled and capable in the use of emergency and life saving equipment required to be carried such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment and first-aid kits;
- (c) when serving on aeroplanes operated above 10,000 feet, knowledge as regards the effect of lack of oxygen and, in the case of pressurized aeroplanes, as regards physiological phenomena accompanying a loss of pressurisation;
- (d) aware of other crew members' assignments and functions in the event of an emergency so far as is necessary for the fulfillment of the cabin crew member's own duties;
- (e) aware of the types of dangerous goods which may, and may not, be carried in a passenger cabin and has completed the dangerous goods training programme required by Civil Aviation (Operation of Aircraft ) Regulations;
- (f) knowledge about human performance as related to passenger cabin safety duties including flight crew-cabin crew co-ordination.

### **128. Privileges**

A holder of a cabin crew member certificate may—

- (a) act as a cabin crew member in aircraft of types specified in the certificate when such aircraft are engaged in commercial transport operations; and
- (b) be authorized to act as a cabin crew member instructor for issue or renewal of cabin crew certificate and aircraft type ratings.

### **129. Renewal requirements**

A holder of a cabin crew member certificate may apply for renewal if the holder has successfully completed the annual safety and emergency procedure training approved by the Authority every 12 months.

## **PART X—AVIATION MEDICAL STANDARDS AND CERTIFICATION**

### *General*

### **130. Medical certificates issued by the Authority**

The Authority may issue classes of medical certificates that are intended to indicate the minimum medical standards as follows—

- (a) class 1 applies to applicants for or holders of—
  - (i) commercial pilot licence: aeroplanes and helicopters;
  - (ii) airline transport pilot licence: aeroplanes and helicopters;
  - (iii) flight engineer licence;
- (b) class 2 applies to applicants for or holders of—
  - (i) commercial pilot licence: lighter-than-air;
  - (ii) private pilot licence: aeroplanes, helicopters and glider;
  - (iii) student pilot licence: for all aircraft; and
  - (iv) cabin crew certificate;
- (c) class 3, applies to applicants for or holders of air traffic controller licence.

### **131. Aviation medical examiner, designation and qualifications**

(1) The Authority may designate a medical doctor who meets the qualifications specified in sub-regulation (2) as an aviation medical examiner to conduct medical examinations for fitness of applicants for the issue or renewal of licences or certificates specified in these Regulations.

(2) For a medical doctor to be designated as an aviation medical examiner, he or she shall—

- (a) be qualified and licensed in the practice of medicine;
- (b) have obtained aviation medicine training at an institution recognised by the Authority;
- (c) demonstrate adequate competence in aviation medicine; and
- (d) have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

(3) A medical examiner shall receive refresher training at regular intervals as prescribed by the Authority.

### **132. Delegation of authority**

(1) The Authority may delegate to an aviation medical examiner the authority to—

- (a) accept applications for physical examinations necessary for issue of a medical certificate under these Regulations;
- (b) examine applicants for and holders of medical certificates to determine whether the applicants meet applicable medical standards; and
- (c) recommend issue, renewal, denial or withdrawal of medical certificates to an applicant based on meeting or failing to meet applicable medical standards.

(2) The Authority shall use the services of medical assessors to evaluate reports submitted to it by medical examiners.

(3) The Authority shall retain the right to reconsider any action of an aviation medical examiner.

#### *Medical Certification Procedures*

##### **133. Medical records**

(1) An applicant for a medical certificate shall, in a form and manner prescribed by the Authority, sign and furnish the medical examiner with a personally certified statement of medical facts concerning personal, familiar and hereditary history that is as complete and accurate as the applicant's knowledge permits.

(2) Where the aviation medical examiner finds that additional medical information or history is needed, the aviation medical examiner shall request the applicant to furnish that information or authorize any clinic, hospital, physician or other person to release to the aviation medical examiner all available information or records concerning that history.

(3) Where an applicant for a medical certificate fails within a reasonable period to provide the requested medical information or history or fails to authorise the release so requested, the Authority may deny the application as well as suspend, modify or revoke all medical certificates held by the applicant.

(4) Where a medical certificate is suspended or modified under sub-regulation (3), the suspension or modification remains in effect until—

(a) the holder provides the requested information, history, or authorisation to the Authority; and

(b) the Authority determines that the holder meets the medical standards.

