

**STATUTORY INSTRUMENTS SUPPLEMENT**

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**S T A T U T O R Y I N S T R U M E N T S**

**2022 No. 89.**

**THE CIVIL AVIATION (PERSONNEL LICENSING)  
REGULATIONS, 2022**

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# STATUTORY INSTRUMENTS

2022 No. 89.

## **The Civil Aviation (Personnel Licensing) Regulations, 2022**

*(Under section 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 Uganda Civil Aviation Authority, these Regulations are made this 27th day of June, 2022.

### PART I—PRELIMINARY

#### **1. Title**

These Regulations may be cited as the Civil Aviation (Personnel Licensing) Regulations, 2022.

#### **2. Application**

(1) These Regulations apply to—

- (a) all applicants for issue, renewal, re-issue, validation and conversion of aviation personnel licences, ratings, authorisations, endorsements, certificates and designations;
- (b) conditions under which those licences, ratings, authorisations, endorsements, certificates and designations are necessary; and
- (c) privileges and limitations granted to a holder of a licence, rating, authorisation, endorsement, certificate and designation.

(2) Except for the provisions of subregulations (3) and (4) of these Regulations, these Regulations shall come into force on the date of publication in the Uganda Gazette

(3) Part VII of these Regulations shall come into force on the 3<sup>rd</sup> day of November, 2022.

(4) An Aircraft Maintenance Engineer’s Licence Category A, B1, B2 and C issued under Part IX of these Regulations shall come into force on the 1<sup>st</sup> day of January, 2025.

### **3. 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 flight operations or other experts as necessary;

“Act” means the Civil Aviation Authority Act, Cap. 354;

“adopted competency model” means a group of competencies with their associated description and performance criteria adopted from ICAO competency framework that an organisation uses to develop competency-based training and assessment for a given role;

“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;

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

“aircraft avionics” means any electronic device including its electrical part for use in an aircraft such as radio, automatic flight control and instrument systems;

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

“aircraft certificated for single-pilot operation” means a type of aircraft which the State of registry has determined, during the certification process, that the aircraft may be operated safely with a minimum crew of one pilot;

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

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

“airship” means a power-driven lighter –than-air aircraft;

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

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

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

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

(a) preventing collisions—

(i) between aircraft; and

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

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

“air traffic control unit” includes area control centre, approach control unit or aerodrome control tower;

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

“appropriate airworthiness requirements” means comprehensive and detailed airworthiness codes established, adopted or accepted by a contracting State for the class of aircraft, engine or propeller under consideration;

“approved maintenance organisation (AMO)” means an organisation approved to perform specific aircraft maintenance activities by the authority;

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

“approved training organisation” (ATO) means an organisation approved by and operating under the supervision of the authority in accordance with the requirements of these Regulations to perform approved training;

“ATS surveillance service” means a service provided directly by means of an ATS surveillance system;



“ATS surveillance system” includes ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft;

“authorised instructor” means a person who—

- (a) holds a valid ground instructor licence issued under these Regulations for conducting ground training;
- (b) holds a current flight instructor rating issued under these Regulations for conducting ground training or flight training; or
- (c) is authorised by the authority to provide ground training, flight training or other training under these Regulations and the Civil Aviation (Approved Training Organisations) Regulations, 2022;

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

“Aviation Repair Specialist (ARS)” means a person qualified to perform or supervise the maintenance, preventive maintenance, alteration of aircraft, airframes, aircraft engines, propellers, appliances, components, and parts appropriate to the designated specialty 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 PIC of the aircraft, but who shall not act as a flight crew member;

“certify as airworthy” means to certify that an aircraft or parts of an aircraft comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts of an aircraft;

“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;

“CNS-ATM facility” means communication, navigation, surveillance or air traffic management facilities used in provision of air navigation services;

“command and control (C2) link” means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight;

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

“competency” means a dimension of human performance that is used to reliably predict successful performance on the job;

“competency-based training and assessment” means training and assessment that are characterised by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards;

“competency standard” means a level of performance that is defined as acceptable when assessing whether or not competency has been achieved;

- “competency unit” means a discrete function consisting of a number of competency elements;
- “conditions” means anything that may qualify a specific environment in which performance will be demonstrated;
- “credit” recognition of alternative means or prior qualifications;
- “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 licence, rating, qualification, authorisation or recurrency required under these Regulations;
- “Crew Resource Management (CRM)” means a program designed to improve the safety of flight operations by optimising the safe, efficient and effective use of human resources, hardware and information through improved crew communication and co-ordination;
- “critical engine” means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft;
- “cross country” means a flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures;
- “currency point” has the value assigned to it in Schedule 1 to these Regulations
- “detect and avoid” means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;

- “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 licenses or certificates or ratings specified in these Regulations;
- “dual instruction time” means flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft or from a properly authorised remote pilot using the remote pilot station during a unmanned aircraft flight;
- “equipment” means portion of a system that performs a function that contributes to a system output;
- “error” means an action or inaction by an operational person that leads to deviations from organisational or the operational person’s intentions or expectations;
- “error management” means the process of detecting errors and responding to the errors with countermeasures that reduce or eliminate the consequences of the errors and mitigates the probability of further errors or undesired aircraft state;
- “examiner” means any person authorised by the authority to conduct a pilot proficiency test, a practical test for a licence, certificate or rating or a knowledge test under these Regulations;
- “facility” means a physical plant, including land, buildings and equipment which provide the means for the performance of maintenance, preventive maintenance or modifications of any article;
- “flight crew member” means a licensed crew member charged with duties essential to the operation of an aircraft during flight duty period;

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

“Flight Simulation Training Device (FSTD)” means any one of the following three types of apparatus in which flight conditions are simulated on the ground—

- (a) a flight simulator which is a device that provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, 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 procedure trainer which is a device that provides a realistic flight deck environment and simulates instrument responses, simple control functions of mechanical, electrical, electronic, aircraft systems, and the performance and flight characteristics of aircraft of a particular class; or
- (c) a basic instrument flight trainer which is a device equipped with appropriate instruments and which simulates the flight deck environment of an aircraft in flight in instrument flight conditions;

“flight time-aeroplanes” means the total time from the moment an aeroplane moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;

“flight time- helicopters” means the total time from the moment a helicopter’s rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight and the rotor blades are stopped;

“flight time-unmanned aircraft systems” means the total time from the moment a command and control (C2) link is established between the remote pilot station and the unmanned aircraft (UA) for the purpose of taking-off or from the movement the remote pilot receives control following handover until the movement the remote pilot completes a handover or the C2 link between the RPS and the UA is terminated at the end of the flight;

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

“glider flight time” means the total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

“handover” means the act of passing piloting control from one remote pilot station to another;

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

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

“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;

“ICAO” means International Civil Aviation Organisation;

“ICAO competency framework” means a selected group of competencies developed by ICAO for a given aviation discipline and each competence has an associated description and observable behaviours;

“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 pre-determined 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 appoint from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or enroute obstacle clearance criteria apply;

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

“instrument ground time” means the time during which a pilot is practicing, on the ground, simulated instrument flight in a flight simulation training device approved by the authority;

“instrument time” means instrument flight time or instrument ground time;

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

“Kg” means kilograms;

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

“licensed aircraft maintenance engineer” means a person licensed by the authority to perform defined maintenance upon aircraft or aircraft components;

“licensing authority” means the authority designated by a contracting State as responsible for the licensing of personnel;

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

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

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

“maintenance release” means to certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements;

“medical assessor” means a physician, appointed by the authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance;

“medical certificate” 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, 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;

“monitoring” means cognitive process to compare an actual to an expected state.

“night” means the hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise being determined at surface level, when an unlighted aircraft or other unlighted prominent object cannot clearly be seen at a distance of 4,572 meters;

“observable behavior (OB)” means a single role-related behavior that can be observed and may or may not be measurable;

“NOTAM” means a notice to airmen;

“pilot flying (PF)” means the pilot whose primary task is to control and manage the flight path and whose secondary tasks are to perform non-flight path related actions including radio communications, aircraft systems, other operational activities and to monitor other crew members;

“pilot monitoring (PM)” means a pilot whose primary task is to monitor the flight path and its management by the PF and whose secondary tasks of the PM are to perform non-flight path related actions including radio communications, aircraft systems, other operational activities and to monitor other crew members;

“pilot” means to manipulate the flight controls of an aircraft during flight time;

“performance criteria” means a simple, evaluative statement on the required outcome of the competence element and the description of the criteria used to judge if the required level of performance has been achieved;

“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;

“Pilot-In-Command under supervision” means a co-pilot performing, under the supervision of the PIC, the duties and functions of a PIC, in accordance with the method of supervision acceptable to the authority;

“pilot time” means that time a person—

- (a) serves as a required pilot;
- (b) receives training from an authorised instructor in an aircraft, approved synthetic flight trainer; or
- (c) gives training as an authorised instructor in an aircraft, approved synthetic flight trainer;

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

“power plant” 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 operation for a licence, certificate, rating or authorisation 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 10,000ft 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—

- (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; or
- (b) 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 used for propelling an aircraft that has blades on a power plant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and it includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of power plants;

“psychoactive substance” includes alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psych stimulants, hallucinogens and volatile solvents, but does not include coffee and tobacco;

“quality system” means documented organisational procedures and policies, internal audits of the policies and procedures, management review and recommendation for quality improvement;

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

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

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

“rated air traffic service equipment personnel (ATPES)” means an ATPES holding valid ratings appropriate to the privilege to be exercised;

“remote co-pilot” means a licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction;

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

“remote pilot” means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time;

- “remote pilot-in-command” means the remote pilot designated by the operator as being in command and charged with the safe conduct of a flight;
- “remote pilot station (RPS)” means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;
- “rendering a licence valid or validation” means the action taken by the authority, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence;
- “repair” 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 a person 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” in the context of the medical provisions under Part X 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;

“solo flight time -remotely piloted aircraft systems” means flight time during which a student remote pilot is controlling the remotely piloted aircraft system, acting solo;

“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 AMO;

“state of registry” means the state on whose register an aircraft is entered;

“state safety programme or SSP” means an integrated set of regulations and activities aimed at improving safety;

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

“substance abuse” means any of the following—

- (a) the use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;
- (b) a verified positive drug test result acquired under an anti-drug program or internal program of a State government; or

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

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

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

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

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

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

“system or equipment rating training” means system or equipment knowledge, attitude and skills leading to recognised competency;

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

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

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

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

“Unmanned Aircraft (UA)” means an aircraft that is intended to be operated with no pilot on board;

“Unmanned Aircraft System (UAS)” means an unmanned aircraft and its associated components;

“VMC” means Visual Meteorological Conditions.



PART II—LICENCES, CERTIFICATION, RATINGS  
AND AUTHORISATIONS

**4. Licences and certifications**

(1) The authority may issue licences, certificates or authorisations to the following personnel—

- (a) flight crew including—
  - (i) student pilot;
  - (ii) private pilot-aeroplane, airship, helicopter or powered-lift;
  - (iii) commercial pilot-aeroplane, airship, helicopter or powered-lift;
  - (iv) multi-crew pilot-aeroplane;
  - (v) airline transport pilot-aeroplane, helicopter or powered-lift;
  - (vi) glider pilot;
  - (vii) free balloon pilot;
  - (viii) flight navigator;
  - (ix) flight engineer; and
  - (x) remote pilot, airship, glider, rotorcraft, powered-lift or free balloon.
  
- (b) other personnel including—
  - (i) aircraft maintenance engineer;
  - (ii) air traffic controller;
  - (iii) flight operations officer or flight dispatcher;
  - (iv) flight radio telephony operator;

- (v) aeronautical station operator;
- (vi) ground instructor; and
- (vii) cabin crew member.

(2) Personnel licences issued by the authority shall conform to the specifications prescribed in Schedule 2 to these Regulations.

## **5. Ratings**

- (1) The authority may issue the following ratings for pilots—
  - (a) category ratings for—
    - (i) aeroplane;
    - (ii) rotorcraft;
    - (iii) glider;
    - (iv) free balloon;
    - (v) powered-lift; and
    - (vi) airship of a volume of more than 4600 cubic metres;
  - (b) class ratings for the following aeroplanes—
    - (i) single-engine, land;
    - (ii) single-engine, sea;
    - (iii) multi-engine, land; and
    - (iv) multi-engine, sea;
  - (c) class ratings for the following rotorcraft—
    - (i) helicopters; and
    - (ii) gyroplane;

- (d) class ratings for the following lighter than-air aircraft—
  - (i) airship; and
  - (ii) free balloon;
  
- (e) type ratings for the following aircraft—
  - (i) aircraft certificated for at least two pilots;
  - (ii) any aircraft considered necessary by the authority;
  - (iii) helicopters certificated for single pilot operations and which have comparable handling, performance and other characteristics; and
  - (iv) powered-lift category;
  
- (f) instrument ratings in the following aircraft—
  - (i) instrument – single engine aeroplane;
  - (ii) instrument – multi engine aeroplane;
  - (iii) instrument – single engine helicopter; and
  - (iv) instrument – multi engine helicopter;
  
- (g) night rating;
  
- (h) flight instructor rating; and
  
- (i) ground instructor ratings, including—
  - (i) basic;
  - (ii) advanced; and
  - (iii) instrument.

(2) Where the holder of a Pilot Licence seeks a licence for an additional category of aircraft, the authority shall issue the licence holder with an additional Pilot Licence for the new category rating in accordance with subregulation (1) and any other requirements in these Regulations.

- (3) For the powered lift category—
- (a) the authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence, provided that the applicant meets the training requirements prescribed in regulation 66, 74 and 90 respectively; and
  - (b) the endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category.

(4) The holder of a Pilot Licence seeking additional category rating shall meet the requirements of these Regulations appropriate to the privileges for which the category rating is sought.

(5) Where an applicant demonstrates skill and knowledge for the initial issue of a Pilot Licence, the category and ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.

(6) Any additional category rating endorsed on a Pilot Licence, shall indicate the level of licencing privileges at which the category rating is granted.

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

(8) 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.

(9) The authority may issue the following ratings for air traffic controllers—

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

(10) Subject to subregulation (4), the authority may issue the following categories without type ratings for an Aircraft Maintenance Engineer Licence —

- (i) Category A;
- (ii) Category B1;
- (iii) Category B2; and
- (iv) Category C.

(11) Subject to regulation (4) of these Regulations, the authority may issue the specific or group type rating for an Aircraft Maintenance Engineer Licence which may be granted for the following specific aircraft or engines—

- (a) A1 and B1.1-Fixed Wing -Aeroplane Turbine;
- (b) A2 and B1.2 -Fixed wing -Aeroplane Piston;
- (c) A3 and B1.3-Helicopters Turbine;
- (d) A4 and B1.4-Helicopters Piston; and
- (e) B2 Avionics - fitted to all aircraft.

**6. Authorisations and designations**

(1) The authority may issue the following authorisations—

- (a) flight engineer instructor;
- (b) type rating instructor;
- (c) cabin crew member instructor; and
- (d) cabin crew member examiner.

(2) The authority may issue the following authorisations for classes of aviation repair specialists—

- (a) propellers;
- (b) computers;
- (c) instruments;
- (d) accessories;
- (e) components;
- (f) welding;
- (g) non-destructive testing; and
- (h) any other authorisation determined by the authority.

(3) The authority may designate appropriately qualified personnel to conduct examinations for purposes of licensing, certification, authorisations and approvals.

**7. Circumstances in which class and type ratings are required**

(1) A holder of a Pilot Licence shall not act either as PIC or as co-pilot of an aeroplane, airship, helicopter or powered-lift unless the holder has received authorisation as follows—

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

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

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

(3) For the purpose of training, testing or specific special purpose non-revenue or non-passenger carrying flights, special authorisation for a pilot may be provided in writing to the licence holder by the authority in place of issuing the class or type rating in accordance with subregulation (1).

(4) Subject to subregulation (3), authorisation shall be limited in validity to the time needed to complete the specific flight.

## **8. Flight and remote flight crew member**

(1) A person shall not perform the functions of a flight crew member of an aircraft or a remote flight crew member of a remotely piloted aircraft system unless he or she holds a valid licence issued by the authority showing compliance with the requirements of these Regulations and appropriate to the duties to be performed by that person.

(2) All flight crew members and remote flight crew members shall carry their appropriate licences on board every aircraft engaged in international and domestic operations.

## **9. Method of rendering licence valid**

(1) The authority may render valid a licence issued by another State as an alternative to the issuance of its own licence.

(2) The authority shall, before rendering a licence valid under subregulation (1), carry out verification and issue a certificate of validation to the applicant.

(3) The certificate of validation referred to in subregulation (2) shall be carried along with the foreign licence accepting it as the equivalent of a licence issued under these Regulations.

(4) Where the authority limits the authorisation to specific privileges, the certificate of validation shall specify the privileges of the licence which shall be accepted as its equivalent.

(5) The duration of the validation shall not extend beyond the period of validity of the licence.

(6) The authorisation shall cease to be valid where the licence upon which it was issued is revoked or suspended by the issuing State.

#### **10. Rendering licence valid pursuant to formal agreement between contracting States under common licensing regulations**

(1) Notwithstanding regulation 9, the authority may automatically render valid a licence issued by another State, provided that Uganda and the issuing State have—

- (a) adopted common licensing regulations;
- (b) entered into a formal agreement recognising the automatic validation process;
- (c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and
- (d) registered the agreement with ICAO in accordance with Article 83 of the Convention on International Civil Aviation.

(2) An endorsement shall appear on every licence rendered valid under subregulation (1), indicating that the licence is automatically validated under the agreement quoting the ICAO registration number and including a list of all States that are party to the agreement.

(3) For the purposes of this regulation, common licensing regulations refer to a common licensing regulatory framework that—



- (a) is legally binding and directly applicable to the State parties to the agreement recognising the automatic validation process; and
- (b) contains identical requirements for licence issuance, maintenance of competency and recent experience.

## **11. Privileges of holder of licence**

The authority shall not permit the holder of a licence to exercise privileges other than those granted by the licence.

## **12. Medical fitness**

(1) An applicant for a licence shall, where applicable, hold a Medical Assessment Certificate issued in accordance with Part X of these Regulations.

(2) The authority shall apply, as part of the State safety programme, basic safety management principles to the medical assessment process of licence holders, that shall include—

- (a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
- (b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.

(3) The authority shall implement appropriate aviation-related health promotion for licence holders subject to a medical assessment to reduce future medical risks to flight safety.

(4) For applicants under 40 years of age, the authority shall, at its discretion, allow medical examiners to omit certain routine examination items related to the assessment of physical fitness, while increasing the emphasis on health education and prevention of ill health.

### **13. Validity of medical assessment**

(1) The period of validity of a medical assessment shall begin on the day on which the medical examination is performed.

(2) The duration of the period of validity of a medical assessment shall be in accordance with regulation 19(7) and may be extended, at the discretion of the authority, up to 45 days.

(3) The day on which the medical assessment expires shall remain constant by allowing the expiry date of the current medical assessment to be the beginning of the new validity period, provided that the medical examination takes place within 45 days before the expiry of the current medical assessment.

(4) Except as provided in regulation 20(1), a flight crew member, remote flight crew member or an air traffic controller shall not exercise the privileges of his or her licence unless he or she holds a valid medical assessment certificate of fitness appropriate to the licence.

(5) The authority shall designate medical examiners, qualified and licensed in the practice of medicine, to conduct medical examinations of fitness for applicants for the issue or renewal of the licences.

(6) A medical examiner shall not be designated as such unless he or she has been trained in aviation medicine and has demonstrated adequate competency in aviation medicine.

(7) A medical examiner designated under this regulation shall receive refresher training at regular intervals.

(8) A medical examiner shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

(9) The competence of a medical examiner shall be evaluated periodically by the medical assessor.

(10) The period of validity of a medical assessment may be reduced where clinically indicated.

#### **14. Application requirements for medical examination**

(1) An applicant for a licence or rating for which medical fitness is required shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination.

(2) An applicant for a licence shall indicate to the examiner whether his or her medical assessment has previously been refused, revoked or suspended and, if so, the reason for the refusal, revocation or suspension.

(3) Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the authority for appropriate action.

#### **15. Medical reports**

(1) A medical examiner shall, upon completion of the medical examination of the applicant, coordinate the results of the examination and submit a signed report or equivalent document to the authority, detailing the results of the examination and evaluation of the findings with regard to medical fitness.

(2) Where the medical report is submitted to the authority in electronic format, adequate identification of the examiner shall be established.

(3) The authority shall, where the medical examination is carried out by two or more medical examiners, appoint one of the medical examiners to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness and signing the report.

## **16. Medical report audits**

(1) The authority shall use the services of a medical assessor to evaluate reports submitted to the authority by the medical examiners.

(2) A medical examiner shall submit sufficient information to the authority to enable the authority to undertake medical assessment audits.

(3) The authority shall carry out an audit to ensure that the medical examiners meet applicable standards for good medical practice and aeromedical risk assessment.

## **17. Failure to meet medical requirements**

Where the medical requirements for a particular licence under Part X of these Regulations are not met, the appropriate medical certificate shall not be issued or renewed unless the following conditions are fulfilled—

- (a) 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 jeopardise flight safety;
- (b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
- (c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation.

## **18. Confidentiality of report**

(1) The authority shall keep a medical report received from a medical examiner confidential at all times.

(2) The authority shall securely keep all medical reports and records with accessibility restricted to authorised personnel.

(3) Where justified by operational considerations, a medical assessor shall determine the extent to which pertinent medical information shall be presented to relevant officials of the authority.

## **19. Validity of licence**

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

(2) Where a licence was issued by another contracting State, the authority shall confirm the validity of the licence.

(3) The authority shall establish and maintain competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and shall include a risk assessment process and analysis of current operations, including accident and incident data.

(4) The maintenance of competency of flight crew members or remote flight crew member engaged in commercial air transport operations may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with the Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplane) Regulations 2022.

(5) Maintenance of competency shall be recorded in the operator's records and in the personal logbook of a flight crew member or remote flight crew member.

(6) A flight crew member or a remote flight crew member may, in lieu of maintaining competency in an aircraft, demonstrate continuing competency in synthetic flight training devices approved by the authority.

(7) A report of medical fitness obtained in accordance with these Regulations shall be valid from the date of the medical examination for a period not greater than—

- (a) twenty four months for a Private Pilot Licence (PPL) for aeroplanes;
- (b) twenty-four months for a Private Pilot Licence (PPL) for helicopters or gyroplanes;
- (c) twenty-four months for a Private Pilot Licence (PPL) for airships or balloons;
- (d) twenty-four months for a Private Pilot Licence (PPL) for gliders;
- (e) twelve months for a Commercial Pilot Licence (CPL) for aeroplanes;
- (f) twelve months for a Commercial Pilot Licence (CPL) for helicopters or gyroplanes;
- (g) twelve months for a Commercial Pilot Licence (CPL) for airships or balloons;
- (h) twelve months for an Airline Transport Pilot Licence (ATPL) for aeroplanes;
- (i) twelve months for a Multi-crew Pilot Licence (MPL) for aeroplanes which are engaged in commercial air transport operations, but where a holder of a licence has passed his

or her 60<sup>th</sup> birthday, the period of validity specified in this regulation shall be reduced to six month;

- (j) twelve months for an Airline Transport Pilot Licence (ATPL) for helicopters;
- (k) twelve months for a Flight Engineer Licence;
- (l) twenty four months for an Air Traffic Controller Licence;
- (m) twelve months for a Cabin Crew Certificate; and
- (n) twenty four months for a Remote Pilot Licence.

(8) The period of validity of a medical assessment may be reduced when clinically indicated.

(9) Where a holder of an Airline Transport Pilot Licence for an aeroplane, helicopter, powered-lift and commercial pilot licence for aeroplane, airship, balloon, helicopter and powered-lift, and multi crew pilot licences – aeroplane engaged in commercial air transport operations has passed his or her 40<sup>th</sup> birthday, the period of validity specified in subregulation (7) shall be reduced to 6 months.

(10) Where a holder of a PPL for aeroplane, airship, helicopter, powered lift, free balloon pilot licence, glider pilot licence and air traffic controller licence has passed his or her 40<sup>th</sup> birthday, the period of validity specified in subregulation (7) shall be reduced to twelve months.

(11) Subject to regulation 3 (3) where a holder of private pilot licence for aeroplane, airship, helicopter, powered-lift, free balloon pilot licence, glider pilot licence, remote pilot licence and air traffic controller licence has passed his or her 40<sup>th</sup> birthday, the period of validity specified in subregulation (7) shall be reduced to twelve months.

(12) 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 signature.

## **20. Circumstances in which medical examination may be deferred**

(1) The 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 the deferment shall only be made as an exception and shall not exceed—

- (a) a single period of 6 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 favorable medical report is obtained after examination by a designated medical examiner of the area concerned;
- (c) in the case of a private pilot licence, a single period not exceeding twelve months where the medical examination is carried out by an examiner designated by the authority in which the applicant is temporarily located; and
- (d) two consecutive periods each of three months in case of a remote flight crew member.

(2) Before a deferral is granted under subregulation (1) (b) and (c), a report of the medical examination shall be submitted to the authority for the licence to be renewed.

## **21. Decrease in medical fitness**

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



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

(3) A holder of a licence shall not exercise the privileges of the license and related rating during a period in which his or her medical fitness has from any cause, decreased from an extent that would have prevented the issue or renewal of his or her medical certificate.

(4) The authority shall suspend the medical certificate of a holder of a licence 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.

(5) The suspension referred to in subregulation (4) 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.

(6) In the event of an accident or incident, the holder of a licence shall be required to undergo a medical assessment to determine medical fitness.

## **22. 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.

## **23. Use of psychoactive substances**

(1) A holder of a licence issued under these Regulations shall not exercise the privileges of his or her licence and related ratings while under the influence of any psychoactive substance which might render him or her unable to safely and properly exercise the privileges.

(2) A holder of a licence issued under these Regulations shall not engage in any problematic use of substance and where found shall be removed from his or her safety critical functions.

(3) The authority may, after successful treatment and medical assessment or where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the licence holder's continued performance of the function is unlikely to endanger safety, consider return of the licence holder to the safety critical functions.

(4) A flight engineer and glider and free balloons pilots shall have the ability to speak and understand the language used for radiotelephony communications.

(5) A flight navigator required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radio telephony communications.