##### **134. Aviation medical examiner submission of signed medical evaluation report**

(1) An aviation medical examiner who is authorised to conduct a medical examination under regulation 131 shall—

(a) sign the required report and medical certificate and submit directly to the Authority the full details in the form and manner prescribed by the Authority;

(b) report to the Authority any individual case where in the aviation medical examiner's judgement, an applicant has failed to meet any requirement that is likely to jeopardize flight safety; and

(c) having commenced a medical evaluation of an applicant, submit to the Authority the report, whether the evaluation is terminated prior to completion, yielded sub-standard results, or was completed satisfactorily.

(2) If the medical report is submitted to the Authority in electronic format, adequate identification of the examiner shall be established.

### **135. Issue of medical certificate**

(1) An aviation medical examiner shall issue the applicable medical certificate to any person who meets the medical standards prescribed in these Regulations, based on medical examination and evaluation of the applicant's history and condition.

(2) A person to be issued with a medical certificate shall undergo a medical examination based on the physical and mental standards contained in these Regulations.

### **136. Denial of medical certificate**

(1) An applicant for a medical certificate may be denied a certificate if, upon medical examination, the applicant does not meet the physical and mental standards specified in these Regulations.

(2) The denial of the medical certificate is effective—

(a) on the date of the medical evaluation that determined the applicant did not meet the physical and mental standards specified in these Regulations; and

(b) until such time that the applicant is again determined by the Authority to be fit to exercise the privileges through—

(i) an accredited medical conclusion;

(ii) a special flight test; or

(iii) with respect to a transient condition, until a subsequent satisfactory report is acceptable to the Authority.

(3) An applicant who is denied a medical certificate by an aviation medical examiner may, within thirty days after the date of the denial, apply in writing to the Authority for reconsideration of the denial.

(4) Upon receiving an application for reconsideration, the Authority shall appoint more than one medical examiner to conduct medical examination on the applicant and shall designate one of the medical examiners to be responsible for coordinating the results of the examination, evaluation and findings with regard to medical fitness, and signing the report.

(5) Where the applicant does not apply for reconsideration during the thirty day period after the date of the denial, the Authority shall consider that applicant has withdrawn the application for a medical certificate.

### **137. Medical confidentiality**

(1) Medical confidentiality shall be respected at all times and all medical reports and records shall be securely held with accessibility restricted to authorised personnel.

(2) When justified by operational considerations, a medical assessor shall determine to what extent pertinent medical information, in addition to the information contained in the medical report submitted under regulation 134, is presented to relevant officials of the Authority.

### **138. Issue of special medical certificate with a limitation**

(1) The Authority may issue a medical certificate with a limitation to an applicant who does not meet the applicable standards for a medical certificate if the applicant shows to the satisfaction of the Authority that—

- (a) an accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety; and
- (b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration.

(2) The Authority shall issue a medical limitation on a licence when the Authority or an aviation medical examiner determines the safe performance of the licence holder's duties is dependent on compliance with such a limitation.

### **139. Validity of medical certificate**

(1) A class 1 medical certificate issued to an applicant who is—

- (a) under the age of forty years shall be valid for twelve months from the day the medical examination is performed; and
- (b) forty years of age or more shall be valid for six months from the day the medical examination is performed.

(2) A class 2 medical certificate issued to an applicant who is—

- (a) under the age of 40 years shall be valid for 24 months from the day the medical examination is performed;
- (b) 40 years of age or more shall be valid for 12 months from the day the medical examination is performed.

(3) A class 3 medical certificate issued to an applicant who is—

- (a) under the age of 40 years shall be valid for 24 months from the day the medical examination is performed; and
- (b) 40 years of age or more shall be valid for 12 months from the day the medical examination is performed.

### **140. Renewal of medical certificate**

(1) The requirements for the renewal of a medical certificate are the same as those for the initial assessment except where otherwise specifically stated.

(2) When required to obtain or renew correcting lenses, the applicant for medical examination shall advise the aviation medical examiner conducting the medical examination of the new prescription, including revised reading distances—

- (a) for a class 1 medical certificate, for the visual cockpit tasks relevant to the types of aircraft in which the applicant is likely to function;
- (b) for a class 2 medical certificate, for the visual cockpit and cabin tasks relevant to the types of aircraft in which the applicant is likely to function; and
- (c) for a class 3 medical certificate, for the air traffic control duties the applicant is to perform.

#### **141. Prohibition of medical certification**

A person shall not hold or be issued with a medical certificate if that person suffers from any disease or disability that could render that person likely to become suddenly unable to either perform assigned duties safely or operate an aircraft safely.

#### **142. Medical requirements**

A person shall not hold or be issued a medical certificate if that person—

- (a) has any organic, functional or structural disease, defect or limitation (active, latent, acute or chronic);
- (b) has any wound, injury or sequelae from operation; or
- (c) uses any prescribed or non-prescribed medication or other treatment that, based on the case history and appropriate qualified medical judgement relating to the condition involved, the Authority finds that the medication or treatment—
  - (i) makes the person unable to safely perform the duties or exercise the privileges of the licence or rating applied for or held; or
  - (ii) may reasonably be expected, for the maximum duration of the medical certificate applied for or held, to make the applicant unable to perform the duties or exercise the privileges of the licence or rating.

#### **143. Physical and mental requirements**

(1) An applicant for a medical certificate shall be free from—

- (a) any abnormality, congenital or acquired;
- (b) any active, latent, acute or chronic disability;
- (c) any wound, injury or sequelae from operation; or

(d) any effect or side-effect of any prescribed or non-prescribed therapeutic diagnostic or preventive medication taken such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.

(2) An applicant for a medical certificate shall not suffer from any disease or disability which could render the applicant likely to become suddenly unable to perform assigned duties safely and in the case of an applicant for a class 1 or 2 medical certificate, to operate an aircraft safely.

(3) An applicant shall have no established medical history or clinical diagnosis of—

(a) an organic mental disorder;

(b) a mental or behavioural disorder due to use of psychoactive substances including dependence syndrome induced by alcohol or other psychoactive substances;

(c) schizophrenia or schizotypal or delusional disorder;

(d) a mood (affective) disorder;

(e) a neurotic, stress-related or somatoform disorder;

(f) a behavioural syndrome associated with psychological disturbances or physical factors;

(g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;

(h) mental retardation;

(i) a disorder of psychological development;

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

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

#### **144. Hearing test requirements**

(1) A person holding or being issued a medical certificate shall be required to demonstrate a hearing performance sufficient for the safe exercise of the licence or rating privileges.

(2) An applicant for a medical certificate shall be tested by pure-tone audiometry at first issue for class 1 not less than once every five years, and for class 3 not less than once every four years, up to the age of 40 years, thereafter not less than once every two years.

(3) An applicant for a class 2 medical certificate shall be tested by pure-tone audiometry at first issue and, after the age of 50 years, not less than once every two years.

(4) Alternatively, other methods providing equivalent results may be used.

(5) At a medical examination where audiometry is not performed, an applicant shall be tested in a quiet room by whispered and spoken voice tests.

#### **145. Issue of medical certificate for persons under oral drugs**

A medical certificate may be issued to an applicant where oral drugs are administered under conditions permitting appropriate medical supervision and control and which, according to an accredited medical conclusion, are compatible with the safe exercise of the applicant's licence and rating privileges.

#### **146. Visual requirements: general**

(1) A person holding or being issued a medical certificate shall have—

(a) normally functioning eyes and adnexae;

(b) normal fields of vision, normal binocular function; and

(c) no active pathological condition, acute or chronic, nor sequelae of surgery or trauma of the eyes or their adnexae, which is likely to jeopardise flight safety.

(2) A person with reduced stereopsis, abnormal convergence not interfering with near vision and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia shall not be disqualified.

#### **147. Vision testing requirements**

(1) The corrected and uncorrected visual acuity must be measured and recorded at each examination.

(2) An applicant for a medical examination who uses contact lenses need not have his uncorrected visual acuity measured at each re-examination provided the history of the contact lens prescription is known.

(3) The test for visual acuity must comply with the following—

(a) for a visual acuity test in a lighted room, use a test illumination level of approximately 50 lx, normally corresponding to a brightness of 30 cd per square metre;

(b) visual acuity shall be measured by means of a series of optotypes of landolt or similar optotypes, placed at a distance of six metres from the applicant, or five metres as appropriate.