(6) The language proficiency of aeroplane, airship, helicopter and powered-lift pilots, aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots, air traffic controllers, flight operations officers or dispatchers, ground instructors and aeronautical station operators who demonstrate proficiency below the expert level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.

## **24. Approved training and approved training organisations**

(1) Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.

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

(3) An approved training organisation shall conduct competency-based approved training for—

- (a) aircraft maintenance personnel;
- (b) remote flight crew member;

- (c) flight operations officer or flight dispatch personnel; and
- (d) crew member.

**25. English language proficiency**

(1) A holder of the following licence who is required to use the radio telephone aboard an aircraft shall demonstrate the ability to speak and understand the English language to the level specified in the language proficiency requirements as provided in Schedule 3 to these Regulations—

- (a) aeroplane, airship, helicopter and powered-lift pilot licence;
- (b) aeroplane, airship, glider, rotorcraft, powered-lift pilot or free balloon remote pilots;
- (c) air traffic controllers;
- (d) aeronautical station operators;
- (e) ground instructors;
- (f) flight operations officers or dispatchers;
- (g) flight engineers;
- (h) flight navigators; and
- (i) all remote pilots.

(2) Licensed personnel specified in subregulation (1) who demonstrate language proficiency below the expert level (Level 6) shall be 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.

## **26. 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 the employer.

(4) SPL shall be valid—

(a) for a holder who is less than forty years of age, from the date on which 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 on which 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 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 on which 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 on which 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 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 on which 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 on which the licence is issued or renewed by the authority for a period of the remainder of the six months validity of the holder's medical certificate.

(7) An Airline Transport Pilot Licence (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 on which 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 on which 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 FEL is valid from the date on which 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 Radiotelephony Operator Licence is valid for a period of twenty-four months from the date of issue or renewal.

(12) A flight operation officer or flight dispatcher licence is valid for a period of twenty-four 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 AMEL 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 ATCL shall, in the case of a holder who is—

(a) less than forty years of age, be valid from the date on which 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 on which the licence is issued or renewed for a period of the remainder of twelve months validity of the holder's medical certificate.

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

**27. General requirements for validation**

(1) A person who holds a current and valid pilot licence issued by another contracting State may apply to the authority and be

issued with a validation certificate of the licence for use on an aircraft registered in Uganda.

(2) The applicant for a validation certificate referred to in subregulation (1) shall present to the authority—

- (a) the foreign licence and evidence of the experience required by presenting the record in his or her personal flying logbook;
- (b) evidence that he or she holds a current medical certificate issued by the contracting State; and
- (c) evidence of language proficiency in English as specified in Schedule 3 to these Regulations or demonstrate to the authority the English language proficiency skills.

(3) The authority may accept a foreign medical certificate with the validation certificate, provided that the medical certification requirements on which the foreign medical certificate issued meet the requirements of these Regulations, relevant to the licence held.

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

(5) The authority may issue a validation certificate which shall be valid for three months provided that the foreign licence, ratings and the medical certificate remain valid.

**28. Validation certificate with PPL privileges**

Subject to the requirements of regulation 26, the applicant for a validation certificate with PPL privileges shall have a foreign licence with at least PPL privileges.

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

(1) Subject to the requirements in regulation 19(7), an applicant for a validation certificate for either a PPL/IR, CPL, CPL/IR, MPL, ATPL or FE privileges, shall have the relevant foreign licence and meet the following requirements—

- (a) except for ferry flight, test flight or as the authority may determine, demonstrate to the satisfaction of the authority and relevant to the licence to be validated, knowledge of—
  - (i) air law;
  - (ii) meteorology;
  - (iii) operational procedures; and
  - (iv) radiotelephony;
- (b) where the authority finds it necessary, the applicant may undergo a skills test for the relevant licence and ratings sought to be validated, relevant to the privileges of the licence held.

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

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

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

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



- (c) not exercise the privileges of the certificate when his or her foreign licence has been revoked and suspended.

**30. Recognition of military or former military flight crew qualifications**

(1) Except for a rated military, 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, 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 and aeronautical experience for—

- (a) PPL, CPL or FEL;
- (b) an aircraft rating in the category and class of aircraft for which the military pilot or flight engineer is qualified;
- (c) an instrument rating with the appropriate aircraft rating for which the military pilot is qualified; or
- (d) a type rating.

(2) The authority may issue to a rated military, former military pilot or flight engineer an aircraft category, class or type rating to a flight crew if the 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 PIC time in the aircraft category, class or type, if applicable, within the 12 months preceding the date of application;
- (c) a military flight engineer proficiency checks in the aircraft type the flight engineer is rated within 12 months preceding the date of application; and

- (d) at least 10 hours of flight time in the aircraft type the flight engineer is rated within 12 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 12 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 flights on airways in the 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.

### **31. Conversion of Foreign Pilot Licence**

(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 he or she—

- (a) has a licence which is not under an order of revocation or suspension by the State 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 specified in Schedule 2 of 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 subregulations (1), (2) and (3), the applicant is required to pass—

- (a) for ATPL or MPL—
  - (i) the class 1 medical certificate;
  - (ii) the composite paper comprising of law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight and radio telephony knowledge; and
  - (iii) an initial instrument rating flight test;
- (b) 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 radiotelephony knowledge; and
  - (iii) the initial instrument rating flight test if the rating is to be included in the licence;
- (c) for PPL—
  - (i) an examination for the class 2 medical certificate; and
  - (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;
- (d) for lighter-than-air, the requirements in paragraph (b); or

(c) as appropriate, except for medical certificate which shall be Class 2.

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

(6) The authority may transfer a type rating from a foreign licence for the purpose of conversion of CPL or ATPL or MPL 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 done.

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

(6) 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.

(7) The authority shall verify the authenticity of the foreign licence, ratings and authorisations presented for conversion with the state of issuance.

### **32. Conversion of Flight Engineer Licence**

(1) A person who holds a current FEL issued by another contracting State may apply and be issued with an equivalent licence with the appropriate ratings, if he or she—

- (a) has a licence which is not under an order of revocation or suspension by the State that issued the licence;
- (b) holds a licence which meets all the requirements of these Regulations 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 Schedule 3.

(2) An applicant for a FEL 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 subregulations (1), (2) and (3), the applicant shall be required to pass—

- (a) an examination for the Medical Certificate Class 1; and
- (b) the composite paper comprising of 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 FEL 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 done.

(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 with in a period of six months preceding the date of the application for the licence.

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

PART IV—VALIDATION, CONVERSION AND RECOGNITION  
OF FOREIGN LICENCES AND MILITARY QUALIFICATIONS  
FOR PERSONNEL OTHER THAN FLIGHT CREW

**33. Validation of 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 he or she has not met all the requirements for the licence; and

(c) does not currently hold a licence issued by the authority.

(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 the certificate on an aircraft registered in Uganda; and

(c) not exercise the privileges of the certificate where 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, evidence of the experience required and 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 pass a knowledge test in air law relevant to the licence to be validated.

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

#### **34. Conversion of foreign AMEL**

(1) A person who holds a current AMEL issued by another contracting State may apply and be issued an equivalent licence with the appropriate ratings, if he or she—



- (a) has a licence which is not under an order of revocation or suspension by the country that issued the licence; and
- (b) holds a licence which meets all the requirements of these Regulations for the licence.

(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 subregulations (1), (2) and (3) the applicant shall pass a knowledge test in—

- (a) air law;
- (b) applicable airworthiness requirements governing certification and continuing airworthiness;
- (c) approved maintenance organisations regulations and procedures; and
- (d) human factor.

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

- (a) the aircraft type is endorsed on a foreign licence;
- (b) the 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 in three consecutive attempts 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.

**35. Recognition of military aircraft maintenance personnel qualifications**

(1) Military aircraft maintenance personnel may apply to the authority for issue of AMEL without type rating on the basis of their military training and aeronautical experience.

(2) The application referred to in subregulation (1) 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) Where the authority is satisfied that the applicant meets the requirements in subregulation (2), the authority shall require the applicant to demonstrate the knowledge and skill requirements for AMEL stipulated in these Regulations.

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

**36. Knowledge test prerequisites and passing grades**

(1) An applicant for a knowledge test shall—

- (a) submit to the authority 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) present proper identification at the time of taking the test including 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 PPL – twelve months after passing the test;
- (b) for CPL – eighteen months after passing the test;
- (c) for ATPL – five years after passing the test;
- (d) for MPL – five years after passing the test; and
- (e) for RPL – twelve months after passing the test.

### **37. Prerequisites for practical tests for flight crew**

(1) To be eligible for a practical test, an applicant shall have passed the require knowledge examinations for the licence or rating sought.

- (2) Where an applicant for a practical test does not—
- (a) complete all increments of a practical test for a licence or rating in one day, he or she 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 subregulation (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 6 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 ATPL may take the practical test for the 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 the 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.

### **38. General requirements for practical tests 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) PPL and CPL tests; and
  - (ii) ATPL and aircraft type rating tests.
- (c) demonstrate sound judgement; and

(d) demonstrate single-pilot competence where 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) where the applicant fails one or more of the areas of operation; or

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

(4) Where a practical test is discontinued, the authority may give the applicant credit for the 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.

### **39. Required aircraft and equipment for practical tests**

(1) Except where permitted to accomplish the entire flight increment of the practical test in an approved flight simulator, 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 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 subregulation (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 where 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.

**40. Retesting after failure**

(1) An applicant for a knowledge or practical test who fails the test may reapply for the test only after he or she 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 subregulation (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.



#### **41. Records of training time**

(1) A pilot 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 under 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 pilot shall enter the following information for each flight or lesson logged—

- (a) general information including—
  - (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-Commercial Air Transport Aeroplanes) Regulations, 2022; and
  - (vi) the name of the authorised instructor, where required;
- (b) type of pilot experience or training—
  - (i) solo;
  - (ii) PIC;
  - (iii) PIC under supervision;

- (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; and
- (c) conditions of flight including—
- (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 under these Regulations; or
  - (b) satisfy the recent flight experience requirements of the applicable Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022.
- (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 the flight time where the pilot is the sole occupant of the aircraft.
- (5) A private or commercial pilot may log PIC time only for the flight time during which he or she is—
- (a) the sole manipulator of the controls of an aircraft for which the pilot is rated;
  - (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 performing the duties of the PIC of an operation requiring an airline transport pilot or multi crew pilot licences.

(7) An authorised instructor may log as PIC time all flight time while performing the duties of 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 the flight time during which he or she—

(a) is qualified in accordance with the co-pilot requirements of the Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022 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 the flight time where he or she 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-Commercial Air Transport Aeroplanes)

Regulations, 2022 in 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 where he or she 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.

## **42. Recording of flight time**

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

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

(3) The holder of a pilot licence, when performing the duties of a PIC under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

### **43. Limitations on 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 issued;
- (b) each particular manoeuvre, procedure or crew member function performed; and
- (c) the representation of the specific category, class and type of aircraft, particular variation within the type or set of aircraft for certain flight training devices.

### **44. Use of synthetic flight trainers for demonstration of skill**

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

(2) A flight crew member may demonstrate his or her skills during proficiency flight checks in a synthetic flight trainer approved under subregulation (1) in order to maintain the competence required by these Regulations.

### **45. General requirements for pilot 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) Where the applicant does not meet the specific requirements for the issue of the particular flight crew licence, he or she shall obtain a student pilot licence to enable him or her fulfill the eligibility requirements for pilot licence issued under these Regulations.

(3) The authority may remove a limitation placed on a person's licence if he or she 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.

(4) A person shall not perform the duties of a PIC of an aircraft unless he or she 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.

(5) Subject to subregulation (4), a person shall not perform the duties of a pilot of an aircraft that is carrying another person or is operated for compensation or hire, unless he or she holds a category, class and type rating that applies to the aircraft.

(6) Subregulation (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.

(7) A person shall not perform the duties of 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 he or she 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 the aircraft and has been found proficient in the operation and systems of that aircraft; and
- (b) received an endorsement in his or her logbook from an authorised instructor who certifies that he or she is proficient to operate that aircraft.

(8) A person shall not perform the duties of PIC of a tail wheel aeroplane unless he or she has—

- (a) received and logged flight training from an authorised instructor in a tail wheel aeroplane on the manoeuvres and procedures prescribed in subparagraph (b); and
- (b) received an endorsement in his or her logbook from an authorised instructor who is satisfied that he or she is proficient in the operation of a tail wheel 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.

(9) Approved training for flight crew and air traffic controllers shall be conducted by an approved training organisation.

## PART VI—LICENCES AND RATINGS FOR PILOTS

### **46. General licensing specifications**

(1) A person shall not perform the duties of either a PIC or a co-pilot of an aircraft in any of the following categories—

- (a) aeroplane;
- (b) airship of a volume of more than 4600 cubic metres;

- (c) free balloon;
- (d) glider;
- (e) rotorcraft;
- (f) powered-lift; or
- (g) remotely piloted aircraft,

unless he or she is the holder of a pilot licence issued under these Regulations.

(2) The authority shall include the category of aircraft in the title of the licence.

(3) Where the holder of a pilot licence seeks a licence for an additional category of aircraft, the authority shall issue the licence holder with an additional pilot licence for that category of aircraft.

(4) An applicant shall, before being issued with a pilot licence or rating, meet the requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness as specified for that licence or rating.

(5) An applicant for a pilot licence or rating shall demonstrate, in a manner determined by the authority, requirements for knowledge and skill for that licence or rating as specified in these Regulations.

#### **47. Powered-lift category**

(1) The authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence and the endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category.

(2) The authority shall, where endorsing a type rating for aircraft of the powered-lift category take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and shall incorporate in the endorsement all relevant



aspects of operating an aircraft of the powered-lift category where the training for the type rating in the powered-lift category is completed during a course of approved training.

**48. Circumstances in which class and type ratings are required**

(1) A holder of a pilot licence shall not perform the duties of either as PIC or co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless he or she has received authorisation as follows—

- (a) the appropriate class rating specified in regulation 5(1)(b) or
- (b) a type rating where required in accordance with regulation 5(1) (e).

(2) Where a type rating is issued limiting the privileges to perform the duties of a co-pilot or limiting the privileges to perform the duties of a PIC only during the cruise phase of the flight, the limitation shall be endorsed on the rating.

(3) The authority shall, for the purpose of training, testing or specific special purpose non-revenue, non-passenger carrying flights, issue special authorisation in writing to the holder of a licence in accordance with this regulation, and the authorisation shall be limited in validity to the time needed to complete the specific flight.

**49. Requirements for issue of class and type ratings**

(1) The applicant for the issue of class and type rating shall demonstrate a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought as specified under regulation 5(1) (b).

- (2) For the purposes of type rating, the applicant shall have—
  - (a) gained, under appropriate supervision, experience in the applicable type of aircraft or flight simulator in the following—
    - (i) normal flight procedures and manoeuvres during all phases of flight;

- (ii) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
  - (iii) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
  - (iv) for the issue of an aeroplane category type rating, upset prevention and recovery training; and
  - (v) procedures for crew incapacitation and crew coordination including allocation of pilot tasks, crew cooperation and use of checklists;
- (b) demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a PIC or a co-pilot, as applicable; and
  - (c) demonstrate, at the airline transport pilot licence level, an extent of knowledge determined by the authority on the basis of the requirements specified in regulation 86 (2).

(3) Notwithstanding subregulation (2), the applicant shall demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant.

#### **50. Use of flight simulation training device for acquisition of experience and demonstration of skill**

The authority shall approve the use of a flight simulation training device for acquiring the experience or performing any manoeuvre required during the demonstration of skill for the issue of a licence or rating, provided the flight simulation training device used is appropriate to the task.

**51. Circumstances in which instrument rating is required**

(1) The holder of a pilot licence shall not perform the duties of a PIC or co-pilot of an aircraft under instrument flight rules (IFR) unless the holder has received authorisation from the authority.

(2) The authorisation referred to in subregulation (1) shall comprise an instrument rating appropriate to the aircraft category.

(3) This regulation does not preclude the issue of a licence having the instrument rating as an integral part.

**52. Circumstances in which authorisation to conduct instruction is required**

(1) The holder of a pilot licence shall not carry out, flight instruction required for the issue of a pilot licence or rating, unless he or she has received authorisation from the authority.

(2) Authorisation referred to in subregulation (1) shall comprise—

- (a) a flight instructor rating on the holder's licence;
- (b) the authority to act as a check pilot to carry out flight instruction for the purposes of type rating endorsement; or
- (c) a specific authorisation granted by the authority.

(3) A holder of a licence shall not carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless he or she holds or has held an appropriate licence or has appropriate flight training and flight experience and has received authorisation from the authority.

**53. Crediting of flight time**

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

(2) The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by the authority to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

(3) The authority may accept that, flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.

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

(5) The holder of a pilot licence, when performing duties of a PIC under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

#### **54. Curtailment of privileges of pilots**

(1) Subject to subregulations (2) and (3), a person shall not perform the duties of a pilot of an aircraft engaged in international commercial air transport operations if—

- (a) he or she has attained his or her 60<sup>th</sup> birthday; or
- (b) in the case of operations with more than one pilot, he or she has attained his or her 65<sup>th</sup> birthday.

(2) A person shall not perform the duties of a PIC or co-pilot of a multi-crew aircraft engaged in international commercial air transport operations where he or she has attained his or her 65<sup>th</sup> birthday and the other pilot has attained his or her 60<sup>th</sup> birthday.

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

(4) A holder of CPL or ATPL licences with instructor rating may continue exercising the privileges of instructor rating after the age of 65 years provided that person holds a valid class 1 medical certificate.

(5) A holder of a pilot licence who has attained the age of 65 years shall operate only under the privilege of a PPL.

*Student Pilot Licence (SPL)*

**55. Eligibility requirements for SPL**

(1) A person shall not receive and log flight instructions unless he or she has a valid SPL.

(2) An applicant shall be eligible for issue of SPL who—

(a) is at least sixteen years of age;

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

(c) possess a valid class 2 medical certificate issued under these Regulations.

(3) The student pilot shall comply with the requirements of this regulation to ensure he or she does not constitute a hazard to air navigation.

(4) A student pilot shall not fly solo unless under the supervision of, or with the authority of an authorised flight instructor.

(5) A student pilot shall not fly solo in an aircraft on an international flight unless by special or general arrangement between the contracting States concerned.

(6) A student pilot shall not fly solo unless that student holds a current class 2 medical assessment.

## **56. Solo flight requirements**

(1) A holder of SPL shall not operate an aircraft in first solo flight unless he or she has met the requirements of this regulation.

(2) A student pilot shall pass an aeronautical knowledge test on the following subjects—

(a) applicable sections of these Regulations and the Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022;

(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;

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

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

(4) A student pilot shall before conducting a solo flight—

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

(b) have demonstrated satisfactory proficiency and safety, as determined by an authorised instructor, on the manoeuvres

and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft to be flown; and

- (c) have been assessed by an authorised instructor as being able to speak and understand the English language used for radio telephony communications, but shall not be required to comply with the holistic descriptors of the rating scale prescribed in Schedule 2.

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

- (a) proper flight preparation procedures, including pre-flight planning and preparation, engine operation and aircraft systems;
- (b) taxiing or surface operations, including run-up;
- (c) 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, wind shear 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;
- (p) after landing and taxiing instructions; and
- (q) go-arounds.

(6) A holder of SPL 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 multi-engine aeroplane—
  - (i) proper flight preparation procedures, including pre-flight planning and preparation, power plant operation and aircraft systems;
  - (ii) taxiing or surface operations, including run ups;
  - (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, wind shear 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 auto rotational 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 prescribed in paragraph (a);
  - (ii) launches, including normal and crosswind;
  - (iii) inspection of towline rigging and review of signals and release procedures;
  - (iv) aero tow, ground tow or self-launch procedures;
  - (v) procedures for disassembly and assembly of the glider;
  - (vi) slips to a landing;
  - (vii) procedures and techniques for thermaling; 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 negative static trim; and
- (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.

## **57. Privileges and limitations of SPL**

(1) A holder of SPL 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 SPL shall not perform the duties of a pilot in command of an aircraft—

- (a) that is carrying a passenger;
- (b) that is carrying property for compensation or hire;
- (c) that is operated for compensation or hire;
- (d) in furtherance of a business;
- (e) on an international flight;
- (f) when the flight cannot be made under VMC as specified under the Civil Aviation (Rules of the Air) Regulations, 2020.
- (g) in a manner contrary to any limitations placed in the pilot's logbook by an authorised instructor.

(3) A holder of SPL shall not perform the duties of 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 SPL shall not operate an aircraft in solo flight unless he or she has received within the 90 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 SPL shall not perform the duties of 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 radio telephony.

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

(1) A holder of SPL shall, except as provided in subregulation (4), meet the requirements of this regulation prior to—

- (a) conducting a solo cross-country flight or any flight greater than 25 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) Subject to subregulation (4), a student pilot who seeks solo cross-country flight privileges shall—

- (a) receive 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) demonstrate cross-country proficiency on the appropriate manoeuvres and procedures required by this regulation to an authorised instructor;
- (c) satisfactorily accomplish the pre-solo flight manoeuvre 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 as specified by subregulation (5).

(3) A holder of SPL who seeks solo cross-country flight privileges shall receive ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures prescribed 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) that a solo flight to another airport 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 the training included flights in both directions over the route, entering and exiting the traffic pattern and takeoffs and landings at the other airport;
    - (ii) that the student pilot has a current solo flight endorsement in accordance with these Regulations;
    - (iii) that the instructor has determined that the student pilot is proficient to make the flight; and
    - (iv) that the purpose of the flight is to practice takeoffs and landings at that other airport;
  - (b) that 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 subregulation (5),

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

(5) Except as specified in subregulation (4) (b), a student pilot shall have a solo cross-country endorsement inserted 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 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 inflight;
  - (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 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 subregulation (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 favorable for cross-country soaring, ascending flight, descending flight and altitude control;
- (c) in an airship—
  - (i) the manoeuvres and procedures specified in subregulation (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.

### **59. Renewal requirements of student pilot licence**

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

#### *Private Pilot Licence (PPL)*

### **60. Eligibility requirements for PPL**

- (1) An applicant for PPL, shall—
  - (a) be at least 18 years of age for a licence other than the operation of glider or balloon;
  - (b) be at least 18 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 specified in Schedule 3;
- (d) receive an endorsement for the knowledge test from an authorised instructor who—
  - (i) conducted the training on the aeronautical knowledge areas prescribed in regulation 61, 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 prescribed in regulation 61;
- (g) receive flight training and a logbook endorsement from an authorised instructor who—
  - (i) conducted the training in the areas of operation prescribed in regulation 61, 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 these Regulations 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 prescribed in regulation 63 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.



## **61. Aeronautical knowledge and skill requirements for PPL**

(1) An applicant for PPL shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects—

- (a) air law including—
  - (i) rules and regulations relevant to the holder of a private pilot licence;
  - (ii) rules of the air;
  - (iii) altimeter setting procedures; and
  - (iv) appropriate air traffic services practices and procedures for aeroplane, helicopter, powered-lift and airship;
- (b) aircraft general knowledge including—
  - (i) principles of operation and functioning of power plants, systems and instruments;
  - (ii) operating limitations of the relevant category of aircraft and power plants; and
  - (iii) relevant operational information from the flight manual or other appropriate document;
  - (iv) for helicopter and powered-lift, transmission (power-trains) where applicable; and
  - (v) for airship, physical properties and application of gases;
- (c) flight performance, planning and loading including—
  - (i) effects of loading and mass distribution on flight characteristics, mass and balance calculations;
  - (ii) use and practical application of take-off, landing and other performance data;

- (iii) pre-flight and en-route flight planning appropriate to private operations under visual flight rules;
  - (iv) preparation and filing of air traffic services flight plans;
  - (v) appropriate air traffic services procedures;
  - (vi) position reporting procedures; and
  - (vii) altimeter setting procedures, operations in areas of high-density traffic;
- (d) human performance including threats and error management;
- (e) meteorology including—
  - (i) application of elementary aeronautical meteorology;
  - (ii) use of and procedures for obtaining meteorological information;
  - (iii) altimetry; and
  - (iv) hazardous weather conditions;
- (f) navigation including—
  - (i) practical aspects of air navigation and dead-reckoning techniques; and
  - (ii) use of aeronautical charts.
- (g) operational procedures including—
  - (i) use of aeronautical documentation such as aeronautical information publication, NOTAM, aeronautical codes and abbreviations;
  - (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

- (iii) application of threats and error management principles to operational performance;
  - (iv) altimeter setting procedures;
  - (v) in case of the helicopter and if applicable, powered-lift, settling with power, ground resonance and retreating blade stall;
  - (vi) dynamic roll-over and other operational hazards; and
  - (vii) safety procedures, associated with flight in visual meteorological conditions;
- (h) principles of flight; and
- (i) radiotelephony such as communication procedures and phraseology as applied to visual flight rules operations and action to be taken in case of communication failure.

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

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

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

- (b) aircraft general knowledge including—
  - (i) principles of operation of lighter than aircraft category systems and instruments;
  - (ii) operating imitations of lighter than aircraft category relevant operational information from the flight manual or other appropriate document; and
  - (iii) physical properties and practical application of gases used in lighter than aircraft category;
- (c) flight performance and planning including—
  - (i) effects of loading on flight characteristics mass and balance calculations;
  - (ii) use and practical application of launching, landing and other performance data, including the effect of temperature;
  - (iii) pre-flight and en-route flight planning appropriate to operations under visual flight rules, appropriate air traffic services procedures; and
  - (iv) altimeter setting procedures and operations in areas of high-density traffic;
- (d) human performance relevant to the private pilot including principles of threat and error management;
- (e) meteorology including—
  - (i) application of elementary aeronautical meteorology,
  - (ii) use of and procedures for obtaining meteorological information and altimetry; and
  - (iii) hazardous weather conditions;

- (f) navigation including practical aspects of air navigation and dead-reckoning techniques and use of aeronautical charts;
- (g) operational procedures including—
  - (i) use of aeronautical documentation such as aeronautical information publication, NOTAM, aeronautical codes and abbreviations;
  - (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
  - (iii) application of threat and error management to operational performance;
  - (iv) altimeter setting procedures; and
  - (v) safety procedures, associated with flight in visual meteorological conditions; and
- (h) principles of flight relating to lighter than aircraft category.

## **62. Privileges and limitations of holder of PPL**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23(1), 25 and 45, the privileges of the holder of PPL shall be to act, but not for remuneration, as PIC or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.