(4) The Authority may require a separate ophthalmic report before issue of a medical certificate.

(5) The conditions which indicate a need to obtain an ophthalmic report include—

- (a) a substantial decrease in the uncorrected visual acuity;
- (b) any decrease in best corrected visual acuity; and
- (c) the occurrence of eye disease, eye injury or eye surgery.

#### **148. Acceptability of correcting lenses**

(1) A person may meet the visual acuity fitness for near or distant vision by using correcting lenses.

(2) Correcting spectacles may be used if—

- (a) not more than one pair of correcting spectacles is used to demonstrate compliance with visual acuity requirements;
- (b) single-vision near correction lenses (full lenses of one power only, appropriate to reading) are not used for both near and distance vision; and
- (c) in order to read the instruments and a chart or manual held in the hand and to make use of distant vision through the windscreen without removing the lenses, the spectacles are as appropriate—
  - (i) “lookover;”
  - (ii) bifocal, or
  - (iii) trifocal.

(3) An applicant for medical examination may use contact lenses to meet the distance vision acuity requirement if the lenses are—

- (a) monofocal;
- (b) non-tinted; and
- (c) well tolerated.

(4) A person issued with a medical certificate that requires correcting lenses or spectacles shall have a limitation placed on the document requiring that person, while exercising the privileges of the licence or certificate, as appropriate—

- (a) to wear the distant-correction lenses at all times;
- (b) to have readily available and use the near-correction spectacles as necessary to accomplish near vision functions; and
- (c) to have a second pair of suitable spectacles (distant or near-correction, as appropriate) available for immediate use.

#### **149. Distance vision requirements**

(1) A person issued with a medical certificate shall have a distant visual acuity, with or without correcting lenses of at least—

(a) 6/9 with binocular visual acuity of 6/6 or better, for class 1 medical certificate;

(b) 6/12 with binocular visual acuity of 6/9 or better, for class 2 medical certificate; or

(c) 6/9 with binocular visual acuity of 6/6 or better, for class 3 medical certificate.

(2) Uncorrected distance visual acuity is not a limiting factor.

(3) An applicant for a medical certificate with a large refractive error shall use contact lenses or high-index spectacle lenses.

(4) Where spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

(5) An applicant for a medical certificate whose uncorrected distant visual acuity in either eye is worse than 6/60 shall provide a full ophthalmic report prior to initial medical evaluation and every five years thereafter.

(6) An applicant for a medical certificate who has undergone surgery affecting the refractive status of the eye shall be free of those sequelae likely to interfere with the safe exercise of the applicant's licence privileges.

#### **150. Near vision requirements**

(1) A person issued with a medical certificate shall meet the following minimum visual standards for near visual acuity to read, with or without corrective lenses, an—

(a) N14 chart or its equivalent at a distance of 100 centimetres, with "N14" referring to "Times Roman" font; and

(b) N5 chart at a distance of 30 to 50 cm as selected by the applicant, with "N5" referring to "Times Roman" font.

(2) Where the near-vision requirements are met only by the use of near-correction and the applicant also needs distant-correction, both corrections must be added to a pair of spectacles to be used to meet the requirements.

(3) When required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the aviation medical examiner of reading distances for the duties the applicant is to perform.

(4) When required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the aviation medical examiner of reading distances

for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

### **151. Colour perception requirements**

(1) An applicant for a medical certificate shall demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

(2) The applicant shall be able to correctly identify a series of pseudoisochromatic plates (tables) in daylight or in artificial light of the same colour temperature such as that provided by Illuminate “C” or “D65” as specified by the International Commission on Illumination.

(3) An applicant failing to obtain a satisfactory score in such a test may nevertheless be assessed as fit provided the applicant is able to readily and correctly identify aviation coloured lights displayed by means of a recognized colour perception lantern in a special test conducted by the aviation medical examiner (AME).

(4) An applicant for a medical certificate unable to satisfactorily complete the special test provided in sub-regulation (3)—

(a) shall only be eligible for a class 2 medical certificate with the following restriction: “valid for day operations only;” and

(b) shall be advised that any sunglasses worn during the exercise of the privileges must be non-polarizing and of a neutral grey tint.

### **152. Ear and related structures**

(1) A person shall not hold or be issued a medical certificate if that person—

(a) possesses any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant’s licence or rating privileges;

(b) except for class 3 medical certificate—

(i) has disturbance of vestibular function;

(ii) has significant dysfunction of the eustachian tubes;

(iii) has unhealed perforation of the tympanic membranes; and

(iv) has nasal obstruction;

(c) has malformation or any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant’s licence and rating privileges.

(2) Except for a class 3 medical certificate, a single dry perforation of the tympanic membrane need not render a person unfit.

### **153. Hearing requirements**

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

(2) Except for class 2 medical certificate, an applicant with a hearing loss greater than that specified in sub-regulation (1) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of cockpit noise upon speech and beacon signals.

(3) A person shall not hold or be issued a class 2 medical certificate if that person is unable to hear an average conversational voice in a quiet room, using both ears, at a distance of two metres from the examiner and with the back turned to the examiner.

#### **154. Cardiovascular: general**

(1) A person shall not hold or be issued a medical certificate if that person has any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of his licence or rating privileges.

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

(3) The applicant for a medical certificate with an abnormal cardiac rhythm shall not hold or be issued a medical certificate unless the cardiac arrhythmia has been investigated and evaluated with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

#### **155. Blood pressure and circulation**

A person shall not hold or be issued a medical certificate if that person has—

(a) systolic and diastolic blood pressures outside normal limits; or

(b) a significant functional or structural abnormality of the circulatory system.

#### **156. Electro-cardiography examination**

(1) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate.

(2) Electrocardiography shall be included in a re-examination of applicant for a medical certificate over the age of fifty years no less frequently than two years, except for class 1 medical certificate which shall be annually.

#### **157. Neurological requirements**

(1) A person shall not hold or be issued a medical certificate if that person has a medical history or clinical diagnosis of any of the following—

- (a) a progressive or non-progressive disease of the nervous system, the effect of which, is likely to interfere with the safe exercise of the applicant's licence or rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(2) A person shall not hold or be issued a medical certificate if that person has suffered any head injury, the effects of which, are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

### **158. Respiratory capability**

(1) A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

- (a) disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations;
- (b) active pulmonary tuberculosis; and
- (c) asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations.

(2) Unless there is an accredited medical conclusion indicating that the use of drugs for control of asthma is not likely to interfere with the safe exercise of the applicant's license or rating privileges, the use of such drug shall be disqualifying.

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

(4) An applicant with quiescent or healed lesions which are known to be tuberculosis or are presumably tuberculosis in origin, may be assessed as fit.

### **159. Radiology (X-ray) evaluation**

A radiography evaluation shall be accomplished during the initial chest examination and be conducted as necessary in subsequent medical examinations where there are historical chest cavity issues, symptoms or doubtful clinical cases.

### **160. Vestibular apparatus**

(1) A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of any of the following medical conditions—

- (a) active acute or chronic pathological process of the internal ear or of the middle ear;
- (b) a disease or condition of the middle or internal ear, nose, oral cavity, pharynx or larynx that—
  - (i) interferes with or is aggravated by, flying or may reasonably be expected to do so; or
  - (ii) interferes with, or may reasonably be expected to interfere with clear and effective speech communication;
- (c) a disease or condition manifested by or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium;
- (d) permanent disturbances of the vestibular apparatus; or
- (e) permanent obstruction to eustachian tubes.

(2) Unless there is an accredited medical conclusion indicating that the condition is not likely to affect the safe exercise of the applicant's license or rating privileges, the following medical conditions are disqualifying—

- (a) acute or chronic impairment of nasal air entry on either side; or
- (b) serious malformation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.

#### **161. Bones, muscles and tendons**

A person shall not hold nor be issued a medical certificate if that person possesses any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence or rating privileges.

#### **162. Endocrine system**

A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of any metabolic, nutritional or endocrine disorders that are likely to interfere with safe exercise of the licence or rating privileges.

#### **163. Diabetic applicant**

A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

- (a) insulin treated diabetes mellitus; or
- (b) non-insulin treated diabetes mellitus,

unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of that person's licence or rating privileges.