(2) The holder of PPL shall receive dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

### **63. Specific requirements for issuance of aeroplane category rating**

(1) The applicant for a PPL shall receive dual instruction in aeroplanes appropriate to the class rating sought from an authorised flight instructor.

(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 private pilot—

- (a) recognition and management of threats and errors;
- (b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the aeroplane by external visual reference;
- (e) flight at critically slow airspeeds, recognition of, and recovery from, incipient and full stalls;
- (f) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
- (g) normal and crosswind take-offs and landings;
- (h) maximum performance for short field and obstacle clearance take-offs; short-field landings;
- (i) flight by reference solely to instruments, including the completion of a level 180° turn;
- (j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- (k) emergency operations, including simulated aeroplane equipment malfunctions;

- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

(3) The operational experience specified in subregulation (2) and the night flying dual instruction specified in regulation 62(2) shall not entitle the holder of a PPL to pilot airships under Instrument Flight Rules.

#### **64. Aeronautical experience and skill requirements for PPL with aeroplane category rating**

(1) An applicant for a PPL with an aeroplane category rating shall complete—

- (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, or 35 hours if completed during a course of approved training as pilot of aeroplane a total of 5 hours may have been completed in a flight simulator; and
  - (ii) not less than 10 hours of solo flight time under the supervision of an authorised flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling 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 38.

(2) An applicant who has flight time as a pilot of aircraft in other categories, shall, notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority provided that the credited time does not exceed 50%.

## **65. Specific requirements for issuance of helicopter category rating**

(1) An applicant for helicopter category rating shall complete not less than 40 hours of flight time or 35 hours where completed during a course of approved training as a pilot of helicopters of which a maximum of 5 hours may have been completed in a flight simulation training device.

(2) An applicant who has flight time as a pilot of aircraft in other categories shall notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority provided that the credited time does not exceed 50%.

(3) The applicant shall complete in the helicopter category not less than 10 hours of solo flight time under the supervision of an authorised flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.

(4) The applicant shall receive not less than 20 hours of dual instruction time in helicopters from an authorised flight instructor.

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

- (a) recognition and management of threats and errors;



- (b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the helicopter by external visual reference;
- (e) recovery at the incipient stage from settling with power, recovery techniques from low-rotor rpm with in the normal range of engine rpm;
- (f) ground maneuverings and run-ups, hovering, take-offs and landings — normal, out of wind and sloping ground;
- (g) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques; restricted site operations and quick stops;
- (h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
- (i) emergency operations, including simulated helicopter equipment malfunctions, autorotative approach;
- (j) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;
- (k) communication procedures and phraseology; and
- (l) operational experience in flight by reference solely to instruments, including the completion of a level 180° turns, in a suitably instrumented helicopter.

(6) The operational experience specified in subregulation (5) and the night flying dual instruction specified in regulation 62(2) do not entitle the holder of PPL to pilot helicopters under instrument flight rules.

**66. Specific requirements for issuance of powered-lift category rating or glider rating**

(1) An applicant for PPL with a powered-lift category rating shall complete—

- (a) not less than 40 hours of flight time as a pilot of powered-lift;
- (b) where an applicant who has experience as a pilot under instruction in a flight simulation training device may be credited with 15% of the flight simulation training device flight time as part of the total flight time of 40 hours required in paragraph (a) provided the flight simulation training device is approved for this purpose; and
- (c) not less than 10 hours of solo flight time under the supervision of an authorised flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totaling not less than 270 km (150 NM) in the course of which full stop landing at two different aerodromes shall be made.

(2) 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.

(3) The applicant shall receive not less than 20 hours of dual instruction time in powered-lifts from an authorised flight instructor.

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

- (a) recognition and management of threats and errors;
- (b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;

- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the powered-lift by external visual reference;
- (e) ground manoeuvring and run-ups, hover and rolling take-offs and climb-out, hover and rolling approach and landings-normal, out of wind and sloping ground;
- (f) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations and quick stops;
- (g) flight by reference solely to instruments, including the completion of a level 180° turn;
- (h) recovery at the incipient stage from settling with power, recovery techniques from low-rotor rpm with in the normal range of engine rpm;
- (i) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
- (j) emergency operations, including simulated powered - lift equipment malfunctions, power of reversion to autorotation and autorotative approach, where applicable, transmission and interconnect driveshaft failure, where applicable;
- (k) operations to and from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (l) communication procedures and phraseology.

(5) The instrument experience specified in regulation 62 (2) and the night flying dual instruction specified in subregulation (2) shall not entitle the holder of a private pilot license to pilot airships under instrument flight rules.

(6) An applicant for a PPL with glider category shall complete—

- (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) where the applicant has logged forty 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 ten launches and landings have been performed.

(7) An applicant shall demonstrate the ability to perform as PIC of a glider, the procedures and manoeuvres prescribed in regulation 94(3) with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to—

- (a) recognise and manage threats and errors;
- (b) operate the glider within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgment and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

(8) An applicant who has flight time as a pilot of aircraft in other categories, shall, notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority provided that the credited time does not exceed 50%.

**67. Specific requirements for issuance of airship category rating**

(1) An applicant for PPL with an airship class rating shall complete twenty-five hours of flight training in airships on the areas of operation which consists of at least—

- (a) three hours of cross-country flight training in an airship with a cross country flight totaling not less than forty five km or twenty-five nautical miles total distance;
- (b) five take offs and five landings to a full stop and at aerodrome, with each landing involving a flight in the traffic pattern, at an aerodrome;
- (c) 3 hours of instrument time; and
- (d) five hours as pilot assuming the duties of the pilot in command under the supervision of the PIC.

(2) The applicant shall receive dual instruction in airships from an authorised flight instructor.

(3) The instructor shall ensure that the applicant has received instruction in at least the following areas—

- (a) recognition and management of threats and errors;
- (b) pre-flight operations, including mass and balance determination, airship inspection and servicing;
- (c) ground reference manoeuvres;
- (d) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (e) techniques and procedures for take-off, including appropriate limitations, emergency procedures and signals used;
- (f) control of the airship by external visual reference;
- (g) take-offs, landings and go-arounds;

- (h) maximum performance (obstacle clearance) take-offs;
- (i) flight by reference solely to instruments, including the completion of a level 180° turn;
- (j) navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;
- (k) emergency operations or recognition of leaks, including simulated airship equipment malfunctions; and
- (l) communication procedures and phraseology.

(4) The instrument experience specified in subregulation (3) (i) and the night flying dual instruction specified in 62(2) shall not entitle the holder of the PPL to pilot airships under IFR.

#### **68. Renewal requirements for PPL**

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 twelve months preceding the date of application for renewal—

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

#### *Commercial Pilot Licence (CPL)*

#### **69. Eligibility requirements for CPL**

An applicant for 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 specified in Schedule 3 of these Regulations;

- (c) receive a logbook endorsement from an authorised instructor who—
  - (i) conducted the required ground training on the aeronautical knowledge areas prescribed in regulation 70, that apply to the aircraft category and class rating sought; and
  - (ii) be 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 specified in regulation 70;
- (e) receive the required training and a logbook endorsement from an authorised instructor who—
  - (i) conducted the training on the areas of operation specified in regulation 71 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 that apply to the aircraft category and class rating sought;
- (i) hold a PPL issued under these Regulations or meet the requirements of regulation 28, pertaining to military licences; and

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

## **70. Aeronautical knowledge requirements for CPL**

(1) An applicant for CPL shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence.

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

- (a) air law including—
  - (i) rules and regulations relevant to the holder of a CPL;
  - (ii) rules of the air; and
  - (iii) appropriate air traffic services practices and procedures;
  
- (b) aircraft general knowledge including—
  - (i) principles of operation and functioning of power plants, systems and instruments;
  - (ii) operating limitations of relevant aircraft category and power plants, 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 power plants of appropriate aircraft category;
  - (v) for helicopter and powered-lift, transmission (power-trains) where applicable; and



- (vi) for airship, physical properties and practical application of gases;
- (c) flight performance, planning and loading—
  - (i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
  - (ii) use and practical application of take-off, landing and other performance data;
  - (iii) pre-flight and en-route flight planning appropriate to commercial operations under visual flight rules;
  - (iv) preparation and filing of air traffic services flight plans and appropriate air traffic services procedures; and
  - (v) in the case of airship, helicopter and powered-lift effects of external loading;
- (d) human performance relevant to the CPL, including principles of threat and error management;
- (e) meteorology including—
  - (i) interpretation and application of aeronautical meteorological reports, charts and forecasts;
  - (ii) use of, and procedures for obtaining, meteorological information, pre-flight and in-flight and altimetry;
  - (iii) aeronautical meteorology;
  - (iv) climatology of relevant areas in respect of the elements having an effect upon aviation;
  - (v) 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;
  - (vi) causes, recognition and effects of icing;
  - (vii) frontal zone penetration procedures; and
  - (viii) hazardous weather avoidance;
- (f) navigation including—
- (i) air navigation, such as the use of aeronautical charts, instruments and navigation aids;
  - (ii) understanding of the principles and characteristics of appropriate navigation systems; and
  - (iii) operation of air borne equipment;
- (g) operation procedures including—
- (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
  - (ii) appropriate precautionary and emergency procedures;
  - (iii) operational procedures for carriage of freight;
  - (iv) potential hazards associated with dangerous goods;
  - (v) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
  - (vi) night and high-altitude;
  - (vii) application of threats and error management principles to operational performance;
  - (viii) altimeter setting procedures; and

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

(h) principles of flight relating to aircraft; and

(i) radiotelephony including—

(i) communication procedures and phraseology as applied to visual flight rules operations; and

(ii) 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 specified in subregulation (2) in addition to the following areas—

(a) power plants, transmissions or powertrains;

(b) external loads on helicopter handling;

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

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

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

(a) air law including—

(i) rules and regulations relevant to the holder of a free balloon pilot licence;

(ii) rules of the air; and

(iii) appropriate air traffic services practices and procedures.

- (b) aircraft general knowledge including—
  - (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; and
  - (iii) physical properties and practical application of gases used in free balloons;
- (c) flight performance and planning including—
  - (i) effects of loading on flight characteristics and mass calculations;
  - (ii) use and practical application of launching, landing and other performance data, including the effect of temperature; and
  - (iii) pre-flight and en-route flight planning appropriate to operations under visual flight rules, appropriate air traffic services procedures and altimeter setting procedures, operations in areas of high-density traffic;
- (d) human performance relevant to the free balloon pilot;
- (e) meteorology including—
  - (i) application of elementary aeronautical meteorology; and
  - (ii) use of and procedures for obtaining, meteorological information and altimetry.
- (f) navigation including—
  - (i) practical aspects of air navigation and dead-reckoning techniques; and

- (ii) use of aeronautical charts;
- (g) operational procedures including—
  - (i) use of aeronautical documentation such as aeronautical information publication, NOTAM, aeronautical codes and abbreviations;
  - (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards; and
  - (iii) application of threats and error management principles to operational performance;
- (h) principles of flight relating to free balloons; and
  - (i) in case of airship—
    - (i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation;
    - (ii) use of accuracy and reliability of navigation systems used in departure; and
    - (iii) principles and characteristics of self-contained and external referenced navigation systems and operation of airborne equipment.

### **71. Skill requirement for issuance of CPL**

The applicant shall demonstrate the ability to perform as PIC of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres specified in regulations 72(4), 73(4), 74(5) or 75(3) with a degree of competency appropriate to the privileges granted to the holder of a CPL, and to—

- (a) recognise and manage threats and errors;

- (b) operate the aircraft within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgment and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

**72. Specific requirements for issuance of aeroplane category rating**

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

- (a) not less than two hundred hours of flight time or one hundred and fifty hours if completed during an integrated course of approved training provided for in an Approved Training Organisation under the Civil Aviation (Approved Training Organisations) Regulations, 2022 as a pilot of aeroplanes, of which ten 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, seventy hours;
  - (ii) twenty hours of cross-country flight time as PIC including a cross-country flight totaling not less than 540km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
  - (iii) ten hours of instrument instruction time of which not more than 5 hours may be instrument time in the synthetic flight trainer; 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 landings as PIC.

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

- (a) ten hours as PIC in a category other than helicopters;
- (b) thirty hours as PIC holding a PPL on helicopters; or
- (c) one hundred hours as PIC holding a CPL on helicopters.

(3) The applicant shall receive dual instruction in aeroplanes appropriate to the class or type rating sought from an authorised flight instructor.

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

- (a) recognition and management of threats and errors;
- (b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the aeroplane by external visual reference;
- (e) flight at critically slow airspeeds, spin avoidance, recognition of and recovery from incipient and full stalls;
- (f) flight with asymmetrical power for multi-engine class or type ratings;
- (g) flight at critically high airspeeds, recognition of and recovery from spiral dives;

- (h) normal and crosswind take-offs and landings;
- (i) maximum performance (short field and obstacle clearance) take-offs, short-field landings;
- (j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (k) cross-country flying using visual reference, dead reckoning and radio navigation aids and diversion procedures;
- (l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
- (m) operations to, from and transiting controlled aerodromes and compliance with air traffic services procedures; and
- (n) communication procedures and phraseology.

(5) The instrument experience specified in subregulation (1)(b)(iii) and subregulation (4)(j) and the night flying experience and dual instruction specified in subregulation (1)(b)(iv)) and subregulation (2) shall not entitle the holder of a CPL to pilot aeroplanes under IFR.

(6) The applicant shall receive, in actual flight, upset prevention and recovery training approved by the authority.

### **73. Specific experience requirements for issuance of helicopter category rating**

- (1) An applicant for a CPL helicopter licence shall complete—
  - (a) not less than one hundred fifty hours of flight time or one hundred hours if completed during an integrated course of approved training provided for in an ATO under the Civil Aviation (Approved Training Organisations) Regulations, 2022 as a pilot of helicopters of which not more than ten hours may have been completed in a synthetic flight trainer;



- (b) not less than—
  - (i) thirty five hours as PIC;
  - (ii) ten hours of cross-country flight time as PIC including a cross-country flight in the course of which landings at two different points shall be made;
  - (iii) ten hours of 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.

(2) An applicant who has flight time as a pilot of aircraft in other categories shall notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority as prescribed in the applicable technical guidance material provided that the credited time does not exceed fifty percent.

(3) The applicant shall receive dual instruction in helicopters from an authorised flight instructor.

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

- (a) recognition and management of threats and errors;
- (b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the helicopter by external visual reference;
- (e) recovery at the incipient stage from settling with power, recovery techniques from low-rotor rpm with in the normal range of engine rpm;

- (f) ground maneuvering and run-ups, hovering, take-offs and landings-normal, out of wind and sloping ground and steep approaches;
- (g) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations quick stops;
- (h) hovering out of ground effect, operations with external load, if applicable, flight at high-altitude;
- (i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (j) cross-country flying using visual reference, dead reckoning and radio navigation aids and diversion procedures;
- (k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

(5) The instrument experience specified in subregulations (1)(b)(ii) and (4)(i) and the night flying experience and dual instruction specified in subregulation (1)(b)(iv) and regulation 77(2) do not entitle the holder of a CPL to pilot helicopters under IFR.

- (6) An applicant for a CPL (gyroplane) shall complete—
  - (a) not less than one hundred fifty hours of flight time as a pilot, including at least one hundred hours in powered aircraft, of which twenty hours shall be in gyroplanes;

- (b) one hundred hours of PIC flight time, including at least—
  - (i) ten hours in gyroplanes; and
  - (ii) 3 hours in cross-country flight in gyroplanes; and
- (c) twenty hours of training on the areas of operation listed in regulation 71, including at least—
  - (i) 5 hours of instrument training in an aircraft; and
  - (ii) one cross-country flight of at least 2 hours in a gyroplane in day VFR conditions, consisting of a total straight-line distance of more than fifty nautical miles from the original point of departure; and
- (d) ten hours of solo flight in a gyroplane on the areas of operation listed in regulation 72(4) including at least—
  - (i) one cross-country flight with landing 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.

**74. Specific experience requirements for issuance of powered-lift category rating**

(1) An applicant for a CPL powered-lift shall complete not less than two hundred hours of flights in a powered-lift or one hundred fifty hours if completed during a course of approved training, as a pilot of aircraft, including—

- (a) fifty hours as PIC;

- (b) ten hours of cross-country flying as PIC including a cross-country flight totaling not less than 540km (300 NM) in the course of which full-stop landings at two different aerodromes should be made;
- (c) ten hours of instrument instruction of which not more than 5 hours may be instrument ground time; and
- (d) where the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as PIC.

(2) An applicant who has flight time as a pilot of aircraft in other categories shall notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority provided that the credited time does not exceed fifty percent.

(3) The applicant's experience as a pilot under instruction in a flight simulation training device may be credited as part of the total flight time of two hundred hours or one hundred fifty hours, as the case may be, not more than twenty hours

(4) The applicant shall receive dual instruction time in a powered- lift from an authorised flight instructor.

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

- (a) recognition and management of threats and errors;
- (b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

- (d) control of the powered-lift by external visual reference;
- (e) recovery at the incipient stage from settling with power, recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (f) ground manoeuvring and run-ups, hover and rolling take-offs and climb-out, hover and rolling approach and landings-normal, out of wind and sloping ground and steep approaches;
- (g) take-offs and landings with minimum necessary power, maximum performance take-off and landing techniques, restricted site operations, quick stops;
- (h) hovering out of ground effect, operations with external load, if applicable, flight at high-altitude;
- (i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
- (k) emergency operations, including simulated powered-lift equipment malfunctions, power of reversion to autorotation and autorotative approach, where applicable, transmission and interconnect driveshaft failure, where applicable;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

(6) The instrument experience specified in sub regulations (1) (c) and (5) (i) and the night flying experience and dual instruction specified in subregulations (1) (d) and regulation 77 (2) shall not entitle the holder of a commercial pilot licence to pilot powered-lifts under Instrument Flight Rules.

**75. Specific experience requirements for issuance of airship category rating**

(1) An applicant for a CPL for lighter than air (airship category) shall complete not less than two hundred hours off light time as a pilot, including not less than—

- (a) fifty hours as a pilot of airships;
- (b) thirty hours in airships as PIC or PIC under supervision, to include not less than—
  - (i) ten hours of cross-country flight time; and
  - (ii) ten hours of night flight.
- (c) forty hours of instrument time, of which twenty hours shall be in flight and ten hours in flight in airships; and
- (d) twenty hours of flight training in airships in the areas of operation prescribed in subregulation (2) and (3).

(2) The applicant shall receive dual instruction in airships from an authorised flight instructor.

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

- (a) recognise and manage threats and errors;
- (b) pre-flight operations, including mass and balance determination, airship inspection and servicing;

- (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
- (e) control of the airship by external visual reference;
- (f) recognition of leaks;
- (g) normal take-offs and landings;
- (h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
- (i) flight under Instrument Flight Rules;
- (j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
- (k) emergency operations, including simulated airship equipment malfunctions;
- (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (m) communication procedures and phraseology.

**76. Specific requirements for issuance of lighter than air or balloon category rating**

(1) An applicant for a CPL lighter than air or balloon category shall complete thirty five hours which consists of not less than twenty hours 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 sixty days prior to application for the rating;
  - (ii) ten 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 sixty days prior to application for the rating;
  - (ii) ten hours as PIC; and
  - (iii) two flights involving a controlled ascent to 5000 feet above the launch site; and
- (c) for a free balloon—
  - (i) the procedures and manoeuvres specified under subregulation (3) with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence;
  - (ii) recognise and manage threats and errors;
  - (iii) operate the free balloon within its limitations;
  - (iv) complete all manoeuvres with smoothness and accuracy;
  - (v) exercise good judgment and airmanship;
  - (vi) apply aeronautical knowledge; and
  - (vii) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

(2) The applicant shall receive dual instruction in airships from an authorised flight instructor.



- (3) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot—
- (a) recognition and management of threats and errors;
  - (b) pre-flight operations, including mass and balance determination, airship inspection and servicing;
  - (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
  - (d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;
  - (e) control of the airship by external visual reference;
  - (f) recognition of leaks;
  - (g) normal take-offs and landings;
  - (h) maximum performance (short field and obstacle clearance) take-offs and short-field landings;
  - (i) flight under IFR;
  - (j) cross-country flying using visual reference, dead reckoning and where available, radio navigation aids;
  - (k) emergency operations, including simulated airship equipment malfunctions;
  - (l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and
  - (m) communication procedures and phraseology.

## **77. Privileges and limitations of a holder of CPL**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23, 25 and 45, the privileges of the holder of a CPL shall be—

- (a) to exercise all the privileges of the holder of a PPL in an aircraft within the appropriate aircraft category;
- (b) to perform the functions of a PIC of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
- (c) to perform the functions of a PIC, in commercial air transportation, of an aircraft within the appropriate aircraft category and certificated for single- pilot operation;
- (d) to perform the functions of a co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and
- (e) for the airship category, to pilot an airship under IFR.

(2) Before exercising the privileges at night, the holder of a licence shall receive dual instruction in aircraft within the appropriate category of aircraft in night flying including take-off, landing and navigation.

## **78. Renewal requirements for CPL**

A holder of a CPL shall 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.

*Multi-Crew Pilot Licence Appropriate to  
the Aeroplane Category (MPL)*

**79. Eligibility requirements for MPL**

- (1) An applicant for MPL, shall—
  - (a) not be less than eighteen years of age;
  - (b) demonstrate the ability to speak and understand the English language in accordance with the language proficiency requirements specified in the Schedule 3;
  - (c) meet at least one of the following requirements—
    - (i) demonstrate a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the aeroplane category in an approved training course;
    - (ii) hold either a foreign MPL or a foreign ATPL and an instrument rating is sued 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 specified in regulation 86 that apply to the aircraft category rating sought;
  - (f) pass the practical test on the applicable areas of operation specified in regulation 80(2) that apply to the aircraft category sought; and
  - (g) have valid class 1 medical certificate issued under these Regulations.

(2) The applicant shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.

## **80. Aeronautical knowledge and skill requirements for MPL**

(1) The applicant shall at least have met the requirements specified in regulation 85 for the ATPL appropriate to the aeroplane category in an approved training course as well as the additional requirement underpinning the approved adopted competency model.

(2) The applicant shall demonstrate the underpinning skills required for the competencies of the approved adapted competency model of these Regulations as pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under visual flight rules and instrument flight rules

(3) Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.

(4) The applicant shall have demonstrated the underpinning skills required for the competencies of the approved adapted competency model as pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR.

(5) The competency standards to be achieved and the associated performance criteria for the applicant of a MPL shall be publicly available.

## **81. Experience for MPL**

(1) An applicant for MPL shall have completed in an approved training course not less than two hundred forty hours which includes actual and simulated flight as pilot flying and pilot monitoring.

(2) Flight experience in actual flight shall include at least the experience requirements prescribed in regulation 64 (1) (a), upset prevention and recovery training, night flying and flight by reference solely to instruments.

(3) In addition to meeting the provisions of subregulation (2), the applicant shall have gained in a turbine powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for the purpose of the authority in accordance with Schedule 4 to these Regulations, the experience necessary to achieve the final competency standard of the approved adapted competency model.

## **82. Flight instruction of MPL**

(1) The applicant shall complete a course of approved training covering the experience requirements specified in regulation 81.

(2) The applicant shall have received dual flight instruction in order to achieve the final competency standard in competences of the approved adapted competency model, for the issue of the MPL.

## **83. Privileges and limitations of holder of MPL**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23, 25 and 45, the privileges of the holder of a MPL shall be—

- (a) to exercise all the privileges of the holder of a PPL in the aeroplane category provided the requirements of regulations 63 and 64 have been met;
- (b) to exercise the privileges of the instrument rating in a multi-crew operation; and
- (c) to act as co-pilot of an aeroplane required to be operated with a co-pilot.

(2) Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the holder of a licence shall demonstrate an ability to perform the duties of a PIC in a single-pilot operation exercised by reference solely to instruments and shall meet the skill requirement prescribed in regulation 104(3) appropriate to the aeroplane category.

- (3) Before exercising the privileges of a CPL in a single-pilot operation in aeroplanes, the holder of a licence shall—
- (a) complete in aeroplanes seventy hours, either as PIC or made up of not less than ten hours as PIC and the necessary additional flight time as PIC under supervision;
  - (b) complete twenty hours of cross-country flight time as PIC or made up of not less than ten hours as PIC and ten hours as PIC under supervision, including a cross-country flight totaling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and
  - (c) meet the requirements for the CPL specified in regulation 70, 71, 72, with the exception of 72 (1) (b) and 72 (3) and (4) appropriate to the aeroplane category.

#### **84. Renewal requirements for MPL**

A holder of MPL may apply for renewal of the licence where he or she has logged not less than six hours as PIC or co-pilot and has done six take-offs and landings within the six months preceding the date of application for renewal.

#### *Airline Transport Pilot Licence (ATPL)*

#### **85. Eligibility requirements for ATPL**

An applicant for ATPL shall—

- (a) be at least twenty-one years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements specified in Schedule 3 to these Regulations;

- (c) meet at least one of the following requirements—
  - (i) hold a valid and current CPL and an instrument rating;
  - (ii) meet the military experience requirements under regulation 30, 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 specified in regulation 86 that apply to the aircraft category and class rating sought;
- (f) pass the practical test on the applicable areas of operation specified in regulation 87, that apply to the aircraft category and class rating sought; and
- (g) have valid class 1 medical certificate issued under these regulations.

### **86. Aeronautical knowledge requirements for ATPL**

(1) An applicant for an ATPL, shall receive and record ground training in a manner prescribed by the authority, in the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.

(2) An applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an ATPL and appropriate to the category of aircraft intended to be included in the ATPL, in at least the following subjects—

- (a) rules and regulations relevant to the holder of ATPL including—
  - (ii) rules of the air; and
  - (iii) appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge for aeroplanes, helicopters and powered-lifts including—
  - (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 power plants, effects of atmospheric conditions on engine performance, relevant operational information from the flight manual or other appropriate document;
  - (iii) operating procedures and limitations of relevant category of 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 and electronic display units; and



- (vi) maintenance procedures for airframes, systems and power plants of appropriate aircraft;
- (c) flight performance, planning and loading including—
  - (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 and altimeter setting procedures; and
  - (iv) in the case of helicopters and powered-lifts, effects of external loading on handling;
- (d) human performance including principles of threat and error management relevant to the airline transport pilot;
- (e) meteorology including—
  - (i) interpretation and application of aeronautical meteorological reports, charts and forecasts, codes and abbreviations;
  - (ii) use of and procedures for obtaining, meteorological information, pre-flight and in-flight;
  - (iii) altimetry;
  - (iv) 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;

- (v) causes, recognition and effects of engine and airframe icing;
  - (vi) frontal zone penetration procedures, hazardous weather avoidance; and
  - (vii) in the case of aeroplanes and powered lifts practical high-altitude meteorology, including interpretation and use of weather reports, charts, forecasts and Jetstream;
- (f) navigation—
- (i) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems, specific navigation requirements for long-range flights;
  - (ii) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
  - (iii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight;
  - (iv) identification of radio navigation aids; and
  - (v) principles and characteristics of self-contained and external-referenced navigation systems, operation of airborne equipment;
- (g) operational procedures—
- (i) application of threat and error management to operational performance;
  - (ii) interpretation and use of aeronautical documentation such as aeronautical information publishing, NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;

- (iii) precautionary and emergency procedures;
  - (iv) safety practices associated with flight under instrument flight rules;
  - (v) operational procedures for carriage of freight and dangerous goods;
  - (vi) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
  - (vii) night and high-altitude; and
  - (viii) in the case of helicopters, and if applicable, powered-lifts, settling with power, ground resonance, retreating blade stall, dynamic rollover and other operating hazards, safety procedures, associated with flight in VMC;
- (h) principles of flight relating to aircraft, subsonic aerodynamics, compressibility effects, manoeuvre boundary limits, wing design characteristics, effects of supplementary lift and drag devices, relationships between lift, drag and thrust at various airspeeds and in different flight configurations; and
- (i) radiotelephony procedures and phraseology including action to be taken in case of communication failure.

(3) The aeronautical knowledge areas applicable to helicopter category rating shall include all areas prescribed in subregulation (2) and in addition, the following areas—

- (a) helicopter general knowledge including—
  - (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 power plants, transmission power-trains, effects of atmospheric conditions on engine performance and relevant operational information from the flight manual;
  - (iii) operating procedures and limitations of appropriate helicopters;
  - (iv) effects of atmospheric conditions on helicopter performance; and
  - (v) relevant operational information from the flight manual;
- (b) flight performance and planning including—
- (i) effects of loading and mass distribution, including external loads, on helicopter handling, flight characteristics and performance, mass and balance calculations; and
  - (ii) causes, recognition and effects of engine, airframe and rotor, icing and hazardous weather avoidance;
- (c) navigation including use, accuracy and reliability of navigation systems, identification of radio navigation aids;
- (d) operational procedures including—
- (i) interpretation and use of aeronautical documentation such as aeronautical information publishing, 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; and
- (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from helicopters; and
- (e) principles of flight relating to helicopters.
- (f) radiotelephony including radiotelephony procedures and phraseology as applied to visual flight rules operations and action to be taken in case of communication failure.

(4) In addition to the above subjects, the applicant for an ATPL applicable to an aeroplane or a powered-lift category shall meet the knowledge requirements for the instrument rating in regulation 104.

### **87. Skill requirements for ATPL**

(1) The applicant shall demonstrate the ability to perform, as PIC of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres—

- (a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
- (b) normal flight procedures and manoeuvres during all phases of flight;
- (c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;
- (d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

(e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight described in regulation 106 (2) including simulated engine failure.

(2) In the case of an aeroplane, the applicant shall demonstrate the ability to perform the procedures and manoeuvres prescribed in subregulation (1) as PIC of a multi-engine aeroplane.

(3) The applicant shall demonstrate the ability to perform the procedures and manoeuvres specified in subregulation (1) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to—

- (a) recognise and manage threats and errors;
- (b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
- (c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
- (d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
- (e) exercise good judgment and airmanship, to include structured decision making and the maintenance of situational awareness; and
- (f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.

## **88. Specific requirements for issuance of aeroplane category rating**

(1) An applicant for ATPL–aeroplane shall complete not less than one thousand five hundred hours of flight time as a pilot of aeroplanes.

(2) Notwithstanding subregulation (1), an applicant who has not completed one thousand five hundred hours of flight time, a maximum of one hundred hours may be credited to total up the one thousand five hundred hours of flight time if the applicant has acquired experience in the FSTD out of which not more than twenty five hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

- (3) The applicant shall complete in aeroplanes not less than—
  - (a) five hundred hours as PIC under supervision or two fifty hours, either as PIC or made up by not less than seventy hours as PIC and the necessary additional flight time as PIC under supervision;
  - (b) two hundred hours of cross-country flight time, of which not less than one hundred hours shall be as PIC or as PIC under supervision;
  - (c) seventy five hours of instrument time, of which not more than thirty hours may be instrument ground time; and
  - (d) one hundred hours of night flight as PIC or as co-pilot.

(4) An applicant who has experience as a pilot under instruction in a FSTD may be credited with fifteen percent of the FSTD flight time as part of the total flight time of one thousand five hundred hours required in subregulation (1) provided the FSTD is approved for this purpose.

(5) An applicant who has flight time as a pilot of a helicopter may have his or her flight time credited with fifty percent of flight time as PIC toward meeting the required flight time of a licence he or she is applying for.

- (6) The applicant shall receive dual flight instruction—
  - (a) required in regulation 72 (3) and (4) for the issue of the CPL and required in regulation 106 for the issue of the instrument rating; or

(b) required in regulation 82 for the issue of MPL.

**89. Specific requirements for issuance of helicopter category rating**

(1) An applicant for helicopter category rating shall complete not less than one thousand hours of flight time as a pilot of helicopters.

(2) Notwithstanding subregulation (1), an applicant who has not completed one thousand hours of flight time, a maximum of one hundred hours may be credited to total up the one thousand hours of flight time if the applicant has acquired experience in the flight simulation training device out of which not more than twenty five hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

(3) The applicant shall complete in helicopters not less than—

(a) two hundred fifty hours, either as PIC, or made up of not less than seventy hours as PIC and the necessary additional flight time as PIC under supervision;

(b) two hundred hours of cross-country flight time, of which not less than one hundred hours shall be as PIC or as PIC under supervision;

(c) thirty hours of instrument time, of which not more than ten hours may be instrument ground time; and

(d) fifty hours of night flight as PIC or as co-pilot.

(4) An applicant who has flight time as a pilot of aircraft in other categories, shall, notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority as prescribed in the applicable technical guidance material provided that the credited time does not exceed fifty percent.



(5) The applicant shall receive the flight instruction required for the issue of CPL in regulation 73 (3) and (4).

(6) The instrument time specified in subregulation (3) (c) and the night flying time specified in subregulation (3) (d) shall not entitle the holder of the ATPL-helicopter to pilot helicopters under instrument flight rules

**90. Specific requirements for issuance of powered-lift category rating**

(1) An applicant of powered-lift category rating shall complete not less than one thousand five hundred hours of flight time as a pilot of powered-lifts.

(2) The authority shall determine whether experience as a pilot under instruction under flight simulation training device is acceptable as part of the total flight time.

(3) The applicant shall complete in powered-lifts not less than—

- (a) two hundred fifty hours, either as PIC, or made up of not less than seventy hours as PIC and the necessary additional flight time as PIC under supervision;
- (b) one hundred hours of cross-country flight time, of which not less than fifty hours should be as PIC or as PIC under supervision;
- (c) seventy five hours of instrument time, of which not more than thirty hours may be instrument ground time; and
- (d) twenty five hours of night flight as PIC or as co-pilot.

(4) An applicant who has flight time as a pilot of aircraft in other categories shall notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority as prescribed in the applicable technical guidance material provided that the credited time does not exceed fifty percent.

- (5) The applicant shall receive dual flight instruction—
  - (a) required in regulation 73(3) and (4) for the issue of CPL; and
  - (b) required in regulation 106 for the issue of the instrument rating.

## **91. Privileges and limitations for ATPL**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23, 25 and 45, the privileges of the holder of ATPL shall be—

- (a) to exercise all the privileges of the holder of a private and CPL in an aircraft within the appropriate aircraft category and in the case of a licence for the aeroplane and powered-lift categories of the instrument rating; and
- (b) to perform the duties of a PIC, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot.

(2) Where the holder of an ATPL in the aeroplane category has previously held only MPL, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements specified in regulations 83(1)(a), (2) and (3) as appropriate.

(3) Any limitation of privileges shall be endorsed on the licence.

## **92. Renewal requirements for ATPL**

A holder of ATPL may apply for renewal of the licence where he or she has logged not less than 6 hours as PIC or co-pilot and has done six take-offs and landings within the six months preceding the date of application for renewal.

## *Glider Pilot Licence (GPL)*

### **93. General eligibility requirements for GPL**

(1) An applicant for GPL shall not be less than sixteen years of age.

(2) The applicant shall hold a current class 2 medical assessment.

### **94. Aeronautical knowledge and skill requirement for GPL**

(1) An applicant for GPL shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of GPL in at least the following subjects—

(a) air law including—

(i) rules and regulations relevant to the holder of GPL;

(ii) rules of the air; and

(iii) appropriate air traffic services practices and procedures;

(b) aircraft general knowledge including—

(i) principles of operation of glider systems and instruments;

(ii) operating limitations of gliders; and

(iii) relevant operational information from the flight manual or other appropriate document;

(c) flight performance, planning and loading including—

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

- (ii) use and practical application of launching, landing and other performance data; and
  - (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 relevant to the glider pilot including principles of TEM;
- (e) meteorology including—
  - (i) application of elementary aeronautical meteorology;
  - (ii) use of, and procedures for obtaining, meteorological information;
  - (iii) altimetry;
- (f) navigation including—
  - (i) practical aspects of air navigation and dead-reckoning techniques;
  - (ii) use of aeronautical charts;
- (g) operational procedures including—
  - (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
  - (ii) different launch methods and associated procedures;
  - (iii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards; and
- (h) principles of flight relating to gliders.

(2) The applicant shall have demonstrated a level of knowledge appropriate to the privileges to be granted to a holder of GPL, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

(3) An applicant for GPL shall demonstrate the ability to perform as PIC of a glider the procedures and maneuvers described in regulation 95 (3) with a degree of competency appropriate to the privileges to be granted to the holder of a GPL and to—

- (a) recognise and manage threat errors;
- (b) operate the glider within its limits;
- (c) complete all maneuvers with smoothness and accuracy;
- (d) exercise good judgment and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of a glider at all times in a manner such that the successful outcome, procedure or maneuver is ensured.

**95. Experience required for GPL**

(1) An applicant for GPL shall complete not less than six hours of flight time as a pilot of gliders including two hours of solo flight time during which not less than twenty launches and landings have been performed.

(2) An applicant who has flight time as a pilot of aircraft in other categories shall notwithstanding the requirement of subregulation (1) be credited with flight time from the said category by the authority provided that the credited time does not exceed fifty percent.

(3) The applicant for GPL shall gain operational experience in gliders, under appropriate supervision, in at least the following areas—

- (a) pre-flight operations, including glider assembly and inspection;
- (b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
- (c) traffic pattern operations, collision avoidance precautions and procedures;
- (d) control of the glider by external visual reference;
- (e) flight throughout the flight envelope;
- (f) recognition of, and recovery from, incipient and full stalls and spiral dives;
- (g) normal and crosswind launches, approaches and landings;
- (h) cross-country flying using visual reference and dead reckoning; and
- (i) emergency procedures.

**96. Privileges and limitation of GPL**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23 and 45, the privileges of the holder of GPL shall perform the duties of a PIC of any glider provided the holder of GPL has operational experience in the launching method used.

(2) Where passengers are to be carried, the holder of GPL shall complete not less than ten hours of flight time as a pilot of gliders.

*Free Balloon Pilot Licence (FBPL)*

**97. Requirements for issue of FBPL**

(1) An applicant for FBPL shall not be less than sixteen years of age.

(2) The applicant shall hold a current class 2 medical assessment.

**98. Aeronautical knowledge requirement for FBPL**

(1) An applicant for FBPL shall have demonstrated of knowledge appropriate to the privileges granted to the holder of FBPL in at least the following subjects—

- (a) air law including—
  - (i) rules and regulations relevant to the holder of FBPL;
  - (ii) rules of the air;
  - (iii) appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge including—
  - (i) principles of operation of free balloon systems and instruments;
  - (ii) operating limitations of free balloons;
  - (iii) relevant operational information from the flight manual or other appropriate document; and
  - (iv) physical properties and practical application of gases used in free balloons;
- (c) flight performance, planning and loading including—
  - (i) effects of loading on flight characteristics and 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;

- (iv) appropriate air traffic services procedures and altimeter setting procedures; and
- (v) operations in areas of high-density traffic;
- (d) human performance relevant to the free balloon pilot including principles of threats error management;
- (e) meteorology including—
  - (i) application of elementary aeronautical meteorology;
  - (ii) use of, and procedures for obtaining, meteorological information; and
  - (iii) altimetry;
- (f) navigation including—
  - (i) practical aspects of air navigation and dead-reckoning techniques; and
  - (ii) use of aeronautical charts;
- (g) operational procedures including—
  - (i) use of aeronautical documentation such as aeronautical information publication, notice to airmen, aeronautical codes and abbreviations; and
  - (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards; and
- (h) principles of flight relating to free balloons.

(2) The applicant shall have demonstrated a level of knowledge appropriate to the privileges to be granted to a holder of a FBPL, in communication procedures and phraseology as appropriate to visual flight rules operations and on action to be taken in case of communication failure.



**99. Experience required for FBPL**

(1) An applicant for FBPL shall complete not less than sixteen hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one shall be solo.

(2) The applicant shall gain, under appropriate supervision, operational experience in free balloons in at least the following areas—

- (a) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
- (b) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
- (c) collision avoidance precautions;
- (d) control of the free balloon by external visual reference;
- (e) recognition of, and recovery from, rapid descents;
- (f) cross-country flying using visual reference and dead reckoning;
- (g) approaches and landings, including ground handling; and
- (h) emergency procedures.

(3) Where the privileges of FBPL are to be exercised at night, the applicant shall gain, under appropriate supervision, operational experience in free balloons in night flying.

(4) Where passengers are to be carried for remuneration or hire, the holder of FBPL shall complete not less than thirty five hours of flight time including twenty hours as a pilot of a free balloon.

**100. Skill requirements for FBPL**

An applicant for FBPL shall demonstrate the ability to perform as PIC of a free balloon the procedures and manoeuvres specified in

regulation 99 (2) with a degree of competency appropriate to the privileges granted to the holder of a FBPL, and to—

- (a) recognise and manage threats and errors management (TEM);
- (b) operate the free balloon within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgment and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

### **101. Privileges and limitations of FBPL**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23,25, and 99 (4), the privileges of the holder of FBPL shall perform the duties of the PIC of any free balloon provided that the holder of FBPL has operational experience in hot air or gas balloons as appropriate.

(2) Before exercising the privileges at night, the holder of FBPL shall comply with the requirements prescribed in regulation 99(3).

### **102. Renewal requirements for FBPL**

A holder of FBPL may apply for renewal of the licence where he or she has logged 3 hours, including 3 launches and landings, as PIC within the 6 months preceding the date of application for renewal.

### *Instrument Rating*

### **103. General requirements for issue of Instrument Rating**

(1) A holder of a pilot licence shall not perform the duties of either a PIC or as co-pilot of an aircraft under instrument flight rules unless he or she has received an IR endorsement appropriate to the aircraft category.

- (2) An applicant for IR shall—
- (a) hold a PPL or CPL 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.

(3) The applicant shall receive dual instrument flight instruction from an authorised flight instructor and the instructor shall ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented aircraft.

#### **104. Aeronautical knowledge and skill requirements for IR**

(1) An applicant for IR (aeroplanes and helicopters) shall receive and record ground training from an authorised instructor on the subjects listed in subregulation (2).

(2) The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of IR in at least the following subjects—

- (a) air law including—
  - (i) rules and regulations relevant to flight under IFR; and
  - (ii) related to air traffic services practices and procedures;
- (b) aircraft general knowledge for the aircraft category being sought—
  - (i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft under instrument flight rules and in instrument meteorological conditions, use and limitations of autopilot;
  - (ii) compasses, turning and acceleration errors;
  - (iii) gyroscopic instruments, operational limits and precession effects; and
  - (iv) practices and procedures in the event of malfunctions of various flight instruments;
- (c) flight performance and planning for the aircraft category being sought—
  - (i) pre-flight preparations and checks appropriate to flight under instrument flight rules;
  - (ii) operational flight planning; and
  - (iii) preparation and filing of air traffic services flight plans under instrument flight rules; altimeter setting procedures;
- (d) human performance for the aircraft category being sought relevant to instrument flight in aircraft including principles of threat and error management;
- (e) meteorology for the aircraft category being sought—
  - (i) application of aeronautical meteorology, interpretation and use of reports, charts and forecasts;

- (ii) codes and abbreviations;
  - (iii) use of, and procedures for obtaining, meteorological information;
  - (iv) altimetry; and
  - (v) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures and hazardous weather avoidance;
- (f) navigation for the aircraft category being sought —
- (i) practical air navigation using radio navigation aids; and
  - (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 for the aircraft category being sought—
- (i) interpretation and use of aeronautical documentation such as aeronautical information publishing, NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;
  - (ii) precautionary and emergency procedures;
  - (iii) and safety practices associated with flight under instrument flight rules;
  - (iv) obstacle clearance criteria; and
  - (v) application of threat and error management to operational performance; and
- (h) radiotelephony—
- (i) radiotelephony procedures and phraseology as applied to aircraft operations under instrument flight rules; and

(ii) action to be taken in case of communication failure.

(3) The applicant shall demonstrate the skill in an aircraft of the category for which the IR is being sought the ability to perform the procedures and manoeuvres specified in regulation 106 (2) with a degree of competency appropriate to the privileges granted to the holder of IR, and to—

- (a) recognise and manage threats and errors;
- (b) operate the aircraft for the category being sought, within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgment and airmanship;
- (e) apply aeronautical knowledge; and
- (f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

(4) The applicant shall have demonstrated the ability to operate multi- engine aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the IR are to be exercised on such aircraft.

(5) An applicant who holds a PPL shall establish their hearing acuity on the basis of compliance with the hearing requirements for the issue of a class 1 medical assessment.

(6) An applicant who is a holder of PPL shall comply with the physical, mental and visual requirements for issue of a class one medical assessment.

### **105. Specific experience requirements for IR**

(1) An applicant for IR shall hold PPL, CPL or ATPL for the aircraft category being sought.

- (2) The applicant shall have completed not less than—
  - (a) fifty hours of cross-country flight time as PIC of aircraft in categories acceptable to the authority, of which not less than ten hours shall be in the aircraft category being sought; and
  - (b) forty hours of instrument time in aircraft of which not more than twenty hours, or thirty hours where a flight simulator is used, may be instrument ground time.

(3) The ground time shall be under the supervision of an authorised instructor.

### **106. Flight instruction for IR**

(1) An applicant for IR shall have not less than ten hours of the instrument flight time required in regulation 105(2) (b) while receiving dual instrument flight instruction in the aircraft category being sought, from an authorised flight instructor.

(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 IR—

- (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 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; and
- (d) in-flight manoeuvres and particular flight characteristics.

(3) Where the privileges of IR are to be exercised on multi-engine aircraft, the applicant shall have received dual instrument flight instruction in a multi-engine aircraft within the appropriate category from an authorised flight instructor.

(4) The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.

### **107. Privileges and limitations for IR**

(1) The privileges of the holder of IR with a specific aircraft category shall be to pilot that category of aircraft under instrument flight rules subject to compliance with the requirements specified in regulations 19, 21 and 45.

(2) Before exercising the privileges on multi-engine aircraft, the holder of IR shall comply with the requirements of regulation 104 (4).

### **108. Renewal requirements for IR**

An applicant for renewal of IR 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.



**109. General requirements for issue of Flight Instructor Rating**

- (1) An applicant for a Flight Instructor Rating (FIR) shall—
- (a) 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, where the person holds a CPL and is applying for a flight instructor rating with—
      - (aa) an aeroplane category and multi-engine class rating; and
      - (bb) an instrument rating;
  - (b) have received a logbook endorsement from an authorised instructor on the fundamentals of instructing specified in regulation 109 (2) appropriate to the required knowledge test;
  - (c) pass a knowledge test in the areas prescribed in regulation 110 (2);
  - (d) have received a logbook endorsement from an authorised instructor in the areas of operation prescribed in regulation 113, appropriate to the flight instructor rating sought;
  - (e) have passed the required practical test in the areas of operations specified in regulation 113, 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, 2022.
  - (f) 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;
- (g) log at least 15 hours as PIC in the category, class and type of aircraft that is appropriate to the flight instructor rating sought; and
- (h) comply with the appropriate regulations that apply to the flight instructor rating sought.

(2) For the purpose of the requirement of subregulation (1) (f) (ii), the authority may accept the endorsement specified in subregulation (1) (f) (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) Where the retest referred in subregulation (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.

#### **110. Aeronautical knowledge requirements for issue of FIR**

(1) An applicant for FIR shall meet the knowledge requirements for the issue of CPL as appropriate to the category of aircraft included in the licence.

(2) In addition, to the requirements of subregulation (1) the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of FIR, in the following areas—

- (a) techniques of applied instruction;
- (b) assessment of student performance in the subjects in which ground instruction is given;
- (c) the learning process;
- (d) the elements of effective teaching;
- (e) student evaluation and testing, training philosophies;
- (f) training programme development;
- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids including flight simulation training devices as appropriate;
- (j) analysis and correction of student errors;
- (k) human performance relevant to flight instruction including principles of threat and error management; and
- (l) hazards involved in simulating system failures and malfunctions in the aircraft.

### **111. Skill requirements for issue of FIR**

An applicant for FIR shall demonstrate in the category, class and type of aircraft for which flight instructor privileges are sought, the ability to instruct in the areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.

### **112. Experience requirements for issue of FIR**

An applicant for FIR shall meet the experience requirements for the issue of CPL as specified in regulations 72 (1), 73 (1), 74 (1) and 75(1) for each aircraft category, as appropriate.

### **113. Flight instruction requirements for issue of FIR**

An applicant shall, under the supervision of a flight instructor authorised by the authority for that purpose—

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

### **114. Flight instructor trainee records**

(1) A holder of a FIR 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 3 years from the date of giving the flight training or ground training.

### **115. Additional category, class or type for FIR**

An applicant for an additional category, class or type of aircraft on FIR shall have met the eligibility requirements specified in regulation 111 that apply to the flight instructor rating sought.

## **116. Privileges, limitations and qualifications for FIR**

(1) Subject to compliance with regulations 18 and 25, the privileges of a Flight Instructor shall be—

- (a) to supervise solo flights by student pilots; and
- (b) to carry out flight and ground instructions for the issue or renewal of—
  - (i) PPL;
  - (ii) CPL;
  - (iii) IR; and
  - (iv) FIR.

(2) The privileges of FIR shall be endorsed on the licence as—

- (a) grade 1;
- (b) grade 2; and
- (c) grade 3.

(3) A holder of grade 1 endorsement is authorised to—

- (a) exercise all privileges of grade 2 endorsement;
- (b) authorise a student pilot for a solo flight in an aircraft of the specified category and for a general flight test (GFT);
- (c) supervise flight training activities of holders of grade 2 and grade 3 endorsement; and
- (d) conduct training for flight instructor rating.

(4) A holder of grade 2 endorsement is authorised to—

- (a) exercise all privileges of grade 3 training endorsement;
- (b) conduct flight training for CPL;

- (c) recommend a student pilot for a solo flight in an aircraft of the specified category;
- (d) recommend students for GFT;
- (e) supervise a solo flight by a student during day or night, or release a student on a solo cross-country;
- (f) supervise flight training activities of holders of grade 3 endorsement; and
- (g) conduct instrument and night training.

(5) A holder of grade 3 endorsement is authorised to—

- (a) conduct flight training for PPL;
- (b) recommend a student pilot to conduct a solo flight in an aircraft of the specified category, other than the student's first solo flight in an aircraft of that category; and
- (c) conduct flight training for a single-engine aircraft class rating for aircraft of the specified category.

(6) A holder of a grade 3 training endorsement shall exercise the privileges of the endorsement—

- (a) by day under the VFR; and
- (b) under supervision of a holder of a grade 1 or grade 2 training endorsement.

(7) The applicant for FIR who meets the requirements for issue of the rating but does not qualify for grade 1 or for grade 2 endorsement shall qualify for a grade 3 endorsement.

(8) A holder of a FIR may apply for a grade 2 training endorsement where he or she—

- (a) has completed six months of instructional duties or 200 hours experience as an instructor, whichever is greater;

- (b) has a minimum of four hundred hours experience as pilot in command of aircraft; and
- (c) is a holder of a professional pilot licence with instrument and night rating privileges.

(9) A holder of FIR may apply for a grade 1 training endorsement where he or she—

- (a) has completed twelve months of instructional duties or seven hundred hours experience as an instructor, whichever is greater;
- (b) has a minimum of five hundred hours experience as PIC of aircraft; and
- (c) is a holder of a professional pilot licence with instrument and night rating privileges.

(10) An applicant for grade 1 and grade 2 endorsement shall pass the practical test for the grade endorsement sought in-

- (a) an aircraft that is representative of the category and class of aircraft for the aircraft grade endorsement sought; or
- (b) an approved flight simulation training device that is representative of the category and class of aircraft for the grade endorsement sought and used in accordance with an approved course at an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2022.

(11) The practical test referred to in subregulation (10) shall be conducted by a person duly authorised by the authority.

(12) A holder of a flight instructor grade endorsement shall not conduct aerobatic and formation flight training unless he or she is authorised by the authority.

(13) To exercise the privileges in subregulation (1), a flight instructor shall—

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

(14) A flight instructor shall not carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless he or she—

- (a) holds or has held an appropriate licence;
- (b) has appropriate flight training and flight experience; and
- (c) has received authorisation from the authority.

(15) The applicant, in order to carry out instruction for the MPL, shall have met all the instructor qualification requirements and completed an approved course of training in multi-crew co-operation.

(16) A holder of a FIR shall observe the limitations and qualifications specified in this regulation.

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

(18) 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; or
- (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.