#### **164. Gastrointestinal and digestive tract**

(1) A person shall not hold, nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of any of the following medical conditions—

- (a) significant impairment of function of the gastrointestinal tract or its adnexa;
- (b) sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexae, likely to cause incapacitation in flight, in particular, obstruction due to stricture or compression; or
- (c) hernias that might give rise to incapacitating symptoms except for class 3 medical certificate.

(2) Unless there is an accredited medical conclusion indicating that the effects of the operation are not likely to cause incapacitation in flight, an applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs that may cause incapacity in flight shall not hold, nor be issued a medical certificate.

#### **165. Kidneys and urinary tract**

(1) A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of genitor-urinary disease, unless adequately investigated and the condition found unlikely to interfere with the safe exercise of the person's licence or rating privileges.

(2) A urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

(3) A person shall not hold or be issued a medical certificate if that person has—

- (a) any sequelae of diseases of or surgical procedures on the kidneys or the genitor-urinary tract, in particular obstructions due to stricture or compression, unless the condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of that person's licence or rating privileges; or
- (b) undergone nephrectomy unless the condition is well compensated.

#### **166. Lymphatic glands or disease of the blood**

An applicant for a medical certificate with diseases of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and the condition found unlikely to interfere with the safe exercise of the applicant's licence or rating privileges.

#### **167. Gynaecological conditions**

An applicant for a medical certificate who has a gynaecological disorder that is likely to interfere with the safe exercise of the applicant's licence or rating privileges shall be assessed as unfit.

#### **168. Pregnancy**

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

(2) For an applicant with a low-risk uncomplicated pregnancy evaluated and supervised in accordance with sub-regulation (1), the fit certificate shall, in the case of class 1 and 2 medical certificate be limited to the period from the end of the 12th week to the end of the 26th week of gestation and in the case of class 3 medical certificate be limited until the period until the end of the 34th week of gestation.

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

#### **169. Speech defects**

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

#### **170. Acquired Immunodeficiency Syndrome**

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

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

### **PART XI—GENERAL**

#### **171. Possession of the licence**

(1) A holder of a licence, certificate or authorisation issued by the Authority shall have it in his or her physical possession or at the work site when exercising the privileges of that licence, certificate or authorisation.

(2) A crew member of a foreign registered aircraft shall hold a valid licence, certificate or authorisation, including an appropriate and current medical certificate, issued by the State of Registry and have it in his or her physical

possession or at the work station when exercising the privileges of that licence, certificate or authorisation.

### **172. Use of psychoactive substances**

(1) A holder of a licence, rating or a certificate issued under these Regulations shall not exercise the privileges of the licence, rating or certificate while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(2) A person whose function is critical to the safety of aviation (safety-sensitive personnel) shall not undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(3) The person referred to in sub-regulation (1) and (2) shall not engage in any kind of problematic use of substances.

### **173. Drug and alcohol testing and reporting**

(1) A person who performs any function requiring a licence, rating, qualification or authorisation prescribed by these Regulations directly or by contract may be tested for drug or alcohol usage.

(2) A person who refuses to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer or the Authority or refuses to furnish or to authorise the release of the test results requested by the Authority shall—

(a) be denied a licence, certificate, rating, qualification or authorisation issued under these Regulations for a period of up to one year from the date of that refusal; or

(b) have the licence, certificate, rating, qualification or authorisation issued under these Regulations suspended or revoked.

(3) A person who refuses to submit to a test to indicate the presence of narcotic drugs, marijuana or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority or refuses to furnish or to authorise the release of the test results requested by the Authority shall—

(a) be denied a licence, certificate, rating, qualification or authorisation issued under these Regulations for a period of up to one year from the date of that refusal; or

(b) have the licence, certificate, rating, qualification or authorisation issued under these Regulations suspended or revoked.

(4) A person who is convicted for the violation of any local or national statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation or importation of narcotic drugs, marijuana or depressant or stimulant drugs or substances, shall-

- (a) be denied a licence, certificate, rating, qualification or authorisation issued under these Regulations for a period of up to one year after the date of conviction; or
- (b) have the licence, certificate, rating, qualification or authorisation issued under these Regulations suspended or revoked.

#### **174. Inspection of licences, certificates and authorisations**

A person who holds a licence, certificate or authorisation required by these Regulations shall present it for inspection upon a request from the Authority or any person authorised by the Authority.