- (19) A flight instructor shall not endorse—
- (a) a student pilot’s logbook for solo flight privileges, unless that flight instructor has—
    - (i) given that student the flight training required for solo flight privileges required under these Regulations;
    - (ii) determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student’s logbook that the instructor considers necessary for the safety of the flight;
    - (iii) given the student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
    - (iv) endorsed the student pilot’s logbook for the specific make and model aircraft to be flown;
  - (b) a student pilot’s logbook for a solo cross-country flight, unless the flight instructor has determined that—
    - (i) the student’s flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
    - (ii) the student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown;
  - (c) a logbook of a pilot for a flight check-out, unless that instructor has conducted are view of that pilot in accordance with the requirements of regulation 38; 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 the Civil Aviation (Operation of Aircraft) (General Aviation) (Aeroplanes) Regulations, 2022 and the Civil Aviation (Operation of Aircraft) (Commercial Air Transport and General Aviation) (Helicopters) Regulations, 2022.

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

(21) A Flight Instructor shall not provide instruction to a pilot to qualify for a FIR unless that flight instructor—

- (a) holds an appropriate valid FIR and has exercised the privileges of that rating within the last twelve 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.

### **117. Renewal requirements for FIR**

(1) A FIR that has not expired, may be renewed for an additional twelve months where the applicant—

- (a) passes a practical test for—
  - (i) renewal of the FIR; or
  - (ii) an additional FIR.
- (b) presents to the authority—
  - (i) a record of training students showing that during twelve months preceding the date of application for renewal of the rating, the Flight Instructor has

endorsed at least 5 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;

- (ii) a record that shows that within the preceding twelve months, the flight instructor has served as a Flight Instructor and has logged not less than twenty instructional hours; or
- (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 FIR.

#### **118. Re-issue of expired FIR**

(1) An expired FIR shall not be re-issued unless—

- (a) the applicant has received a refresher training from an authorised instructor and has received an endorsement that he or she is prepared for the practical test; and
- (b) he or she has passed the prescribed practical test conducted by the authorised examiner.

(2) Notwithstanding subregulation (1), an expired flight instructor rating may be renewed where the applicant meets the renewal requirements in regulation 117.

#### **119. Category rating**

(1) Where a category rating is required, the category ratings shall be of categories of aircraft listed in regulation 5(1) (a) of these Regulations.

(2) A category rating shall not be endorsed on a licence where the category is included in the title of the licence.

(3) Any additional category endorsed in a pilot licence shall indicate the level of the licence privileges on which the category rating is granted.

(4) The holder of a pilot licence seeking additional category rating shall meet the requirement of these Regulations appropriate to the privileges for which the category rating is sought.

(5) A pilot seeking a category rating shall—

(a) receive 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.

## **120. Class rating**

(1) Class ratings shall be established for aeroplanes certificated for single pilot operations and shall be classified as specified in regulation 5(1) (b) of these regulations.

(2) Subject to subregulation (1), class ratings may be established for helicopters and powered-lift certificated for single pilots operations and which have comparable handling, performance and other characteristics.

- (3) 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 ratings sought—
    - (i) aeronautical knowledge area; and
    - (ii) areas of operation; and
  - (b) shall pass the practical test applicable to the pilot licence for the aircraft class rating sought.

(4) Where the applicant holds an aeroplane, rotorcraft or airship category at the pilot licence level, he or she shall not be required to meet the training time requirements specified under these Regulations for the aircraft class rating sought and shall not undertake an additional knowledge test.

## **121. Type rating**

(1) A pilot shall hold a type rating for the aircraft in order to perform the duties of PIC of—

- (a) an aircraft certificated for at least two pilots;
- (b) helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued; or
- (c) any aircraft considered necessary by the authority.

(2) A person shall not perform the duties of a commercial pilot in an aeroplane of which the maximum certificated take-off mass of over 2,300 kg unless that person's licence includes IR.

(3) A pilot seeking an aircraft type rating to be included in 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) demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant—
  - (i) for aeroplanes of maximum certificated take-off mass of 5,700 kilograms or below not less than five hours with six take offs and six landings of dual flight time in the aircraft type sought; or
  - (ii) for aeroplanes of maximum certificated take-off mass of over 5,700 kgs where training is conducted in a—
    - (aa) synthetic flight simulator, not less than 30 hours of flight simulator time and 3 hours of actual flying time in the aircraft type sought; or
    - (bb) level D FSTD of the aircraft type sought approved by the authority, not less than 36 hours;
- (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.

(4) For the purpose of training, testing or specific special purpose non-revenue, non-passenger carrying flights, special authorisation may be provided in writing to the licence holder by the authority in place of issuing the class or type rating in accordance with subregulation (3).

(5) The authorisation referred to in subregulation (4), shall be limited in validity to the time needed to complete the specific flight.

(6) The applicant shall gain, under appropriate supervision, experience in the applicable type of aircraft and flight simulator in the following—

- (a) normal flight procedures and manoeuvres during all phases of flight;
- (b) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
- (c) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
- (d) for the issue of an aeroplane category type rating, upset prevention and recovery training; and
- (e) procedures for crew incapacitation and crew coordination including allocation of pilot tasks, crew cooperation and use of checklists.

## **122. Balloon rating**

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

- (a) a balloon with an air borne 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.

## **123. Night rating**

A holder of PPL shall not perform the duties of a PIC by night in the aircraft unless a night rating or IR is included in his or her licence.

#### **124. Flight instruction requirements for night rating**

An applicant for a night rating shall receive 5 hours dual instruction under a qualified instructor in night flying, 5 flights as PIC including 5 take offs and landings in an aircraft.

#### **125. Privileges and limitations for night rating**

A night rating shall entitle PPL holder to act as PIC of an aircraft at night but does not entitle the holder to pilot an aircraft under IFR conditions.

#### **126. Renewal requirements for night rating**

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

#### **127. Flight examiner requirements**

(1) A person shall not perform the duties of a flight examiner unless he or she has a licence and rating authorising him or her to conduct skill tests and proficiency and appropriate FIR for skill tests.

(2) To qualify for a flight examiner's authorisation, a pilot shall have logged 1000 hours off light time and 200 hours providing flight instruction in appropriate class and category.

(3) A flight examiner shall be a holder of a FIR for which the examining authority is sought.

(4) To qualify for renewal of a flight examiner's authorisation, a pilot shall conduct 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 shall be to conduct skill tests and proficiency checks for a licence and ratings.

## **128. Flight examiner training requirements**

- (1) The ground training for flight 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 for flight examiners 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 flight 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 VII—LICENCES AND RATINGS FOR REMOTE PILOTS

### *General*

#### **129. General licensing specifications for RPL**

(1) A person shall not perform the duties of either a remote PIC or a remote co-pilot of UA in any of the following UA categories unless that person is a holder of a RPL issued in accordance with the provisions of these Regulations—

- (a) airship
- (b) aeroplane;
- (c) glider;
- (d) rotorcraft;
- (e) powered-lift; or
- (f) free balloon.

(2) The category of UA shall be endorsed as a category rating on the RPL.

(3) An applicant for RPL shall, before being issued with any RPL or rating, meet the requirements in respect of age, experience, flight instruction, competencies and medical fitness, as specified for RPL or rating under these Regulations.

(4) An applicant for any RPL or rating shall demonstrate, in a manner determined by the authority, such knowledge and skill as specified for RPL or rating.

### **130. Eligibility requirements for RPL**

- (1) An applicant for a RPL shall be at least 18 years of age.
- (2) The applicant shall hold a current class 3 medical assessment for students and a current class 1 medical assessment for commercial operations.

### **131. Category ratings for RPL**

(1) The authority may endorse RPL with the applicable category rating as specified in regulation 129(1)

(2) The holder of RPL seeking additional category ratings to be included to the existing licence shall meet the requirements of these Regulations regarding UAS appropriate to the privileges for which the category rating is sought provided the applicant—

- (a) has completed the remote pilot training approved by the authority in the operation of the category being sought; or
- (b) training in the operation of the category he or she seeks to be licenced conducted by the UA manufacturer or an agent of the manufacturer;
- (c) a flight test conducted by the authority for the purposes of this regulation; and
- (d) has demonstrated the competencies required for the safe operation of the applicable type of UA and associated UA control station, under standard UA operating conditions.

(3) An applicant for RPL shall pass a skill test to demonstrate the ability to perform, as remote PIC of the appropriate UA category and associated UAS, the relevant procedures and manoeuvres with the competency appropriate to the privileges granted.

(4) An applicant for an additional category shall fulfill the requirement of subregulation (3) in regard to the category being sought.

### **132. Class and type ratings for RPL**

(1) Class rating shall be established for UA and associated UAS certificated for single unmanned operations which have comparable handling, performance and characteristics unless a type rating is considered necessary by the authority.

(2) A type rating shall be established for UA and associated UAS certificated for operation with a minimum crew of at least two remote pilots or where considered necessary by the authority.

(3) Where an applicant demonstrates competencies for the initial issue of a RPL, the category and the ratings appropriate to the class or type of UA and associated UAS used in the demonstration shall be entered on that RPL.

(4) The levels of performance to be achieved to operate the class or type of UA for which the ratings are issued shall be prescribed in the applicable guidance material.

(5) Where a common type rating is established, it shall only be for RPA with similar characteristics in terms of operating procedures, systems and handling.

### **133. Circumstances in which class and type ratings are required**

(1) A holder of RPL shall not perform the duties of either a remote PIC or a remote co-pilot of an UA and associated UAS unless he or she has received authorisation as follows—

- (a) the appropriate class rating specified in regulation 132 (1);  
or
- (b) a type rating where required in accordance with regulation 132 (2).

(2) Where a type rating is issued limiting the privileges to perform the duties of a remote co-pilot or limiting the privileges to perform the duties of a remote pilot only during the cruise phase of the flight, the limitation shall be endorsed on the rating.

(3) Where a class rating is issued limiting the privileges to perform the duties of a remote pilot only during the cruise phase of the flight, the limitation shall be endorsed on the rating.

(4) For the purpose of training, testing, or specific special purpose non-revenue flights, special authorisation may be provided in writing to the remote pilot licence holder by the authority in place of issuing the class or type rating in accordance with subregulation (1).

(5) The authorisation referred to in subregulation (4) under this regulation shall be limited in validity to the time needed to complete the specific flight.

**134. Requirements for issue of class and type ratings for RPL**

(1) An applicant for issue of class and type ratings for RPL shall demonstrate competencies required for the safe operations of an UA of the class for which the rating is sought.

(2) The applicant shall have—

(a) gained, under appropriate supervision, experience in the applicable type of UA and associated UAS or FSTD in the following—

(i) normal flight procedures and manoeuvres during all phases of flight;

(ii) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, C2 link, systems and airframe;

(iii) instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;

- (iv) for the issue of an aeroplane category type rating, upset prevention and recovery training;
  - (v) procedures for crew incapacitation and crew coordination including allocation of remote pilot tasks, crew cooperation and use of checklists; and
- (b) demonstrate the competencies required for the safe operation of the applicable type of UA and associated UAS and demonstrated C2 link management skills, relevant to the duties of a remote PIC or a remote co-pilot as applicable.

### **135. Use of FSTD for acquisition of experience and demonstration of competencies**

A person shall not use an FSTD for acquiring the experience or performing any manoeuvre required during the demonstration of competencies for the issue of a RPL or rating, unless such FSTD is approved by the authority for the appropriate task.

### **136. Circumstances under which pilot licence training is required**

(1) A holder of RPL shall not carry out RPL training required for the issue of RPL or rating, unless he or she has obtained authorisation from the authority.

(2) The authorisation referred to in subregulation (1) shall comprise—

- (a) UAS instructor rating on the holder's RPL;
- (b) the authority to act as an agent of an approved training organisation authorised by the authority to carry out RPL training; or
- (c) a specific authorisation granted by the authority.

(3) A person shall not carry out RPL training on a FSTD required for the issue of a RPL or rating unless he or she holds or has

held an appropriate RPL or has appropriate UAS training and flight experience and has received authorisation from the authority.

### **137. Crediting of UAS flight time**

(1) A student remote pilot shall be credited in full with all solo and dual instruction UAS flight time towards the total flight time required for the initial issue of RPL.

(2) The holder of RPL shall be credited in full with all dual instruction UAS flight time towards the total UAS flight time required for a remote PIC upgrade.

(3) The holder of a RPL shall be credited in full with all solo or dual instruction UAS flight time, in a new category of UA or for obtaining a new rating, towards the total UAS flight time required for that rating.

(4) The holder of RPL, when acting as remote co-pilot of UA certificated for operation by a single remote pilot but required by the authority to be operated with a remote co-pilot, shall be credited with not more than 50 per cent of the remote co-pilot UAS flight time towards the total UAS flight time required for a remote PIC upgrade.

(5) The authority may authorise that UAS flight time to be credited in full towards the total UAS flight time required where the UAS is equipped to be operated by a remote co-pilot and is operated in a multi-crew operation.

(6) The holder of RPL, when acting as remote co-pilot of an UA certificated to be operated with a remote co-pilot, shall be entitled to be credited in full with this UAS flight time towards the total UAS flight time required for a remote PIC upgrade.

(7) The holder of RPL, when acting as remote PIC under supervision, shall be entitled to be credited in full with this UAS flight time towards the total UAS flight time required for a remote PIC upgrade.

(8) The holder of RPL applying for a new rating shall be credited with UAS flight time experience as a remote pilot of UA after determining whether such experience is acceptable and, if so, the extent to which the experience requirements for the issue of a rating can be reduced accordingly.

(9) The total UAS flight time required shall be derived from an approved competency-based training programme.

**138. Limitation of privileges of remote pilots who attain their 60<sup>th</sup> birthday and curtailment of privileges of remote pilots who attain their 65<sup>th</sup> birthday**

A holder of RPL shall not perform the duties of a pilot of UAS engaged in international commercial air transport operations if he or she has attained the age of 60 years or, in the case of operations with more than one pilot, their 65<sup>th</sup> birthday.

*Student Remote Pilot*

**139. Student Remote Pilot Licence**

(1) An applicant for a Student RPL shall—

- (a) be at least sixteen years of age;
- (b) have the ability to speak and understand the English language; and
- (c) possess a valid class 3 Medical certificate issued under these Regulations.

(2) A student remote pilot shall not fly an UA solo unless under the supervision of, or with the authority of an authorised UAS instructor.

(3) A student remote pilot shall not fly UA solo on international UAS operations unless by special or general arrangement between the States concerned.



#### **140. Medical fitness**

A student remote pilot shall not fly an UA solo unless he or she holds a current class 3 or a current class 1 medical assessment.

### *Remote Pilot Licence*

#### **141. General knowledge and skill requirements for issue of RPL**

(1) An applicant for RPL shall not be less than eighteen years of age.

(2) The applicant shall demonstrate a level of knowledge and skills appropriate to the privileges granted under RPL and appropriate to the category of UA and associated UAS intended to be included in the RPL as follows—

(a) air law including—

- (i) rules and regulations relevant to the holder of a RPL;
- (ii) rules of the air;
- (iii) appropriate air traffic services, practices and procedures;
- (iv) rules and regulations relevant to flight under IFR; and
- (v) related air traffic services practices and procedures;

(b) general UAS knowledge including—

- (i) principles of operation and the functioning of engines, systems and instruments;
- (ii) operating limitations of the relevant category of UA and engines;

- (iii) relevant operational information from the flight manual or other appropriate document;
- (iv) use and serviceability checks of equipment and systems of appropriate UA;
- (v) maintenance procedures for airframes, systems and engines of appropriate UA;
- (vi) for rotorcraft and powered-lifts, transmission (power trains) where applicable;
- (vii) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of UA under IFR and in instrument meteorological conditions;
- (viii) flight instruments, gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments;
- (ix) for airships, physical properties and practical application of gases;
- (x) UAS general knowledge including—
  - (aa) principles of operation and function of systems and instruments;
  - (bb) use and serviceability checks of equipment and systems of appropriate UAS; and
  - (cc) procedures in the event of malfunctions;
- (xi) C2 link general knowledge—
  - (aa) different types of C2 links and their operating characteristics and limitations;
  - (bb) use and serviceability checks of C2 link systems; and

- (cc) procedures in the event of C2 link malfunction;  
and
- (xii) detect and avoid capabilities for UAS; flight performance, planning and loading including—
- (xiii) effects of loading and mass distribution on UA handling, flight characteristics and performance, mass and balance calculations;
- (xiv) use and practical application of take-off, landing and other performance data;
- (xv) pre-flight and en-route flight planning appropriate to UAS operations under IFR;
- (xvi) preparation and submission of air traffic services flight plans under IFR;
- (xvii) appropriate air traffic services procedures;
- (xviii) altimeter setting procedures;
- (xix) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;
- (xx) human performance relevant to UAS and instrument flight, including principles of TEM;
- (xxi) interpretation and application of aeronautical meteorological reports, charts and forecasts;
- (xxii) use of procedures for obtaining meteorological information, pre-flight and in-flight and altimetry;
- (xxiii) aeronautical meteorology, climatology of relevant areas with respect to the elements having an effect on aviation;

- (xxiv) 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;
- (xxv) causes, recognition and effects of icing, frontal zone penetration procedures and hazardous weather avoidance;
- (xxvi) in the case of rotorcraft and powered-lifts, effects of rotor icing;
- (xxvii) in the case of high-altitude operations, practical high-altitude meteorology, including interpretation and use of weathers reports, charts and forecasts and jet streams;
- (xxviii) air navigation including the use of aeronautical charts, instruments and navigation aids;
- (xxix) an understanding of the principles and characteristics of appropriate navigation systems and operation of UAS equipment;
- (xxx) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
- (xxxi) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; and
- (xxxii) identification of radio navigation aids as—
  - (aa) principles and characteristics of self-contained and external-referenced navigation systems and operation of UAS equipment.
  - (bb) application of TEM to operational performance;

- (cc) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;
- (dd) altimeter setting procedures;
- (ee) appropriate precautionary and emergency procedures, safety practices associated with flight under IFR and obstacle clearance criteria;
- (ff) operational procedures for carriage of freight, potential hazards associated with dangerous goods and their management;
- (gg) requirements and practices for safety briefings to remote flight crew members;
- (hh) in the case of rotorcraft, and if applicable, powered-lifts, settling with power, ground resonance; retreating blade stall, dynamic rollover and other operating hazards, safety procedures, associated with flight in visual meteorology conditions—
  - (A) operational procedures for handovers and coordination;
  - (B) operational procedures for normal and abnormal C2 link operations;
- (ii) principles of flight; and
- (jj) communication procedures and phraseology and action to be taken in case of communication failure.

(3) The applicant shall demonstrate all the competencies of the adapted competency model approved by the authority at the level required, to perform the duties of a remote PIC of an UAS operation within the appropriate category of UA and associated RPS.

(4) Where the privileges of the remote pilot are to be exercised on a multi-engined UA, the applicant shall demonstrate the ability to operate under IFR with degraded propulsion capabilities.

**142. Privileges of holder of RPL and conditions to be observed in exercising privileges**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23 and 129, the privileges of the holder of RPL shall be—

- (a) to perform the duties of a remote PIC of an UA and associated UAS, certificated for remote single-pilot operation;
- (b) to perform the duties of a remote co-pilot of an UA and associated UAS, required to be operated with a remote co-pilot;
- (c) to perform the duties of a remote PIC of an UA and the associated UAS, required to be operated with a remote co-pilot; and
- (d) to perform the duties of either a remote PIC or as remote co-pilot of an UAS under IFR.

(2) Before exercising the privileges at night, the holder of RPL shall receive dual instruction in an UA and associated UAS in night flying, including take-off, landing and navigation.

**143. Specific experience requirements for issuance of RPL**

(1) An applicant shall gain experience during training in operating the UA and associated UAS to successfully demonstrate the competencies required in regulations 141(3) and (4)

(2) In order to meet the requirements of the RPL, the applicant shall have completed an approved training course.

(3) The training shall be competency-based and, if applicable, conducted in a multi-crew operational environment.

(4) During the training, the applicant shall acquire the competencies and underpinning skills required for performing as a remote pilot of an UA certificated for operation under IFR.

(5) The applicant shall receive dual RPL training in an UA and associated UAS, sought from an authorised UAS instructor.

(6) The UAS instructor shall ensure that the applicant has operational experience in all phases of flight and the entire operating envelope of an UAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, as well as IFR operations.

(7) Where the privileges of the remote pilot are to be exercised on a multi-engined UA, the applicant shall receive dual instrument remote pilot licence training in a multi-engined UA within the appropriate category from an authorised UAS instructor.

(8) The UAS instructor shall ensure that the applicant has operational experience in the operation of the UA with in the appropriate category with engines inoperative or simulated inoperative.

#### *UAS Instructor Rating*

#### **144. Knowledge requirements for issue of UAS instructor rating**

(1) An applicant for UAS instructor rating shall have demonstrated the ability to effectively assess trainees against the adapted competency model used in the approved training programme.

(2) The applicant shall successfully complete the training and meet the qualifications of an approved training organisation appropriate to the delivery of competency-based training programmes.

(3) The UAS instructor training programme shall focus on the development of competence in the following specific areas—

- (a) the adapted competency model of the remote pilot training programme according to the defined grading system used by the UAS operator or approved training organisation;
- (b) in accordance with the assessment and grading system of the UAS operator or approved training organisation, making assessments by observing behaviours, gathering objective evidence regarding the observable behaviours of the adapted competency model used;
- (c) recognising and highlighting performance that meets competency standards;
- (d) determining root causes for deviations below the expected standards of performance; and
- (e) identifying situations that could result in unacceptable reduction in safety margins.

(4) The applicant shall meet the competency requirements for the issue of a remote pilot licence as appropriate to the category of UA and associated UAS.

(5) The applicant shall in addition to the competencies specified in subregulations (1), (2), (3) and (4), demonstrate a level of competency appropriate to the privileges granted to the holder of an UAS 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) competency-based training principles, including student assessments;
- (f) evaluation of the training programme effectiveness;
- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids, including FSTDs as appropriate;
- (j) analysis and correction of student errors;
- (k) human performance relevant to UAS, instrument flight and RPL training, including principles of TEM; and
- (l) hazards involved in simulating system failures and malfunctions in the aircraft.

#### **145. Skill and experience requirements for UAS instructor rating**

(1) An applicant shall successfully perform formal competency assessment, prior to conducting instruction and assessment within a competency-based training programme.

(2) The competency assessment shall be conducted during a practical training session in the category of UA and associated RPS for which UAS instructor privileges are sought, including pre-flight, post-flight and ground instruction as appropriate.

(3) The competency assessment shall be conducted by a person authorised by the authority.

(4) The applicant shall meet the requirements for the issue of RPL, maintain competencies and meet the recent experience requirements for the licence.

(5) The applicant shall have sufficient training and experience to attain the required level of proficiency in all of the required tasks, manoeuvres, operations, principles and methods of instruction relevant to regulation 143 (2) (8).

**146. RPL training**

The applicant shall, under the supervision of an UAS instructor authorised by the authority for that purpose—

- (a) receive training in UAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
- (b) practice instructional techniques in those flight manoeuvres and procedures in which it is intended to provide remote pilot licence training.

**147. Privileges of holder of UAS instructor rating and conditions to be observed in exercising privileges**

(1) Subject to compliance with the requirements specified in regulations 18 and 129, the privileges of the holder of an UAS instructor rating shall be—

- (a) to supervise solo flights by student remote pilots; and
- (b) to carry out RPL training for the issue of RPL and an UAS instructor rating provided that the UAS instructor—
  - (i) holds at least the RPL and rating for which instruction is being given, in the appropriate UA category and associated UAS;
  - (ii) holds the RPL and rating necessary to act as the remote PIC of the UA category and associated UAS on which the instruction is given; and
  - (iii) has the UAS instructor privileges granted endorsed on the remote pilot licence.

(2) The applicant, in order to carry out RPL training in a multi crew operational environment, shall in addition, meet all the instructor qualification requirements.

PART VIII—LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN PILOTS

*Flight Engineer Licence*

**148. General Requirements for Flight Engineer Licence**

(1) An applicant for a Flight Engineer Licence shall, before being issued with the licence, meet the requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for that licence.

(2) A person shall not perform the duties of a Flight Engineer of an aircraft registered in Uganda unless he or she holds Flight Engineer Licence with appropriate ratings.

**149. Requirements for issue of Flight Engineer Licence**

An applicant for Flight Engineer Licence shall—

- (a) be at least eighteen years of age;
- (b) demonstrate the ability to speak, and understand the English language in accordance with the language proficiency requirements specified in Schedule 3 of these Regulations;
- (c) comply with the requirements of these Regulations that apply to the rating sought; and
- (d) possess a valid class 2 medical certificate issued under these Regulations.

**150. Knowledge and skill requirements for Flight Engineer Licence**

(1) An applicant for a Flight Engineer Licence shall demonstrate a level of knowledge and skills appropriate to the privileges granted to the holder of a Flight Engineer Licence, as follows—

- (a) air law including—
  - (i) rules and regulations relevant to the holder of a Flight Engineer Licence;
  - (ii) rules and regulations governing the operation of civil aircraft pertinent to the duties of a Flight Engineer;
- (b) aircraft general knowledge including—
  - (i) basic principles of engines, gas turbines or piston engines, characteristics of fuels, fuel systems including fuel control;
  - (ii) lubricants and lubrication systems, after burners and injection systems, function and operation of engine ignition and starter systems;
  - (iii) principles of operation, handling procedures and operating limitations of aircraft engines, effects of atmospheric conditions on engine performance;
  - (iv) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life, identification of structural damage and defects;
  - (v) ice and rain protection systems;
  - (vi) pressurisation and air-conditioning systems, oxygen systems;
  - (vii) hydraulic and pneumatic systems;
  - (viii) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
  - (ix) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar;
  - (x) navigation aids, flight management systems, displays and avionics;

- (xi) limitations of appropriate aircraft;
  - (xii) fire protection, detection, suppression and extinguishing systems; and
  - (xiii) use and serviceability checks of equipment and systems of appropriate aircraft;
- (c) flight performance, planning and loading including—
- (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 relevant to the Flight Engineer including principles of TEM;
- (e) operational procedures including—
- (i) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fueling and use of external power, installed equipment and cabin systems;
  - (ii) normal, abnormal and emergency procedures;
  - (iii) operational procedures for carriage of freight and dangerous goods;
- (f) principles of flight including fundamentals of aerodynamics; and
- (g) radiotelephony communication procedures and phraseology.

(2) The applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a Flight Engineer Licence in at least the following subjects—

- (a) fundamentals of navigation, principles and operation of self-contained systems; and
- (b) operational aspects of meteorology.

(3) The applicant shall have completed, under the supervision of a person accepted by the authority for that purpose, not less than 100 hours of flight time in the performance of the duties of a Flight Engineer.

(4) The authority may accept the experience as a Flight Engineer in a flight simulator, which it has approved, as part of the total flight time of 100 hours and credit for such experience shall be limited to a maximum of 50 hours.

(5) The applicant shall have operational experience in the performance of the duties of a Flight Engineer, under the supervision of a Flight Engineer accepted by the authority for that purpose, in the following areas—

- (a) normal procedures including—
  - (i) pre-flight inspections;
  - (ii) fueling procedures and fuel management;
  - (iii) inspection of maintenance documents;
  - (iv) normal flight deck procedures during all phases of flight;
  - (v) crew coordination and procedures in case of crew incapacitation; and
  - (vi) defect reporting;
- (b) abnormal and alternate or standby procedures including—
  - (i) recognition of abnormal functioning of aircraft systems; and
  - (ii) use of abnormal and alternate or standby procedures;

- (c) emergency procedures including—
  - (i) recognition of emergency conditions; and
  - (ii) use of appropriate emergency procedures.

(6) The applicant shall demonstrate the ability to perform as Flight Engineer of an aircraft, the duties and procedures described in subregulation (5) with a degree of competency appropriate to the privileges granted to the holder of a Flight Engineer Licence, and to—

- (a) recognise and manage threats and errors;
- (b) use aircraft systems within the aircraft's capabilities and limitations;
- (c) exercise good judgement and airmanship;
- (d) apply aeronautical knowledge;
- (e) perform all the duties as part of an integrated crew with the successful outcome assured; and
- (f) communicate effectively with the other flight crew members.

(7) The use of an FSTD for performing any of the procedures required during the demonstration of skill prescribed in subregulation (6) shall be approved by the authority, which shall ensure that the FSTD is appropriate to the task.

### **151. Privileges and limitations of Flight Engineer Licence**

(1) Subject to compliance with the requirements specified in regulations 19, 21 and 23, the privileges of the holder of a Flight Engineer Licence shall perform the duties of Flight Engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the authority on the basis of the requirements specified in regulations 150 (1) and (6) which are applicable to the safe operation of that type of aircraft.

(2) The types of aircraft on which the holder of a Flight Engineer Licence is authorised to exercise the privileges of that licence, shall be entered on the Flight Engineer Licence.

## **152. Renewal of Flight Engineer Licence**

A holder of a Flight Engineer Licence may apply for renewal if the holder has logged not less than 6 hours as Flight Engineer preceding the date of application for renewal.

### *Flight Radiotelephony Operator Endorsement or Authorisation*

## **153. Requirements for Flight Radiotelephony Operator privileges**

(1) Except for a holder of a pilot licence, a person required to use radiotelephone apparatus aboard an aircraft shall hold an endorsement or authorisation to exercise the privileges of flight radiotelephony.

(2) An applicant for endorsement or authorisation of Flight Radiotelephony Operator privileges shall—

- (a) be at least seventeen years of age;
- (b) demonstrate the ability to speak, and understand the English language in accordance with the language proficiency requirements specified in Schedule 3 to these Regulations;
- (c) comply with the knowledge and skill requirements for flight radiotelephone operator prescribed in regulation 154; and
- (d) demonstrate a level of knowledge appropriate to the privileges granted to a holder of a flight radiotelephony operator licence.

## **154. Skill and knowledge requirements for Flight Radiotelephony Operator privileges**

(1) An applicant for a Flight Radiotelephony Operator endorsement or authorisation 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 radio telephony communication and priorities;
- (g) pre-flight briefing;
- (h) classification of directional finding bearings;
- (i) radiotelephony facilities and frequencies available in the FIR;
- (j) elementary knowledge of the relationship between wavelength and frequency;
- (k) radiotelephony procedures and phraseology;
- (l) ability to use the radio equipment of the type installed in the aircraft; and
- (m) the ability to carry out emergency procedures.

(2) The knowledge test results for a radiotelephony operator shall be valid for twenty-four months after passing the examination.

### **155. Privileges of Flight Radiotelephony Operator**

A person who holds a Flight Radiotelephony Operator endorsement or authorisation shall have the privilege to use the radiotelephony on board an aircraft.

### **156. Validity of a Flight Radiotelephony Operator endorsement or authorisation**

A Flight Radiotelephony Operator endorsement or authorisation shall be valid only if the licence on which the Flight Radiotelephony Operator privileges are endorsed is valid.

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

*General*

**157. General requirements for licences and ratings of personnel other than flight crew members**

(1) An applicant for a licence or rating of personnel other than flight crew member shall, before being issued with a licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.

(2) An applicant for any licence or rating for personnel other than flight crew member, shall demonstrate to the authority, the requirements in respect of knowledge and skill for that licence or rating being sought.

*Ground Instructor Licence*

**158. General eligibility requirements for Ground Instructor Licence**

(1) An applicant for a Ground Instructor Licence shall—

- (a) be at least eighteen years of age;
- (b) demonstrate the ability to speak and understand the English language in accordance with the language proficiency requirements contained in Schedule 3 to these Regulations.
- (c) pass knowledge and skill test on the aeronautical knowledge areas as prescribed in 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;  
and
- (d) pass a knowledge test on the aeronautical knowledge areas specified in regulations 61, 70 and 86, as appropriate.

(2) A Ground Instructor Licence shall be issued with either one of the following ratings—

- (a) basic;
- (b) advanced; or
- (c) instrument.

(2) The knowledge test specified in subregulation (1) (d) is not required if the applicant holds a Flight Instructor Rating issued under these Regulations.

(3) The knowledge test results for a Ground Instructor Licence shall be valid for eighteen months after passing the examination.

(4) The validity period for a Ground Instructor Licence is twenty four months.

### **159. Privileges of Ground Instructor Licence**

(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 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 pilot 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 subregulation (1).

### **160. Requirements for Ground Instructor Rating**

An applicant for a Ground Instructor Rating is required to hold or have previously held a CPL or ATPL as appropriate or pass the following—

- (a) basic Ground Instructor Rating which is aeronautical knowledge requirements for CPL as prescribed in regulation 70;

- (b) advanced Ground Instructor Rating which is aeronautical knowledge requirements for ATPL as prescribed in regulation 86, instrument ground instructor rating—
  - (i) meet the requirements of either paragraph (a) or (b) and in addition, the instrument rating knowledge requirements as prescribed in regulation 104; and
  - (ii) be a holder of a valid instrument rating.

### **161. Limitations of Ground Instructor Licence**

(1) A holder of a Ground Instructor Licence shall observe the limitations and qualifications specified in this regulation.

(2) A Ground Instructor shall not conduct training under a rating which is not endorsed in his or her Ground Instructor Licence.

### **162. Renewal requirements for Ground Instructor Licence**

(1) A Ground Instructor Licence may be renewed if the applicant presents to the authority a record of training students that shows that within 12 months preceding the date of application for renewal of the licence, she or he has trained students under the appropriate Ground Instructor Rating.

(2) The applicant for renewal of a Ground Instructor Licence shall provide to the authority evidence of at least 3 months' service as a ground instructor within the past 12 months.

(3) Where the Ground Instructor Licence has expired for a period not exceeding 90 days, the applicant shall apply for renewal, subject to subregulation (2).

### *Instructor Authorisation for Flight Simulation Training*

### **163. Instructor authorisation for flight simulation training**

(1) A holder of current and former professional pilot licences, having instructional experience may apply for an authorisation to

provide flight instruction in a FSTD, provided the applicant has at least 1 year experience as instructor in FSTD.

(2) The applicant shall demonstrate in a skill test, in the category and in the class or type of aircraft for which instructor authorisation privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.

(3) Subject to compliance with the requirements specified in this Part, the privileges of the holder of an authorisation are to carry out instruction in a flight simulation training device for the issue of a class or type rating in the appropriate category of aircraft.

(4) Subject to compliance with the requirements specified in this regulation, the validity period of an instructor authorisation for flight simulation training is one year.

(5) Renewal of the authorisation requires the successful completion of a proficiency check.

(6) Where the authorisation has expired, the applicant shall complete refresher training and successfully pass a skill test in the category and class or type of aircraft for which instructor authorisation privileges are sought.

*Aircraft Maintenance Engineer Licence (AMEL)*

**164. Requirements for issue of AMEL**

(1) An applicant for a grant of AMEL shall—

(a) be at least 18 years of age;

(b) be able to read, speak, write and understand the English language, 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.

(2) A licensed aircraft maintenance engineer who applies for an additional rating shall meet the requirements of regulations 166 and 167.

(3) Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved training organisation (ATO).

#### **165. Skill and knowledge requirements for issue of AMEL**

An applicant shall have demonstrated a level of knowledge and skill relevant to the privileges to be granted and appropriate to the responsibilities of a holder of AMEL, as set out in the syllabus in Schedule 5 to these Regulations, subject to the provisions of regulation 3(4) as appropriate and the procedures prescribed in the applicable technical guidance material.

#### **166. Experience requirements for the issue of AMEL with or without type rating**

A holder of AMEL without type rating which he or she obtained following successful completion of an approved initial course, may apply for type rating and shall show confirmed evidence that he or she has obtained at least twelve months relevant aircraft engineering experience with an organisation engaged in the maintenance of operational aircraft in addition to that gained during the course.

## **167. Requirements for Category A, B1, B2 and C licence**

(1) Subject to regulation 5(10) to these Regulations, an applicant for a AMEL B1, B2 without Type Rating shall meet the following requirements—

- (a) for category A and subcategories B1.2 and B1.4—
  - (i) 3 years of practical maintenance experience on operating aircraft where the applicant has no previous relevant technical training in aircraft maintenance, provided the experience is gained in an AMO;
  - (ii) 2 years of practical maintenance experience on operating aircraft and completion of training as a skilled worker in a technical trade applicable to the licence sought; or
  - (iii) 1 year of practical maintenance experience on operating aircraft and completion of an approved abinitio course.
- (b) for category B2 and subcategories B1.1 and B1.3—
  - (i) 5 years of practical maintenance experience on operating aircraft where the applicant has no previous relevant technical training provided the experience is gained in an AMO; or
  - (ii) 3 years of practical maintenance experience on operating aircraft and completion of training as a skilled worker in a technical trade applicable to the licence sought; or
  - (iii) 2 years of practical maintenance experience on operating aircraft and completion of an approved abinitio course;
- (c) for category C with respect to large aircraft—
  - (i) 3 years of experience exercising category B1.1, B1.3 or B2 privileges on large aircraft or as B1.1, B1.3 or



B2 maintenance personnel working on large aircraft, or, a combination of both;

- (ii) 5 years of experience exercising category B1.2 or B1.4 privileges on large aircraft or as B1.2 or B1.4 maintenance personnel working on large aircraft, or a combination of both;
- (d) for category C with respect to aircraft other than large aircraft, 3 years of experience exercising category B1 or B2 privileges on aircraft other than large aircraft or as B1 or B2 maintenance personnel working on aircraft other than large aircraft, or a combination of both; and
- (e) for category C obtained through the academic route, an academic degree in a technical discipline applicable to the licence sought from a university recognised by the authority, and 3 years of experience working in a civil aircraft maintenance environment on a representative selection of tasks directly associated with aircraft maintenance, including 6 months of observation of base maintenance tasks.

(2) An applicant for an additional category or subcategory to AMEL shall have a minimum civil aircraft maintenance experience requirement appropriate to the additional category or subcategory of AMEL applied for as specified by the authority in the applicable technical guidance materials.

(3) An applicant for AMEL categories A, B1 and B2 shall have practical experience involving a representative cross section of maintenance tasks on operating aircraft as specified in the applicable technical guidance material.

(4) An applicant for AMEL category A and subcategories B1.2 and B1.4 shall have at least 1 year of the required practical

maintenance experience, including recent maintenance experience on aircraft of the category or subcategory for which the initial AMEL is sought.

(5) An applicant for AMEL category B2 and subcategories B1.1 and B1.3 shall have at least 2 years of the required practical maintenance experience, including recent maintenance experience on aircraft of the category or subcategory for which the initial AMEL is sought.

(6) For an applicant of subsequent category or subcategory addition to an existing AMEL, the entire duration of maintenance experience as required in the applicable technical guidance materials shall be recent.

(7) Subject to subregulation (6), the required practical maintenance experience shall be dependent upon the difference between the AMEL category or subcategory held and applied for and all recent practical maintenance experience shall be demonstrated in a manner acceptable to the authority as specified in the applicable technical guidance materials.

(8) For an applicant of AMEL category “C” having gone through the academic route, the 6 months of observation of base maintenance tasks shall be demonstrated in a manner acceptable to the authority as specified in the applicable technical guidance materials.

(9) Notwithstanding subregulation (8), aircraft maintenance experience gained outside a civil aircraft maintenance environment may be accepted by the authority provided such experience is equivalent to that specified in the applicable technical guidance materials and additional recent practical maintenance experience on the maintenance of civil aircraft shall be required to ensure understanding of the civil aircraft maintenance environment.

## **168. General privileges and limitations of AMEL**

(1) Subject to compliance with the requirements specified in regulations 166 and 167, the privileges of the holder of AMEL shall be to certify the aircraft or parts of the aircraft as airworthy after an authorised repair, modification or installation of an engine, accessory, instrument or item of equipment and to sign a maintenance release following inspection, maintenance operations or routine servicing.

(2) The privileges of the holder of AMEL specified in subregulation (1) shall be exercised only—

(a) in respect of such—

- (i) aircraft as are entered on the licence in their entirety either specifically or under broad categories;
- (ii) airframes and engines and aircraft systems or components as are entered on the licence either specifically or under broad categories; or
- (iii) aircraft avionic systems or components as are entered on the licence either specifically or under broad categories;

(b) provided that the holder of AMEL is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the holder of AMEL is signing a maintenance release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the holder of AMEL is certifying as being airworthy; and

(c) provided that, within the preceding twenty four months, the holder of AMEL has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the AMEL held for not less than 6 months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the authority.

(3) Notwithstanding the privileges in subregulations (1) and (2), a holder of AMEL may be granted a specific scope of the privileges depending on the complexity of the task or tasks to which the certification relates in accordance with details prescribed in the applicable technical guidance material.

(4) The details of the certification privileges shall be endorsed on to the licence issued by the authority.

**169. Specific privileges and limitation of AMEL A, B1, B2 and C**

The privileges associated to each AMEL category are described as follows—

- (a) a category A AMEL permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the authorisation and the certification privileges shall be limited to work that the holder of AMEL has personally performed in an aircraft maintenance organisation;
- (b) a category B1 AMEL shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, power plant and mechanical and electrical systems and replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, shall also be included in the privileges;
- (c) a category B2 AMEL shall permit the holder to issue certificates of release to service following maintenance on avionic and electrical systems; and
- (d) a category C AMEL shall permit the holder to issue certificates of release to service following base maintenance on aircraft and the privileges apply to the aircraft in its entirety in an aircraft maintenance organisation.

**170. Privileges of holder of AMEL and conditions to be observed in exercising privileges for UAS**

(1) The privileges of the holder of AMEL specified in regulation 168 shall be exercised only in respect of such—

- (a) UA or UAS as are entered on the licence either specifically or under broad categories; or
- (b) UAS and associated C2 link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the UAS and associated C2 link system

(2) When the authority authorises an approved maintenance organisation to appoint non-licensed personnel to exercise the privileges of subregulation (1) the person appointed shall meet requirements specified in regulation 166 of these Regulations

**171. Renewal requirements for AMEL**

(1) A holder of AMEL shall apply for renewal of the licence within 2 months before the expiry period in a form and manner prescribed by the authority.

(2) The holder of AMEL shall have performed work comparable with that required for the grant of the licence for periods totaling at least 6 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 AMEL after the expiry period may do so within the next twelve months provided that he or she 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 of AMEL within the extended period as provided for in subregulation (3) or fails to prove that he or she has continuously been engaged in practical

work during that period shall be required to present 6 months recent experience or sit for an air law exam before his or her licence is renewed.

(5) A holder of AMEL shall not exercise the privileges of the licence unless the licence is kept valid as prescribed by the authority.

### *Air Traffic Controller Licence*

#### **172. Student Air Traffic Controller**

(1) The authority shall take the appropriate measures to ensure that student Air Traffic Controllers do not constitute a hazard to air navigation.

(2) A student Air Traffic Controller shall not undertake instruction in an operational environment unless the student air traffic controller holds a current class 3 medical assessment.

#### **173. General eligibility requirements for issue of Air Traffic Controller Licence**

An applicant for an air traffic controller licence shall—

- (a) be at least twenty one years of age;
- (b) demonstrate the ability to speak, and understand the English language in accordance with the language proficiency requirements specified in Schedule 3 to these Regulations without impediment of speech that would interfere with two-way radio conversation;
- (c) comply with the knowledge and skill requirements specified in regulations 174, 176, 177, 178, 179, 181 and 182;
- (d) hold a current class 3 medical certificate; and
- (e) have at least one of the ratings set out in regulation 5(9) of these Regulations.

## **174. Aeronautical knowledge requirements for Air Traffic Controller Licence**

(1) An applicant for an Air Traffic Controller Licence shall demonstrate a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects—

- (a) air law including rules and regulations relevant to the Air Traffic Controller;
- (b) air traffic control equipment including principles, use and limitations of equipment used in air traffic control;
- (c) general knowledge of—
  - (i) principles of flight;
  - (ii) principles of operation and functioning of aircraft, engines and systems;
  - (iii) aircraft performance relevant to air traffic control operations;
  - (iv) subject to regulation 5 (4) principles of operation and functioning of aircraft and UAS, engines and systems; and
  - (v) aircraft performance relevant to air traffic control operations.
- (d) human performance including principles of threat and error management;
- (e) meteorology—
  - (i) aeronautical meteorology;
  - (ii) use and appreciation of meteorological documentation and information;

- (iii) origin and characteristics of weather phenomena affecting flight operations and safety; and
- (iv) altimetry;
- (f) navigation—
  - (i) principles of air navigation; and
  - (ii) principle, limitation and accuracy of navigation systems and visual aids; and
- (g) operational procedures including—
  - (i) air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); and
  - (ii) use of the relevant aeronautical documentation; safety practices associated with flight.

(2) The validity of the knowledge test results for an applicant for an air traffic controller licence shall be eighteen months after passing the test.

### **175. Aeronautical experience requirements for Air Traffic Controller Licence**

- (1) An applicant for an Air Traffic Control Licence shall—
  - (i) have completed an approved training course;
  - (ii) demonstrated the required competence; and
  - (iii) have accomplished not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an Air Traffic Control (ATC) on-the-job training instructor.

(2) The experience requirements specified for Air Traffic Controller Ratings in regulation 178 may be credited as part of the experience specified in this regulation.



(3) An Air Traffic Controller shall not act as an air traffic control on-the-job training instructor unless he or she holds an appropriate rating and is qualified as an air traffic control on-the-job training instructor.

### **176. Categories of Air Traffic Controller Ratings**

Air Traffic Controller Ratings shall comprise the following categories—

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

### **177. Knowledge requirements for Air Traffic Controller Ratings**

(1) An applicant for an 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;
  - (ii) physical characteristics and visual aids;
  - (iii) airspace structure;
  - (iv) applicable rules, procedures and source of information;
  - (v) air navigation facilities;
  - (vi) air traffic control equipment and its use;
  - (vii) terrain and prominent landmarks;
  - (viii) characteristics of air traffic;

- (ix) weather phenomena; and
- (x) emergency and search and rescue plans;
- (b) approach control procedural and area control procedural ratings—
  - (i) airspace structure;
  - (ii) applicable rules, procedures and source of information;
  - (iii) air navigation facilities;
  - (iv) air traffic control equipment and its use;
  - (v) terrain and prominent landmarks;
  - (vi) characteristics of air traffic and traffic flow;
  - (vii) weather phenomena; and
  - (viii) emergency and search and rescue plans;
- (c) approach control surveillance, approach precision radar control and area control surveillance ratings.

(2) The applicant for Air Traffic Control Ratings shall meet the requirements specified in subregulation (1)(b) in so far as the requirements affect his or her area of responsibility and shall demonstrate a level of knowledge appropriate to the privileges granted, in at least the following additional subjects—

- (a) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
- (b) procedures for the provision of air traffic service surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.

**178. Experience requirements for Air Traffic Control Ratings**

- (1) An applicant for an Air Traffic Control Rating shall have—
  - (a) satisfactorily completed an approved training course; and
  - (b) demonstrated the required competence while providing, under the supervision of an Air Traffic Control, on-the-job training instructor, one or more of the following—
    - (i) aerodrome control rating, an aerodrome control service, for a period of not less than ninety hours or 1 month, whichever is greater, at the unit for which the rating is sought;
    - (ii) approach control procedural, approach control surveillance, area control procedural or area control surveillance rating, the control service for which the rating is sought, for a period of not less than one hundred eighty hours or 3 months, whichever is greater, at the unit for which the rating is sought; and
    - (iii) approach precision radar control rating, not less than two hundred precision approaches of which not more than one hundred shall have been carried out on a radar simulator approved for that purpose by the authority and not less than fifty of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and
  - (c) if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than twenty five plan position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an air traffic control on-the-job training instructor.

(2) The application for Air Traffic Control Rating shall be made within 6 months from the completion of experience specified in subregulation (1) (b).

(3) Where the applicant already holds an Air Traffic Controller Rating in another category, or the same rating for another unit, he or she shall have to meet the experience requirements for the additional rating sought.

### **179. Skill requirements for Air Traffic Controller Ratings**

An applicant for an 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 control service, including the recognition and management of threats and errors.

### **180. Concurrent issuance of two Air Traffic Controller Ratings**

Where two Air Traffic Controller Ratings are sought concurrently, the requirements shall not be less than those of the more demanding rating.

### **181. Privileges of holder of Air Traffic Controller Rating and the conditions to be observed in exercising privileges**

(1) Subject to compliance with the requirements specified in regulations 19, 21, 23 and 25, 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 procedural rating, to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
- (c) approach control surveillance rating, to provide or supervise the provision of approach control service with the use of

applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service; and subject to compliance with the provisions of regulation 178(1)(c), the privileges shall include the provision of surveillance radar approaches;

- (d) approach precision radar control rating, to provide or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
- (e) area control procedural rating, to provide or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and
- (f) area control surveillance rating, to provide or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.

(2) Before exercising the privileges in subregulation (1), the licence holder shall be familiar with all pertinent and current information.

(3) A holder of an air traffic controller licence shall not carry out instruction in an operational environment unless the holder has received proper authorisation from the authority.

## **182. Validity of ratings**

An air traffic controller rating shall become invalid when the holder has ceased to exercise the privileges of the rating for a period of 6 months and it shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

### **183. Functions of holder of Air Traffic Controller Rating**

(1) Subject to subregulation (2), a holder of an Air Traffic Controller Licence which includes two or more ratings 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.

### **184. Maximum working hours**

(1) Except in an emergency, a holder of Air Traffic Controller Licence shall not perform any duties for twenty four consecutive hours during each 7 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 8 hours at or before the end of the ten hours of duty.

### **185. 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.

### **186. 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) Regulations, 2020 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 granted authorising 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 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 or her 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 Licence so granted which authorises him or her to provide that type of service at any aerodrome or at a place at which airtraffic 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 Uganda military or a visiting force provided the person meets the applicable air traffic controller rating requirements of these Regulations.

(3) A holder of an Air Traffic Controller Licence shall not perform any of the functions specified in regulation 183 of these Regulations in respect of a rating at any of the places referred to in subregulation (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 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.

### **187. Renewal requirements of air traffic controller licence**

An air traffic controller licence may be renewed if the holder of the licence has performed the functions of the rating or ratings in the licence on at least two operational shifts within 6 months preceding the date of application for renewal.



## *Flight Operations Officer Licence*

### **188. General requirements for issue of Flight Operations Officer Licence**

An applicant for a Flight Operations Officer Licence shall—

- (a) be at least twenty one years of age;
- (b) demonstrate the ability to speak and understand the English language in accordance with the language proficiency requirements specified in Schedule 3 of 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.

### **189. Knowledge requirements for Flight Operations Officer Licence**

(1) The applicant shall demonstrate a level of knowledge and skill appropriate to the privileges granted to the holder of a Flight Operations Officer Licence as follows—

- (a) air law including—
  - (i) rules and regulations relevant for operational control and to the holder of a Flight Operations Officer Licence; and
  - (ii) appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge including—
  - (i) principles of operation of aeroplane engines, systems and instruments;
  - (ii) operating limitations of aeroplanes and engines; and
  - (iii) minimum equipment list and configuration deviation list;

- (c) flight performance calculation, planning procedures and loading including—
  - (i) effects of loading and mass distribution on aircraft performance and flight characteristics, mass and balance calculations;
  - (ii) operational flight planning;
  - (iii) fuel consumption and endurance calculations;
  - (iv) alternate aerodrome selection procedures;
  - (v) en-route cruise control;
  - (vi) extended range operation;
  - (vii) preparation and filing of air traffic services flight plans;
  - (viii) basic principles of computer-assisted planning systems;
  - (ix) take-off performance including field length, climb and obstacle criteria and limitation;
  - (x) cruise performance including minimum altitudes, decompression, engine out or gear down scenario planning; and
  - (xi) landing performance including approach, climb and field length criteria and limitations;
- (d) human performance relevant to operational control duties, including principles of TEM;
- (e) meteorology including—
  - (i) aeronautical meteorology;
  - (ii) the movement of pressure systems;
  - (iii) the structure of fronts and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;

- (iv) interpretation and application of aeronautical meteorological reports, charts and forecasts;
  - (v) codes and abbreviations; and
  - (vi) use of, and procedures for obtaining meteorological information;
- (f) navigation including principles of air navigation with particular reference to instrument flight;
- (g) operational procedures including—
- (i) use of aeronautical documentation and standard operating procedures;
  - (ii) operational procedures for the carriage of freight and dangerous goods;
  - (iii) procedures relating to aircraft accidents and incidents;
  - (iv) emergency flight procedures; and
  - (v) procedures relating to unlawful interference and sabotage of aircraft;
- (h) 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 licences shall be valid for eighteen months after passing the examination.