#### **175. Change of name**

(1) A holder of a licence, certificate or authorisation issued under these Regulations may apply to change the name on a licence or certificate.

(2) The holder shall include with any such request—

- (a) the current licence or certificate; and
- (b) a court order or other legal document verifying the name change;

(3) The Authority may change the licence, certificate or authorisation and issue a replacement thereof.

(4) The Authority shall return to the holder the original documents specified in sub-regulation 2(b) and retain copies thereof and return the replaced licence, certificate or authorisation with the appropriate endorsement.

#### **176. Change of address**

A holder of a licence, certificate, or authorisation issued under these Regulations shall notify the Authority of the change in the physical and mailing address and shall do so in the case of—

- (a) physical address, at least fourteen days in advance;
- (b) mailing address upon the change.

#### **177. Replacement of documents**

A person may apply to the Authority in the prescribed form for replacement of documents issued under these Regulations if the documents are lost or destroyed.

#### **178. Suspension and revocation of documents**

(1) The Authority may, where it considers it to be in the public interest, suspend provisionally, pending further investigation, any licence, certificate, approval, permission, exemption, authorisation or such other document issued, granted or having effect under these Regulations.

(2) The Authority may, upon the completion of an investigation which has shown sufficient ground to its satisfaction and where it considers it to be in the public interest, revoke, suspend or vary any licence, certificate, approval,

permission, exemption, authorisation or other document issued or granted under these Regulations.

(3) The Authority may, where it considers it to be in the public interest, prevent any person or aircraft from flying.

(4) A holder or any person having the possession or custody of any licence, certificate, approval, permission, exemption, authorisation or other document which has been revoked, suspended or varied under these Regulations shall surrender it to the Authority within 14 days from the date of revocation, suspension or variation.

(5) The breach of any condition subject to which any licence, certificate, approval, permission, exemption, authorisation or any other document has been granted or issued under these Regulations shall render the document invalid during the continuance of the breach.

### **179. Use and retention of documents and records**

(1) A person shall not—

- (a) use any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations which has been forged, altered, revoked or suspended or to which he or she is not entitled;
- (b) forge or alter any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations;
- (c) lend any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations to any other person; or
- (d) make any false representation for the purpose of procuring for himself or any other person the grant issue renewal or variation of any such licence, certificate, approval, permission or exemption, authorisation or other document.

(2) During the period for which it is required under these Regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records or any entry made therein, required by or under these Regulations to be maintained or knowingly make or procure or assist in the making of, any false entry in any such record or wilfully omit to make a material entry in such record.

(3) A record required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue any certificate, document or exemption under these Regulations unless he or she is authorised to do so by the Authority.

(5) A person shall not issue any certificate of the kind referred to in sub-regulation (4) unless that person has satisfied himself or herself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.

### **180. Reports of violation**

(1) A person who knows of a violation of the Civil Aviation Authority Act or any regulations or orders made under the Act, shall report it to the Authority.

(2) The Authority will determine the nature and type of any additional investigation or enforcement action that need be taken.

### **181. Enforcement of directions**

A person who fails to comply with any direction given to him or her by the Authority or by any authorised person under any provision of these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

### **182. Aeronautical user fees**

(1) The Authority may notify the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or other document, including the issue of a copy thereof or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by or for the purpose of these Regulations or any orders, notices or proclamations made thereunder.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with sub-regulation (1), the applicant shall be required, before the application is accepted, to pay the fee so chargeable.

(3) If, after the payment has been made, the application is withdrawn by the applicant or otherwise ceases to have effect or is refused, the Authority, shall not refund the payment made.

### **183. Application of regulations to Government and visiting forces**

(1) These Regulations shall apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government and for the purposes of such application, the Department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these Regulations to the same extent as if the visiting force formed part of the military force of Uganda.

**184. Extra territorial application of Regulations** Except where the context otherwise requires, these Regulations—

- (a) in so far as they apply whether by express reference or otherwise, to aircraft registered in Uganda, shall apply to such aircraft wherever they may be;

- (b) in so far as they apply, whether by express reference or otherwise, to other aircraft, shall apply to such aircraft when they are within Uganda;
- (c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in or by any of the crew of, any aircraft registered in Uganda, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be.