## **190. Experience or training requirements for Flight Operations Officer Licence**

(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 2 years of service in any one or in any combination of the capacities specified in subparagraph (i), (ii) or (iii), provided that in any combination of experience the period served in any capacity shall be at least 1 year—
  - (i) a flight crew member in commercial air transport;
  - (ii) a meteorologist in an organisation providing operation control to aircraft in commercial air transport; or
  - (iii) an air traffic controller or technical supervisor of flight operations officer or air transportation flight operations systems;
- (b) at least one year as an assistant in the dispatching aircraft used in commercial air transport; or
- (c) has satisfactorily completed a course of approved training in flight operations.

(2) In addition to the requirement of subregulation (1), the applicant shall have served under the supervision of a licensed Flight Operations Officer for at least ninety working days, within which the applicant shall have accomplished at least twenty dispatches, exercising the skill requirements specified in regulation 191 within the 6 months immediately preceding the application.

### **191. Skill requirements for Flight Operations Officer Licence**

An applicant for Flight Operations Officer Licence shall demonstrate the ability to—

- (a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- (b) identify and evaluate the risk factors and the possible consequences for flight operations;
- (c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;

- (d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;
- (e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;
- (f) make an accurate and operationally acceptable weather analysis;
- (g) provide an operationally valid briefing on weather conditions of a specific air route;
- (h) forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (i) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;
- (j) determine the optimum flight path for a given segment, and create accurate manual or computer generated flight plans; and
- (k) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and recognise and manage threats and errors.

## **192. Privileges and limitations of Flight Operations Officer Licence**

Subject to compliance with the requirements specified in regulation 19 of these Regulations, the privileges of the 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 in the Civil Aviation (Operation of Aircraft) (General Aviation) (Aeroplanes) Regulations, 2022.

### **193. Renewal requirements of Flight Operations Officer Licence**

A Flight Operations Officer Licence may be renewed when the holder has performed his or her duties in the 6 months preceding the date of application for renewal exercising the privileges of the licence.

#### *Cabin Crew Member*

### **194. Required certificate, ratings and qualifications for cabin crew member**

(1) A person shall not perform the duties of 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; and
- (d) a 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; and
- (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.

### **195. Requirements for cabin crew member certificate**

An applicant for a cabin crew member certificate shall—

- (a) be at least eighteen years of age;
- (b) be able to speak and understand the English language sufficiently to adequately carry out the responsibilities of a cabin crew member;
- (c) hold a medical class 2 certificate;
- (d) have completed a course of approved training in the areas listed in regulation 196; and
- (e) have passed a test in the knowledge and skill areas specified in regulation 196.

**196. Minimum knowledge and skill requirements for cabin crew member certificate**

(1) An applicant for a cabin crew member certificate shall have successfully completed training conducted by a suitably qualified person in the following areas and in accordance with the requirements in the Civil Aviation (Operation of Aircraft) (General Aviation) (Aeroplanes) Regulations, 2022.

- (a) initial training—
  - (i) aviation indoctrination;
  - (ii) cabin crew tasks;
  - (iii) normal, abnormal and emergency procedures;
  - (iv) aircraft type training;
  - (v) dangerous goods;
  - (vi) human performance;
  - (vii) cabin health and first aid;
  - (viii) aviation security; and
  - (ix) identifying and responding to trafficking in persons;
- (b) aircraft type training—
  - (i) aircraft description;

- (ii) cabin configuration, including number and distribution of cabin crew seats and number of passenger seats;
- (iii) cabin layout including interior design, stowage compartments such as overhead bins, and closets;
- (iv) galleys;
- (v) lavatories;
- (vi) flight deck familiarisation and egress;
- (vii) crew rest areas- normal and emergency egress and other remote areas;
- (viii) exits - type, number, location and operation;
- (ix) assisting evacuation means, including slide, slide-raft, life raft, rope;
- (x) safety and emergency equipment, including location and operation;
- (xi) aircraft systems relevant to cabin crew tasks—
  - (aa) air conditioning, ventilation, and pressurisation systems;
  - (bb) communication systems and associated signaling panels;
  - (cc) control panels;
  - (dd) electrical systems including galley, lavatory, in-flight entertainment system, in-seat electrical system and circuit breaker panels;
  - (ee) evacuation alarm system;
  - (ff) fire suppression and extinguishing systems;
  - (gg) lighting systems including interior, exterior and emergency lights;
  - (hh) oxygen systems including cabin and flight deck;



- (ii) smoke detection system;
  - (jj) water and waste systems;
  - (kk) normal procedures and the related hands-on or simulated exercises;
  - (ll) installed emergency locator transmitters
  - (mm) abnormal and emergency procedures and the related hands-on or simulated exercises; and
  - (nn) design-related elements that may impact normal and/or emergency procedures (stairs, smoke curtain, social areas, non-forward facing passenger seats, cargo areas if Accessible from the passenger compartment during flight, etc.).
- (c) aircraft visit—
- (i) cabin crew stations;
  - (ii) cabin layout including interior design, stowage compartments such as overhead bins, and closets;
  - (iii) galleys;
  - (iv) lavatories;
  - (v) flight deck familiarisation and egress;
  - (vi) crew rest areas and any other remote areas;
  - (vii) safety and emergency equipment;
  - (viii) exits including location and their environment;
  - (ix) assisting evacuation means including location and stowage; and
  - (x) aircraft systems relevant to cabin crew tasks including—
    - (aa) communication systems and associated signaling panels;

- (bb) control panels;
  - (cc) electrical systems: galley, lavatory, in-flight entertainment system, in-seat electrical system, circuit breaker panels;
  - (dd) evacuation alarm system;
  - (ee) fire suppression and extinguishing systems;
  - (ff) lighting systems including interior, exterior and emergency lights;
  - (gg) oxygen systems including the cabin and flight deck;
  - (hh) smoke detection system;
  - (ii) water and waste systems;
  - (jj) cargo areas if accessible from the passenger compartment during flight; and
- (d) a minimum of 2 familiarisation flights or line indoctrination, covering the following areas—
- (i) aircraft characteristics and description;
  - (ii) cockpit configuration;
  - (ii) cabin configuration;
  - (iii) galleys;
  - (iv) lavatories; and
  - (v) towage areas.
- (2) The familiarisation flight referred to in subregulation (1) (d) shall be—
- (a) completed in not more than thirty days following the ground training specified in subregulation (1) (a) and (b); and
  - (b) supervised by a senior cabin crew rated on the aircraft type.

(3) The familiarisation flight referred to in subregulation (1) (d) shall be structured to involve the cabin crew trainee in the participation of safety related tasks but shall not constitute part of the minimum cabin crew compliment.

(4) An applicant for a cabin crew member certificate shall demonstrate a level of knowledge and skill appropriate to the privileges granted to the holder of a cabin crew member certificate, as follows—

- (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, where 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 including—
  - (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) 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 relating to carriage of goods by air; and
  - (viii) air operator security requirements as provided for in the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022;
- (f) communication with emphasis being placed on the importance of effective communication between cabin crew and flight crew including technique, common language and terminology such as—
- (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; and

- (viii) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations;
- (g) discipline and responsibilities; and
- (h) crew resource management to include appropriate provisions of the Civil Aviation (Air Operator Certification and Administration) Regulations, 2022.

**197. Privileges and limitations of cabin crew member certificate**

- (1) A holder of a cabin crew member certificate may—
  - (a) act as a cabin crew member in aircraft of types specified in his or her certificate;
  - (b) act as a cabin crew instructor when authorised; or
  - (c) act as a cabin crew examiner when authorised.

(2) A holder of a cabin crew member certificate shall not perform the duties of a cabin crew member on more than 3 aircraft of different variants.

**198. Renewal requirements for cabin crew member certificate**

(1) A holder of a cabin crew member certificate may apply for renewal where he or she has successfully completed the annual recurrent training as specified in regulation 199 approved by the authority.

(2) Where the cabin crew member certificate has expired for a period not exceeding 6 months, the applicant shall apply for renewal, subject to subregulation (1).

(3) Where the cabin crew member certificate has expired for a period exceeding 6 months, the applicant shall be required to meet the initial training and testing requirements.

(4) Where the cabin crew member certificate holder has not performed any flying duties during the twelve consecutive months the applicant shall in addition to the requirements of subregulation (3) be required to complete training on aircraft specific type, operator conversion and line indoctrination.

**199. Recurrent training requirements for cabin crew member**

A holder of a cabin crew member certificate shall undergo recurrent training every twelve months to maintain the level of performance for his or her duties and responsibilities in the following areas—

- (a) exits including type, number, location and operation;
- (b) assisting evacuation means including slide, slide-raft, life raft and rope;
- (c) safety and emergency equipment, including location and operation;
- (d) aircraft systems relevant to the cabin crew tasks specified in regulation 196 (1) (b) (xi);
- (e) normal procedures and the related hands-on or simulated exercises;
- (f) abnormal and emergency procedures and the related hands-on or simulated exercises, including—
  - (i) firefighting, including a live firefighting exercise, as required by the authority;
  - (ii) fume events;
  - (iii) decompression;
  - (iv) evacuation on land and on water, including a wet drill, as required by the authority; and
  - (v) flight and cabin crew member incapacitation;
- (g) crew resource management;

- (h) passenger handling and crowd control;
- (i) aviation security;
- (j) first aid;
- (k) dangerous goods, within twenty four months of previous training, in accordance with the approved training program;
- (l) review of recent incidents or accidents pertinent to the operator; and
- (m) identifying and responding to trafficking in persons.

## **200. Cabin crew member aircraft differences training**

A holder of a cabin crew certificate shall not perform the duties of cabin crew member on an aircraft that has differences from the model or series that he or she is previously qualified unless he or she has completed the differences training in at least the following areas—

- (a) exits including type, number, location and operation;
- (b) assisting evacuation means including slide, slide-raft, life raft and rope;
- (c) safety and emergency equipment, including location and operation;
- (d) aircraft systems relevant to cabin crew tasks specified in regulation 196 (1) (b);
- (e) normal procedures and the related hands-on or simulated exercises;
- (f) abnormal and emergency procedures and the related hands-on or simulated exercises; and
- (g) design-related elements that may impact on normal and emergency procedures, including stairs, smoke curtain, social areas, non-forward facing passenger seats, cargo areas if accessible from the passenger compartment during flight.



## *Instructors and Designated Examiners*

### **201. General requirements for instructors**

(1) A person may be authorised to instruct in an Approved Training Organisation provided that he or she has received an approved training course in fundamentals of instructing and has passed a knowledge test on the following areas of instruction—

- (a) techniques of applied instruction;
- (b) assessment of student performance in the subjects in which ground instruction is given;
- (c) the learning process;
- (d) elements of effective teaching;
- (e) student evaluation, testing and training philosophies;
- (f) training programme development;
- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids, including flight simulation training devices as appropriate;
- (j) analysis and correction of student errors;
- (k) human performance relevant to flight instruction;
- (l) hazards involved in simulating system failures and malfunctions in the aircraft; and
- (m) principles of threat and error management.

(2) The following applicants may not need to comply with subregulation (1) of this regulation—

- (a) the holder of an instructor licence or authorisation issued under this regulation, who has already passed the knowledge test in the areas of instructing;

- (b) the holder of a current teacher's certificate issued by a national or local authority that authorises the person to teach at a secondary educational level or higher; or
- (c) a person who provides evidence of an equivalent level of experience acceptable to the authority.

(3) The applicant for an instructor authorisation shall have a minimum of three years' experience as a holder of the relevant licence issued under these Regulations or relevant qualification.

## **202. Cabin crew member instructor authorisation**

(1) A person is eligible for a cabin crew member instructor authorisation, where he or she has—

- (a) a minimum of 3 years of experience as a cabin crew member;
- (b) qualifications and experience as a lead cabin crew member on the type for which the instruction is sought;
- (c) undergone training in the applicable areas of the fundamentals of instructing as specified in the regulation 201(1);
- (d) successfully completed the training and assessment program prescribed in Schedule 6 to these Regulations;
- (e) been nominated by the operator; and
- (f) demonstrated satisfactory knowledge of the contents and interpretation of the following—
  - (i) civil aviation regulations; or
  - (ii) relevant civil aviation publications;

(2) The requirements in subregulation (1) do not preclude a subject matter expert from being authorised to examine on matters that deal with his or her area of expertise.

### **203. Cabin crew member examiner authorisation**

(1) A person is eligible for a cabin crew member examiner authorisation, where he or she has—

- (a) a minimum of 5 years' experience as a cabin crew member;
- (b) qualifications and experience as a lead cabin crew member or purser on the type for which the privilege to examine is sought;
- (c) experience of at least 1 year as a cabin crew instructor, having been authorised in accordance with regulation 202;
- (d) successfully completed the training and assessment program prescribed in Schedule 6 to these Regulations;
- (e) been nominated by the operator; and
- (f) demonstrated satisfactory knowledge of the contents and interpretation of the following—
  - (i) civil aviation regulations;
  - (ii) designated cabin crew evaluator manual; and
  - (iii) relevant civil aviation publications.

(2) The requirements in subregulation (1) do not preclude a subject matter expert from being authorised to examine on matters that deal with his or her area of expertise.

## PART X—AVIATION MEDICAL STANDARDS AND CERTIFICATION

### *General*

### **204. Classes of medical assessment**

(1) The authority may issue classes of medical assessment that are intended to indicate the minimum medical standards as follows—

- (a) class 1 medical assessment which applies to applicants for, and holders of—
  - (i) commercial pilot licences-aeroplane, airship, helicopter and powered-lift;
  - (ii) multi-crew pilot licences-aeroplane; and
  - (iii) airline transport pilot licences-aeroplane, helicopter and powered-lift;
- (b) class 2 medical assessment applies to applicants for and holders of—
  - (i) flight navigator licences;
  - (ii) flight engineer licences;
  - (iii) private pilot licences- aeroplane, airship, helicopter and powered-lift;
  - (iv) glider pilot licences; and
  - (v) free balloon pilot licences; and
- (c) class 3 medical assessment which applies to applicants for, and holders of—
  - (i) air traffic controller; and
  - (ii) remote pilot licences.

(2) The applicant for a medical assessment shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history.

(3) The applicant shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits and any false statement shall be dealt with in accordance with regulation 14 (3).

(4) The medical examiner shall report to the authority any individual case where, in the examiner's opinion, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that

exercise of the privileges of the licence being applied for, or held, is not likely to jeopardise flight safety prescribed in regulation 16 (1).

(5) The level of medical fitness to be met for the renewal of a medical assessment shall be the same as that for the initial assessment except where otherwise specifically stated under these Regulations.

(6) The intervals between routine medical examinations for the purpose of renewing medical assessments shall be as specified in regulation 19 (1).

## **205. Aviation medical examiner, designation and qualifications**

(1) The authority may designate a medical doctor who meets the qualifications specified in subregulation (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—

- (i) be qualified and licensed in the practice of medicine;
- (ii) have obtained aviation medicine training at an institution recognised by the authority;
- (iii) demonstrate adequate competence in aviation medicine; and
- (iv) 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 after every 5 years or as prescribed by the authority.

## **206. Evaluation of medical examiners' competence**

(1) The authority shall use the services of medical assessors to evaluate reports submitted to the authority by a medical examiner and making final assessments for issue, renew or deny medical certificates.

(2) The medical assessors shall be qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

(3) Medical assessors shall maintain the currency of their professional knowledge after every 3 years.

(4) The medical assessors shall periodically evaluate the competence of medical examiners to ensure that the medical examiners meet applicable standards for good medical practice and aeromedical risk assessment.

(5) The medical assessors shall be in charge of accredited medical conclusions.

**207. 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 issuance, renewal, denial or withdrawal of medical certificates to an applicant based on meeting or failing to meet applicable medical standards.

(2) The authority shall retain the right to reconsider any action of an aviation medical examiner.

*Medical Certification Procedures*

**208. Medical records**

(1) An applicant for a medical certificate shall, on a form and in manner prescribed by the authority in the applicable technical guidance material—

- (a) sign and furnish the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history that is as complete and accurate as the applicant's knowledge permits, the date, place and result of the last examination; and
- (b) indicate to the examiner whether a medical assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.

(2) Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the authority for such action as may be considered appropriate.

(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 subregulation (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.

## **209. Submission of signed medical evaluation reports**

(1) An aviation medical examiner who is authorised to conduct a medical examination 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 jeopardise 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) Where the medical report is submitted to the authority in electronic format, adequate identification of the examiner shall be established.

#### **210. Issue of medical certificate**

(1) An aviation medical examiner shall issue the relevant medical certificate to any person who meets the medical standards specified in these Regulations, based on medical examination and evaluation of the applicant's history and condition.

(2) A person to be issued with a medical certificate shall undergo a medical examination based on the physical and mental standards contained in these Regulations.

(3) Where the medical examination is carried out by two or more medical examiners, the authority shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

(4) The medical examiner shall be required to submit sufficient medical information to the authority to enable the authority to audit medical assessments.

#### **211. 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 that the applicant did not meet the physical and mental standards specified in these Regulations; and
  - (b) until such time that the applicant is again determined by the authority to be fit to exercise the privileges through—
    - (i) an accredited medical conclusion;
    - (ii) a special flight test; or
    - (iii) with respect to a transient condition, until a subsequent satisfactory report is acceptable to the authority.

(3) An applicant who is denied a medical certificate by an aviation medical examiner may, within thirty days after the date of the denial, apply in writing to the authority for reconsideration of the denial.

(4) Upon receiving an application for reconsideration, the authority shall appoint more than one medical examiner to conduct medical examination on the applicant and shall designate one of the medical examiners to be responsible for coordinating the results of the examination, evaluation and findings with regard to medical fitness, and signing the report.

(5) Where the applicant does not apply for reconsideration during the thirty day period after the date of the denial, the authority shall consider that applicant has withdrawn the application for a medical certificate.

(6) The period of validity of a medical assessment may be reduced when clinically indicated.

## **212. 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, the medical assessor shall determine to what extent pertinent medical information, in addition to the information contained in the medical report submitted under regulation 209, is presented to relevant officials of the authority.

### **213. Issue of medical certificate with limitations**

(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 where 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 jeopardise 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 medical assessor or a navigation medical examiner determines the safe performance of the licence holder's duties is dependent on compliance with such limitation.

### **214. Duration of medical certificate**

(1) A class 1 medical certificate shall be 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 6 months from the day the medical examination is performed.

(2) A class 2 medical certificate shall be issued to an applicant who is—

(a) under the age of forty years shall be valid for twenty four months from the day the medical examination is performed; and

- (b) forty years of age or more shall be valid for twelve months from the day the medical examination is performed.
- (3) A class 3 medical certificate shall be issued to an applicant who is—
  - (a) under the age of forty years shall be valid for twenty four months from the day the medical examination is performed; and
  - (b) forty years of age or more shall be valid for twelve months from the day the medical examination is performed.

### **215. 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) Where it is 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 as follows—

- (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 or remote pilot duties the applicant is to perform.

### **216. Denial of issuance of medical certificate**

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.

## **217. 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 to make the applicant unable to perform the duties or exercise the privileges of the licence or rating.

## **218. Physical and mental requirements**

(1) The authority shall ensure that an applicant for a medical certificate is free of—

- (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) The aviation medical examiner shall ensure that an applicant for a medical certificate is free of 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) The medical examiner shall ensure that the applicant does not have an 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.

## **219. Hearing test requirements**

(1) A person who holds or who applies to be issued a medical certificate shall be required to demonstrate a hearing performance sufficient for the safe exercise of his or her licence or rating privileges.

(2) An applicant for a medical certificate shall be tested by pure tone audiometer 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 or other alternative methods providing equivalent results may be used.

(4) At a medical examination where audiometer is not performed, an applicant shall be tested in a quiet room by whispered and spoken voice tests.

**220. 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.

**221. General visual requirements**

(1) A holder of a medical certificate or an applicant for a medical certificate shall have—

- (a) normally functioning eyes and adnexa;
- (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 ocularmis reserves are sufficient to prevent asthenopia and diplopia shall not be disqualified.

**222. Vision testing requirements**

(1) The medical examiner shall measure and record at each examination, the corrected and uncorrected visual acuity.

(2) An applicant for a medical examination who uses contact lenses shall not have his or her uncorrected visual acuity measured at each re-examination provided the history of the contact lens prescription is known.

(3) The test for visual acuity shall 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; and
- (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 from an applicant before issue of a medical certificate.

(5) The ophthalmic report shall be required where—

- (a) there is substantial decrease in the uncorrected visual acuity;
- (b) there is any decrease in best corrected visual acuity; and
- (c) there is an occurrence of eye disease, eye injury or eye surgery.

### **223. Acceptability of correcting lenses**

(1) An applicant may meet the visual acuity fitness for near or distant vision by using correcting lenses.

(2) Correcting spectacles may be used where—

- (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 as appropriate—
  - (i) look over;
  - (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 holder of a medical certificate who requires correcting lenses or spectacles shall have a limitation placed on the document requiring him or her, 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.

## **224. Distance vision requirements**

(1) A holder of 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 binoculars visual acuity of 6/9 or better, for class 2 medical certificate; and
  - (c) 6/9 with binoculars visual acuity of 6/6 or better, for class 3 medical certificate.
- (2) Uncorrected distance visual acuity shall not be 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 shall be needed to minimise 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 there after.
- (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.

## **225. 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—
- (a) an N14 chart or its equivalent at a distance of 100 cm, with “N14” referring to “Times Roman” font; and
  - (b) an N5 chart at a distance of 30 to 50 cm as selected 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 shall be added to a pair of spectacles to be used to meet the requirements.

(3) Where required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the medical examiner of reading distances for the duties the applicant is to perform.

(4) Where required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the 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.

## **226. Colour perception requirements**

(1) An applicant for a medical certificate shall demonstrate to the medical examiner the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

(2) The applicant shall show ability to correctly identify a series of pseudo isochromatic 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 (CIE).

(3) An applicant who fails to obtain a satisfactory score in the identification test referred to in subregulation (2) may nevertheless be assessed as fit provided the applicant is able to readily and correctly identify aviation coloured lights displayed by means of a recognised colour perception lantern in a special test conducted by the aviation medical examiner.

(4) An applicant for a medical certificate who is unable to satisfactorily complete the identification test provided in subregulation (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.

## **227. 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, 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;
- (b) 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 shall not render a person unfit.

## **228. 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 dB at any of the frequencies 500,1000 or 2000Hz, or more than 50 dB at 3000Hz.

(2) An applicant with a hearing loss greater than that specified in subregulation (1) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.

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

(4) An applicant who does not meet the requirements in sub regulations (1), (2) and (3) shall undergo further testing in accordance with these Regulations.

(5) An applicant for a class 3 medical certificate with a hearing loss greater than that specified in subregulation (1) may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control working environment, alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.

## **229. General cardiovascular**

(1) A person shall not hold nor be issued a medical certificate if that person has any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of his or her 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 nor be issued a medical certificate unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(3) The applicant for a medical certificate with an abnormal cardiac arrhythmia 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.

**230. Blood pressure and circulation**

(1) A person shall not hold or be issued a medical certificate if that person has—

- (a) systolic and diastolic blood pressures outside normal limits; or
- (b) a significant functional or structural abnormality of the circulatory system.

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

**231. Electro-cardiography examination**

(1) An electro-cardiography examination shall form part of the heart examination for the first issue of a medical certificate.

(2) The purpose of routine electro-cardiography examination is case finding and it does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

(3) Electro-cardiography examination shall be included in re-examinations of applicants between the ages of 30 and 50 years no less frequently than every two years, except for class 1 medical certificate which shall be annually.

**232. Neurological requirements**

(1) A person shall not hold nor be issued a medical certificate if that person has a medical history or clinical diagnosis of any of the following—

- (a) a progressive or non-progressive disease of the nervous system, the effect of which, is likely to interfere with the safe exercise of the applicant's licence or rating privileges;

- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(2) A person shall not hold nor be issued a medical certificate if that person has suffered any head injury, the effects of which, are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

### **233. Respiratory capability**

(1) A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

- (a) disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations;
- (b) active pulmonary tuberculosis; and
- (c) asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations.

(2) Unless there is an accredited medical conclusion indicating that the use of drugs will affect the safe exercise of the applicant's licence 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.

(5) An applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.

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

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

### **234. 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.

### **235. 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 licence or rating privileges, the following medical conditions are disqualifying—

- (a) acute or chronic impairment of nasal air entry on either side; or
- (b) serious small formation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.

### **236. 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.

### **237. 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 his or her licence or rating privileges.

### **238. 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 or both.



### **239. Gastrointestinal and digestive 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 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 certificates.

(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.

### **240. Kidneys and urinary 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 genitor-urinary disease, unless adequately investigated and his or her 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 nor 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 his

or her 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.

#### **241. Lymphatic glands or disease of 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 his or her condition found unlikely to interfere with the safe exercise of the applicant's licence or rating privileges.

#### **242. Gynecological conditions**

An applicant for a medical certificate who has a gynecological disorder that is likely to interfere with the safe exercise of the applicant's licence or rating privileges shall be assessed as unfit.

#### **243. 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 subregulation (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 12<sup>th</sup> week to the end of the 26<sup>th</sup> week of gestation and in the case of class 3 medical certificate be limited until the period until the end of the 34<sup>th</sup> week of gestation.

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

(4) The authority shall take precautions for the timely relief of an air traffic controller in the gestational period in the event of early onset of labor or other complications.

**244. 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.

**245. Acquired Immuno Deficiency Syndrome**

(1) An applicant for a medical certificate with Acquired Immuno Deficiency Syndrome (AIDS) shall be assessed as unfit.

(2) Applicants who are seropositive for Human Immune deficiency Virus (HIV) shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

PART XI—GENERAL

**246. Application for exemption**

(1) A person may apply to the authority for an exemption from any of these Regulations.

(2) A request for exemption shall be made in accordance with the requirements of these Regulations and an application for such exemption shall be submitted and processed in a manner set out in the applicable technical guidance material.

(3) An application for an exemption shall 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
- (f) description of the exemption sought, sighting the applicable provisions of these Regulations.

(4) The application shall be accompanied by a fee prescribed by the authority in the applicable aeronautical information circulars for technical evaluation.

#### **247. Exemption**

(1) The authority may, upon consideration of the circumstances of a particular applicant or holder of a licence, certificate, approval or authorisation, issue an exemption providing relief from specified provisions of these Regulations, provided that—

- (a) the authority finds that the circumstances presented warrant the exemption; and
- (b) a level of safety shall be maintained equal to that provided by the regulation from which the exemption is sought.

(2) The exemption referred to in subregulation (1) may be terminated or amended by the authority.