## PART XII—EXEMPTIONS

### **185. Requirements for Application**

(1) A person may apply to the Authority for an exemption from any of these Regulations.

(2) An application for an exemption shall be submitted at least 60 days in advance of the proposed effective date, to obtain timely review.

(3) A request for an exemption must contain the applicant's—

- (a) name;
- (b) physical address and mailing address;
- (c) telephone number;
- (d) fax number if available;
- (e) email address if available; and

(4) The application shall be accompanied by a fee specified by the Authority.

### **186. Substance of the request for exemption**

(1) An application for an exemption must contain the following—

- (a) a citation of the specific requirement from which the applicant seeks exemption;
- (b) an explanation of why the exemption is needed;
- (c) a description of the type of operations to be conducted under the proposed exemption;
- (d) the proposed duration of the exemption;

- (e) an explanation of how the exemption would be in the public interest, that is, benefit the public as a whole;
  - (f) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;
  - (g) a review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware; and
  - (h) if the applicant seeks to operate under the proposed exemption outside of Uganda's airspace, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organization (ICAO) as well as the Regulations pertaining to the airspace in which the operation will occur.
- (2) Where the applicant seeks emergency processing, the application must contain supporting facts and reasons that the application was not timely filed and the reasons it is an emergency.
- (3) The Authority may deny an application if the Authority finds that the applicant has not justified the failure to apply for an exemption in a timely fashion.

*Review, publication and issue or denial of the exemption*

**187. Initial review by the Authority**

- (1) The Authority shall review the application for accuracy and compliance with the requirements of regulations 185 and 186.
- (2) If the application appears on its face to satisfy the provisions of this regulation and the Authority determines that a review of its merits is justified, the Authority will publish a detailed summary of the application in either the *Uganda Gazette*, aeronautical information circular or at least one local daily newspaper for comment and specify the date by which comments must be received by the Authority for consideration.
- (3) Where the filing requirements of regulations 185 and 186 have not been met, the Authority will notify the applicant and take no further action until and unless the applicant corrects the application and re-files it in accordance with these Regulations.
- (4) If the request is for emergency relief, the Authority shall publish the application or the Authority's decision as soon as possible after processing the application.

**188. Evaluation of the request**

(1) After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the request to determine—

- (a) whether an exemption would be in the public interest;
- (b) whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the request would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;
- (c) whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices; and
- (d) whether the request should be granted or denied and of any conditions or limitations that shall be part of the exemption.

(2) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request.

(3) The summary referred to in sub-regulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) If the exemption affects a significant population of the aviation community of Uganda the Authority shall publish the summary in an aeronautical information circular.

## PART XIII—OFFENCES AND PENALTIES

### **189. Contravention of Regulations**

A person who contravenes any provision of these Regulations may have his licence, certificate, approval, authorisation, exemption or other document revoked or suspended.

### **190. Offences and penalties**

(1) If any provision of these Regulations, orders, notices or proclamations made thereunder is contravened in relation to an aircraft, the operator of that aircraft and the pilot in command, if the operator or the PIC is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that all due diligence was exercised to prevent the contravention.

(2) A person who contravenes any provision specified as an "A" provision in the Third Schedule to these Regulations commits an offence and is liable on conviction to a fine not exceeding one million shillings for each offence or to imprisonment for a term not exceeding one year or to both.

(3) A person who contravenes any provision specified as a "B" provision in the Third Schedule to these Regulations commits an offence and is liable on

conviction to a fine not exceeding two million shillings for each offence or to imprisonment for a term not exceeding three years or to both.

(4) A person who contravenes any provision of these Regulations not being a provision referred to in the Third Schedule to these Regulations, commits an offence and is liable on conviction to a fine not exceeding two million shillings and in the case of a second or subsequent conviction for the like offence to a fine not exceeding four million shillings.

#### PART XIV—REPEAL, TRANSITION AND SAVINGS

**191. Repeal of S.I. No. 66 of 2001**

The Civil Aviation (Air Navigation) Regulations, 2001 are repealed.

**192. Transition and savings**A valid licence, certificate, permit or authorisation issued or granted by the Authority before the commencement of these Regulations shall remain operational until it expires or is revoked, annulled or replaced.

---

### SCHEDULES