#### **248. Possession of licence**

(1) A holder of a licence, certificate or authorisation issued by the authority shall have in his or her physical possession or at the work site when exercising the privileges of the 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 has it in his or her physical possession or at the work station when exercising the privileges of the licence, certificate or authorisation.

## **249. 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 or 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 subregulations (1) and (2) shall not engage in any kind of problematic use of substances.

## **250. 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 any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year from the date of that refusal;
- (b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked;
- (c) be denied any licence, certificate, rating, qualification, or authorisation issued under these Regulations for a period of up to one year from the date of that refusal; or
- (d) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(3) A person who is convicted for the violation of any law relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances, shall—

- (a) be denied any license, certificate, rating, qualification or authorisation issued under these Regulations for a period of up to one year after the date of conviction; or
- (b) have their licence, certificate, rating, qualification or authorisation issued under these Regulations suspended or revoked.

**251. Inspection of licences, certificates, approvals and authorisations**

A person who holds a licence, certificate, approval or authorisation required by these Regulations shall present it for inspection upon request from the authority or any person authorised by the authority.

**252. Change of name**

(1) A holder of a licence, certificate, approval or authorisation issued under these Regulations may apply to change the name on a licence or certificate.

(2) The application under subregulation (1) shall be accompanied by the current licence or certificate and 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.

(4) The authority shall return to the holder the original documents specified in subregulation (2) and retain copies and return licence, certificate, approval or authorisation with the appropriate endorsement.

### **253. 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; and
- (b) mailing address upon the change.

### **254. Replacement of documents**

A person may apply to the authority for the replacement of documents issued under these Regulations where the documents are lost or destroyed in a format prescribed by the authority.

### **255. 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, 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 the authority's satisfaction and where the authority considers it to be in the public interest to revoke, suspend or vary any licence, certificate, 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, exemption, authorisation or other documents which has been revoked, suspended or varied under these Regulations shall surrender licence, certificate, exemption, authorisation or other documents to the authority within fourteen days from the date of revocation, suspension or variation.

(5) The breach of any condition subject to which any licence, certificate, 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.

## **256. Use and retention of documents and records**

- (1) A person shall not—
  - (a) use any licence, certificate, 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, exemption, authorisation or other document issued or required by or under these Regulations;
  - (c) lend any licence, certificate, 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 herself or any other person the grant, issue, renewal or variation of any licence, certificate 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, 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 record, or willfully omit to make a material entry in such record.

(3) All records required to be maintained by or under these Regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue any certificate, document or exemption under these Regulations unless he or she is authorised to do so by the authority.

(5) A person shall not issue any certificate of the kind referred to in subregulation (4) unless he or she has satisfied himself or herself that all statements in the certificate are correct, and that the applicant is qualified to hold that certificate.



## **257. Reports of violation**

(1) A person who knows of a violation of the Act or these Regulations shall report it to the authority.

(2) The authority shall determine the nature and type of any additional investigation or enforcement action that need be taken.

(3) A person who fails to report to the authority under subregulation (1) commits an offence and is on conviction, liable, to a fine not exceeding fifty currency points or imprisonment for a term not exceeding two years or both.

## **258. Enforcement of directives**

A person who fails to comply with any directive given to him or her by the authority or by any authorised person under these Regulations shall be deemed for the purposes of these Regulations to have contravened that provision.

## **259. Aeronautical user fees**

(1) The authority shall publish in the aeronautical information circular the fees to be charged in connection with the issue, renewal, extension or variation of any ATO certificate, approval, authorisation or such other document, including the issue of a copy thereof, or the undergoing of any inspection or investigation or the grant of any permission required by, or for the purpose of these Regulations any orders, notices or proclamations made thereunder.

(2) Upon an application being made in connection with which any fee is chargeable in accordance with the subregulation (1), the applicant shall be required, before the application is entertained, to pay the fee chargeable

(3) Where 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.

## PART XII—OFFENCES AND PENALTIES

### **260. Contravention of Regulations**

A person who contravenes any provision of these Regulations may have his or her licence, certificate, authorisation, endorsement, exemption or other document revoked or suspended.

### **261. Offences and penalties**

(1) Where it is proved that an act or omission of any person, which would otherwise have been a contravention by that person of a provision of these Regulations, orders or notices made under these Regulations was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission shall be deemed not to be a contravention by that person of that provision.

(2) A person convicted of an offence under these Regulations for which no penalty is expressly provided is, on conviction, liable to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both, and in the case of a continuing contravention, to a fine not exceeding twenty-five currency points for each day or part of day that the offence continues.

(3) A person who contravenes any provision specified as an “A” provision in Schedule 7 to these Regulations commits an offence and is on conviction, be liable, to a fine not exceeding fifty currency points for each offence or to imprisonment for a term not exceeding two years or both.

(4) A person who contravenes any provision specified as a “B” provision in Schedule 7 to these Regulations commits an offence and is on conviction, liable, to a fine not exceeding one hundred currency points or to imprisonment for a term of four years or both.

## PART XIII—REVOCATION, SAVINGS AND TRANSITIONAL

### **262. Revocation of S.I No. 28 of 2020, saving and transitional**

(1) The Civil Aviation (Personnel Licensing) Regulations, 2020, are repealed.

(2) A licence, certificate, rating, authorisation, endorsement, approval or exemption granted under the Regulations revoked by subregulation (1) and which is in force immediately before the commencement of these Regulations, shall have effect and shall continue in force as if granted under these Regulations, until it expires or is cancelled by the authority.

(3) Notwithstanding the continuance of a licence, certificate, rating, authorisation, endorsement, approval or exemption granted under subregulation (2), a person who, at the commencement of these Regulations is carrying out any act, duty or operation affected by these Regulations shall, within six months from the commencement of these Regulations, or within such longer period as the Minister may, by notice in the Gazette prescribe, comply with the requirements of these Regulations.

(4) Notwithstanding regulation 260, a person granted licence, certificate, rating, authorisation, endorsement, approval or exemption continued under subregulation (2) who does not comply with the requirements of these Regulations within the time prescribed under subregulation (3), shall have the certificate, authorisation, exemption or approval cancelled by the authority.

## **SCHEDULES**

### **SCHEDULE 1**

*Regulation 3*

#### **CURRENCY POINT**

A currency point is equivalent to twenty thousand shillings.

## SCHEDULE 2

*Regulation 4(2)*

### **SPECIFICATIONS FOR PERSONNEL LICENCES**

Personnel licences issued by the authority in accordance with the relevant provisions of this Schedule shall conform to the following specifications—

#### **1. Details**

- (a) The authority having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.
- (b) The following details shall appear on the licence—
  - (i) name of State (in bold type);
  - (ii) title of licence (in very bold type);
  - (iii) serial number of the licence, in Arabic numerals, given by the authority issuing the licence;
  - (iv) name of holder in full (in Roman alphabet also if script of national language is other than Roman);
  - (v) date of birth;
  - (vi) address of holder if desired by the authority;
  - (vii) nationality of holder;
  - (viii) signature of holder;
  - (ix) authority and, where necessary, conditions under which the licence is issued;
  - (x) certification concerning validity and authorisation for holder to exercise privileges appropriate to licence;
  - (xi) signature of officer issuing the licence and the date of issue;
  - (xii) seal or stamp of authority issuing the licence;

- (xiii) ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;
- (xiv) remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including from 5th March, 2008 an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and
- (xv) any other details as the authority may determine.

**2. Material:**

First quality papers or other suitable material, including plastic cards, shall be used and the details specified in paragraph 1(b) shown clearly thereon.

## SCHEDULE 3

*Regulations 25, 32, 56, 69, 79 and 85*

### LANGUAGE PROFICIENCY REQUIREMENTS

1. To meet the language proficiency requirements referred to in regulation 25, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the authority, compliance with the holistic descriptors in paragraph 2 and with the Operational Level (Level 4) of the Language Proficiency Rating Scale in paragraph 3.
2. Holistic descriptors - proficient speakers shall—
  - (a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;
  - (b) communicate on common, concrete and work-related topics with accuracy and clarity;
  - (c) use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings such as to check, confirm, or clarify information in a general or work-related context;
  - (d) handle successfully and with relative ease the linguistic challenges presented by a complication or unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
  - (e) use a dialect or accent which is intelligible to the aeronautical community.
3. **Rating scales**
  - (1) *Operational Level (Level4):*
    - (a) Pronunciation: Pronunciation, stress, rhythm and intonation are influenced by the first language or regional variation but only sometimes interfere with understanding;
    - (b) Structure: Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may

occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.

- (c) Vocabulary: Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.
  - (d) Fluency: produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication, can make limited use of discourse markers or connectors, fillers are not distracting.
  - (e) Comprehension: comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.
  - (f) Interactions: responses are usually immediate, appropriate and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. deals adequately with apparent misunderstandings by checking, confirming or clarifying.
- (2) *Extended Level (Level5)*
- (a) Pronunciation: pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.
  - (b) Structure: basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.
  - (c) Vocabulary: vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work related topics. paraphrases consistently and successfully. vocabulary is sometimes idiomatic.



- (d) Fluency: able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device, can make use of appropriate discourse markers or connectors.
  - (e) Comprehension: comprehension is accurate on common, concrete, and work related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. is able to comprehend a range of speech varieties (dialect and/or accent) or registers.
  - (f) Interactions: responses are immediate, appropriate, and informative, manages the speaker/listener relationship effectively.
- (3) *Expert Level (Level 6)*
- (a) Pronunciation: Pronunciation, stress, rhythm, and intonation, thought possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.
  - (b) Structure: Both basic and complex grammatical structures and sentence patterns are consistently well controlled.
  - (c) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.
  - (d) Fluency: Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasise a point. Uses appropriate discourse markers and connectors spontaneously.
  - (e) Comprehension: Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.
  - (f) Interactions: Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.

## SCHEDULE 4

*Regulation 81(3)*

### **REQUIREMENTS FOR ISSUE OF MULTI CREW PILOT LICENCE-AEROPLANE**

#### **1. Training**

(1) In order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant complete an approved training course.

(2) The training shall be competency-based and conducted in a multi- crew operational environment.

(3) During the training, the applicant shall acquire the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.

#### **2. Assessment level**

The applicant for the multi-crew pilot licence in the aeroplane category shall satisfactorily demonstrate performance in all the nine competency units specified in paragraph 3, at the advanced level of competency as defined in the level of competency.

#### **3. Competency units**

The nine competency units that an applicant has to demonstrate are as follows—

- (a) apply threat and error management (TEM) principles;
- (b) perform aeroplane ground operations;
- (c) perform take-off;
- (d) perform climb;
- (e) perform cruise;
- (f) perform descent;

- (g) perform approach;
- (h) perform landing; and
- (i) perform after-landing and aeroplane post-flight operations.

#### **4. Simulated flight**

(1) The flight simulation training devices used to gain the experience specified in regulation 81(3) shall be approved by the authority.

(2) Flight simulation training devices shall be categorised as follows—

- (a) *Type I.* E-training and part tasking devices approved by the authority that have the following characteristics—
  - (i) involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side stick controller, or an FMS keypad; and
  - (ii) involve psychomotor activity with appropriate application of force and timing of responses.
- (b) *Type II.* A flight simulation training device that represents a generic turbine-powered aeroplane.
- (c) *Type III.* A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an auto pilot.
- (d) *Type IV.* Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.

### **MULTI-CREW PILOT LICENCE — AEROPLANE, LEVELS OF COMPETENCY**

#### **1. Core flying skills**

The level of competency at which the applicant shall have complied with the requirements for the private pilot licence, including night flight requirements, and, in addition, have completed, smoothly and

with accuracy, all procedures and manoeuvres related to upset training and flight with reference solely to instruments. From the outset, all training is conducted in an integrated multi-crew, competency-based and threat and error management (TEM) environment. Initial training and instructional input levels are high as core skills are being embedded in the *ab initio* application. Assessment at this level confirms that control of the aeroplane is maintained at all times in a manner such that the successful outcome of a procedure or a manoeuvre is assured, embedded in the *ab initio* application. Assessment at this level confirms that control of the aeroplane is maintained at all times in a manner such that the successful outcome of a procedure or a manoeuvre is assured.

## **2. Level 1 (Basic)**

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that if the successful outcome of a procedure or manoeuvre is in doubt, corrective action is taken. Performance in the generic cockpit environment does not yet consistently meet the Standards of knowledge, operational skills and level of achievement required in the core competencies. Continual training input is required to meet an acceptable initial operating standard. Specific performance improvement or personal development plans will be agreed and the details recorded. Applicants will be continuously assessed as to their suitability to progress to further training and assessment in successive phases.

## **3. Level 2 (Intermediate)**

The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that the successful outcome of a procedure or manoeuvre is assured. The training received at Level 2 shall be conducted under the instrument flight rules, but need not be specific to any one type of aeroplane. On completion of Level 2, the applicant shall demonstrate levels of knowledge and operational skills that are adequate in the environment and achieves the basic standard in the core capability. Training support may be required with a specific development plan to maintain or improve aircraft handling, behavioural performance in leadership or team management. Improvement and development

to attain the Standard is the key performance objective. Any core competency assessed as less than satisfactory should include supporting evidence and a remedial plan.

**4. Level 3 (Advanced)**

The level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment confirms that control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

## SCHEDULE 5

*Regulation 165*

### **KNOWLEDGE AND SKILL REQUIREMENTS FOR AIRCRAFT MAINTENANCE ENGINEERS LICENSING**

*Category A; Category B1; Category B2; and Category C*

1. The subjects relevant to the knowledge requirements for all licence Categories specified in regulation 4(10) (b) are presented in this Schedule in a Modular format.
2. The examinations for each Category of licence and its sub-divisions where appropriate, shall be based on a number of the Modules as indicated in the Module/Category relationship set out in the table below.
3. From the Table it will be noted that the modular arrangements recognise that major areas of the subjects are common to more than one licence Category or its sub-divisions. Thus, when an existing licence is to be extended to include another Category or sub-division, those Modules that have been satisfied by previous examinations may be excluded.
4. Each module is numbered and contains a series of syllabus subject headings. Each subject is then further expanded in more details against 'level numbers' corresponding to Licence Without Type Rating (LWTR) and Type Rating (TR).
5. The following table provides an indication of the modular requirements for knowledge, experience, competence and skill in aircraft maintenance engineering required by these Regulations. Detailed information for each module is provided in the Technical Guidance Material (Examination Manual).

Subject modules	Aeroplane		Helicopter		Airship		A/B2/C
	A/B1.1/C	A/B1.2/C	A/B1.3/C	A/B1.4/C	A/B1.5/C	A/B1.6/C	
	Turbine engine(s)	Piston engine(s)	Turbine engine(s)	Piston engine(s)	Turbine engine(s)	Piston engine(s)	Avionics
1 Mathematics	X	X	X	X	X	X	X
2 Physics	X	X	X	X	X	X	X
3 Electrical fundamentals	X	X	X	X	X	X	X
4 Electronic fundamentals	X	X	X	X	X	X	X
5 Digital techniques electronic instrument systems	X	X	X	X	X	X	X
6 Materials and hardware	X	X	X	X	X	X	X
7 Maintenance practices	X	X	X	X	X	X	X
8 Basic aerodynamics	X	X	X	X	X	X	X
9 Human factors	X	X	X	X	X	X	X
10 Aviation legislation	X	X	X	X	X	X	X
11 Aeroplane aerodynamics, structures and systems	X	X			TBD	TBD	

Subject modules	Aeroplane		Helicopter		Airship		A/B2/C
	A/B1.1/C	A/B1.2/C	A/B1.3/C	A/B1.4/C	A/B1.5/C	A/B1.6/C	
	Turbine engine(s)	Piston engine(s)	Turbine engine(s)	Piston engine(s)	Turbine engine(s)	Piston engine(s)	Avionics
12 Helicopter aerodynamics, structures and systems			X	X	TBD	TBD	
13 Aircraft structures and systems					TBD	TBD	X
14 Propulsion — avionic systems					TBD	TBD	X
15 Gas turbine engine	X		X		TBD	TBD	
16 Piston engine		X		X	TBD	TBD	
17 Propeller	X	X			TBD	TBD	

## SCHEDULE 6

*Regulations 202 and 203*

### CABIN CREW MEMBER INSTRUCTORS AND EXAMINERS TRAINING AND ASSESSMENT

*Part I: Training*

<i>Unit</i>	<i>Description</i>	<i>Detailed content</i>
Knowledge	This unit outlines the operator’s procedures which is the fundamental knowledge required to deliver the training programme under a competency-based approach.	<ul style="list-style-type: none"> <li>• Understanding of the operator’s SOPs</li> <li>• Understanding of an SMS</li> <li>• Aircraft-specific knowledge, if applicable</li> <li>• Building scenarios as part of competency-based training and assessment</li> <li>• Coaching, mentoring and guiding trainees</li> <li>• National regulations applicable to training and operations</li> </ul>
Facilitation/ instruction style and  skills	This unit provides tools and techniques to ensure that an audience is engaged throughout the delivery of a presentation and to optimise the trainee experience.	<ul style="list-style-type: none"> <li>• Group facilitation skills</li> <li>• Understanding non-verbal cues (e.g. body language)</li> <li>• Verbal skills — tone, pitch, clarity, speed, language Observation skills used to monitor individual and group progress</li> <li>• Objective feedback delivery</li> <li>• Mentoring trainees to foster the development of competencies Supporting trainees in their various learning styles</li> </ul>



Course management and documentation/administrative tasks	This unit outlines duties related to the management of the course as well as those related to documentation and administrative tasks of the instructor/evaluator	<p>Understanding lesson plans and timetables</p> <p>Time management</p> <p>Remedial training</p> <p>Management of situations that might disrupt a planned sequence of events (e.g. inoperative cabin training device)</p> <p>Recording of assessments</p> <p>Relevant administrative functions</p> <p>Production of reports using appropriate forms and media</p>
Operation of training aids, devices and equipment	This unit outlines the operation of all training aids, devices and equipment used by the instructor/evaluator during training and assessments, and considerations for a safe training environment	<p>Use of presentation equipment and training devices</p> <p>Use of presentation equipment and devices within occupational health and safety guidelines</p> <p>Instruction and assessments conducted in a suitable and safe environment</p>
Assessments	This unit provides an understanding of the competencies of the trainee and decisions in assessments based on the outcome of the summative information	<p>Applying rating scales</p> <p>Understanding of the assessment process</p> <p>Assessing trainees' competencies</p> <p>Performing appropriate grading</p> <p>Delivery of strengths and weaknesses of the training environment, including feedback from trainees</p> <p>Objectivity versus subjectivity differences</p>

## Part II: Assessment

Competency	Description	Observable behaviours (OB)
Instruction	Provides instruction and facilitates learning in the training environment.	<p>3.1 Demonstrates exemplary role model behaviour (meaning the behaviours expected in the technical role being trained, according to the competencies and related knowledge and skills)</p> <p>3.2 Demonstrates respect for organisation al goals and requirements (SOPs, dress code, appearance, acceptable personal conduct, etc.)</p>

		<p>3.3 Sets the objectives for the session and explains clearly to the trainee the required competency standards</p> <p>3.4 Ensures the trainee understands the situation prior to beginning a simulated exercise</p> <p>3.5 Uses targeted training techniques to enable learning (e.g. talk aloud problem solving techniques, demonstration, immediate skill correction, trainee involvement, questioning techniques)</p> <p>3.6 Adapts training techniques and style to meet the needs of the trainee</p> <p>3.7 Ensures appropriate timing of teaching opportunities</p> <p>3.8 Recognises and responds appropriately to the trainee's behaviour (e.g. stress, under confidence, overconfidence)</p> <p>3.9 Allows the trainee to make decisions appropriate to their level of competence and experience</p> <p>3.10 Confirms understanding of the trainee's intended actions and plans (e.g. using questioning techniques) and, when appropriate, trusts the trainee to try their own plans</p> <p>3.11 Remains calm when having to intervene</p> <p>3.12 Provides constructive and balanced feedback in a timely and appropriate manner</p> <p>3.13 Debriefs the trainee after the training session to review the performance emphasising positive actions, areas to work on and strategies for improvement</p>
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		<p>3.14 Allocates time appropriately on activities</p> <p>3.15 Adjusts time spent on activities to ensure that objectives are met</p> <p>3.16 Implements contingency plans for situations in which activities must be eliminated, reduced or replaced</p> <p>3.17 Clarifies any inadequate knowledge and/or misinterpretation of SOPs</p>
Communication	Communicates effectively with the trainee in verbal, non-verbal and written form.	<p>4.1 Listens actively</p> <p>4.2 Encourages constructive discussion about the trainee's performance</p> <p>4.3 Speaks clearly, accurately and in a calm and measured manner</p> <p>4.4 Adjusts speech techniques to suit the instructional situation (e.g. conveying sense of urgency, speaks calmly)</p> <p>4.5 Adapts content of communication to the needs of the trainee (e.g. does not overload with too much information)</p> <p>4.6 Explains complex situations clearly (e.g. application of procedures, management of emergencies)</p> <p>4.7 Explains cognitive strategies clearly (e.g. how to analyse situations, prioritise, select a course of action, distribute attention)</p> <p>4.8 Delivers difficult messages with tact and sensitivity</p> <p>4.9 Writes objective and comprehensive reports on the trainee's performance</p>

Assessment	Evaluates the performance of the trainee for the purposes of enabling learning, monitoring progress and/or determining if competence has been achieved.	<ul style="list-style-type: none"> <li>5.1 Gathers factual evidence of the trainee’s performance against the objectives</li> <li>5.2 Gathers factual evidence for all the required competencies</li> <li>5.3 Evaluates the trainee’s performance in relation to the competencies, objectives and standards</li> <li>5.4 Analyses poor performance to determine root causes, when appropriate</li> <li>5.5 Determines remedial actions required to address deficiencies in performance, when appropriate</li> <li>5.6 Determines if the evidence gathered, supports a decision that the trainee is competent</li> <li>5.7 Provides clear and concise feedback to the trainee</li> <li>5.8 Applies consistent standards when assessing performance</li> <li>5.9 Identifies systemic safety issues, unexpected outcomes, barriers to the transfer of learning and strengths and/or weaknesses of the training content</li> <li>5.10 Makes recommendations to the course developer for improvements relating to course design, course documentation, training media and training facilities</li> </ul>
Collaboration	Collaborates with relevant parties to facilitate a robust training experience for the trainee.	<ul style="list-style-type: none"> <li>6.1 Gathers relevant information in advance for the purpose of tailoring the training approach and to maximise productivity of the training session (e.g. from the training organisation , human resources department, previous training reports)</li> <li>6.2 Engages with the trainee, other instructors and the cabin crew training manager(s) for the purposes of adapting the training approach</li> <li>6.3 Requests supplementary resources to help the trainee, when required (e.g. learning support specialist, counseling, additional practice on a simulator)</li> <li>6.4 Contributes information on the trainee’s progress to the training team</li> </ul>

Self-assessment	Improves teaching, instructional and coaching capabilities through self-assessment.	<p>7.1 Remains open to feedback</p> <p>7.2 Improves performance based on accurate and balanced feedback</p> <p>7.3 Maintains self-control in challenging training situations</p> <p>7.4 Responds as needed to deal with the demands of challenging training situations</p>
Ethics and integrity	Demonstrates openness, respect and fairness towards the trainee and considers the consequences when making a decision or taking action.	<p>8.1 Treats the trainee respectfully, fairly and objectively regardless of differences</p> <p>8.2 Answers questions truthfully without embellishment</p> <p>8.3 Maintains privacy and confidentiality when appropriate</p> <p>8.4 Manages professional relationships with appropriate role boundaries</p> <p>8.5 Acts with integrity</p> <p>8.6 Remains objective and starts each training session without prejudice or bias</p>

**SCHEDULE 7***Regulation 258***OFFENCES AND PENALTIES**

<b>REG. NO.</b>	<b>TITLE</b>	<b>PART</b>
18	Validity of Licences	A
20	Decrease in medical fitness	A
53	Curtailement of privileges of pilots	A
44	General requirements for pilot licences, ratings and authorisations	A
57	Solo flight requirements	A
56	SPL Privileges and Limitations	B
61	PPL: Privileges and limitations.	A
90	ATPL: Privileges and limitations.	A
122	Type ratings	A
124	Night rating-general eligibility requirements.	A
103	Instrument rating- general eligibility requirements.	A
114	Trainee Records for flight instructor	A
117	Flight instructor: limitations and qualifications.	A
149	Flight engineer: licences and ratings required.	A
180	ATC: Privileges and limitations.	A
182	ATC: Maximum working hours.	A

183	Responsibilities over fatigue	A
184	Prohibition of unlicensed air traffic controllers.	A
195	CCMC: Required certificate, ratings and qualifications.	A
196	CCMC: Eligibility requirements.	A
226	Submission of signed medical evaluation reports.	A
230	Issue of medical certificate.	A
229	Medical confidentiality.	A
228	Denial of medical certification.	A
223	Medical requirements.	A
240	Ear and related structures.	A
242	Cardiovascular: general.	A
243	Blood pressure and circulation.	A
245	Neurological requirements.	A
246	Respiratory capability.	A
248	Vestibular apparatus	A
249	Bones, muscles and tendons.	A
250	Endocrine system	A
251	Diabetic applicant.	A
252	Gastrointestinal and digestive tract.	A

253	Kidneys and urinary tract.	A
249	Use of psychoactive substances.	B
259	Drug and alcohol testing and reporting.	B
261	Inspection of licences, certificates and authorisations.	A
266	Use and retention of documents and records.	A
267	Report of violation	A
268	Enforcement of directives.	B



## **Cross References**

Civil Aviation (Air Operator Certification and Administration) Regulations, 2022, S.I. No. 73 of 2022

Civil Aviation (Airworthiness of Aircraft) Regulations, 2022, S.I. No. 77 of 2022

Civil Aviation (Approved Maintenance Organisations) Regulations, 2022, S.I. No. 78 of 2022

Civil Aviation (Approved Training Organisations) Regulation, 2022, S.I. No. 79 of 2022

Civil Aviation (Operation of Aircraft-Commercial Air Transport Aeroplanes) Regulations, 2022, S.I. No. 84 of 2022

Civil Aviation (Operation of Aircraft) (Commercial Air Transport and General Aviation) (Helicopters) Regulations, 2022, S.I. No. 85 of 2022

Civil Aviation (Operation of Aircraft) (General Aviation) (Aeroplanes) Regulations, 2022, S.I. No. 86 of 2022

Civil Aviation (Rules of the Air) Regulations, 2020, S.I. No. 15 of 2020

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