

**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**

**2020 No. 28.**

**THE CIVIL AVIATION (PERSONNEL LICENSING)  
REGULATIONS, 2020**

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# STATUTORY INSTRUMENTS

2020 No. 28.

## **The Civil Aviation (Personnel Licensing) Regulations, 2020**

*(Made under section 61 of the Civil Aviation Authority Act, Cap. 354)*

IN EXERCISE of powers conferred upon the Minister by section 61 of the Civil Aviation Authority Act, Cap. 354 and on the recommendation of the Uganda Civil Aviation Authority, these Regulations are made this 5th day of February, 2020.

### PART I—PRELIMINARY

#### **1. Title and commencement**

(1) These Regulations may be cited as the Civil Aviation (Personnel Licensing) Regulations, 2020.

(2) These Regulations shall come into force upon publication in the Gazette except for Part VII and provisions relating to the issuance of AMEL Categories A, B1, B2 and C under Part IX.

(3) Part VII of these Regulations shall come into force on the 3<sup>rd</sup> day of November 2022 while AMEL Categories A, B1, B2 and C provisions under Part IX of these Regulations shall come into force on the 1<sup>st</sup> day of January, 2025.

#### **2. Interpretation**

In these Regulations, unless the context otherwise requires—

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

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

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

“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;

“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 aeroplane, rotorcraft, glider and 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, can 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;
- “airship” means a power-driven lighter –than-air aircraft;
- “aircraft type” means all aircraft of the same basic design;
- “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 powerplant) and landing gear of an aircraft and their accessories and controls;
- “appliance” means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, is installed in or attached to the aircraft, and is not part of an airframe, powerplant, or propeller;
- “appropriate airworthiness requirements” means the comprehensive and detailed airworthiness codes established, adopted or accepted by the Contracting State for aircraft engine or propeller under construction;
- “approved maintenance organisation (AMO)” means an organisation approved to perform specific aircraft maintenance activities by the Authority including the inspection, overhaul, maintenance, repair or modification and release to service of aircraft or aircraft component;
- “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, 2020;

“Authority” means the Uganda Civil Aviation Authority;

“aviation repair specialist (ARS)” means a person qualified to perform or supervise the maintenance, preventive maintenance, or alteration of aircraft, airframes, aircraft engines, propellers, appliances, components, and parts appropriate to the designated 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;

“basic training” means fundamental knowledge and skills appropriate to disciplines pursued in the traffic safety surveillance system environment;

“cabin crewmember” means a crewmember 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 crewmember;

“Category II (CAT II) operations” means, a precision instrument approach and landing with—

- (a) a decision height lower than 60m(200) Ft), but not lower than 30m (10 Ft); and
- (b) a RVR not less than 350m;

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

- (a) a decision height lower than 30m (100Ft) or no decision height; and
- (b) a RVR not less than 200m;

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

- (a) a decision height lower than 15m (50Ft) or no decision height; and
- (b) a RVR less than 200m but not less than 50m;

“Category IIIC (CAT IIIC) operations” means a precision instrument approach and landing with—

- (a) no decision height; and
- (b) no Runway Visual Range limitations;

“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/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 combination of skills, knowledge and attitudes required to perform a task to the prescribed standard;
- “competency element” means an action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome;
- “competency unit” means a discrete function consisting of a number of competency elements;
- “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 meaning assigned to it in Schedule 1 of 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 licences 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;
- “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 and responding to errors with countermeasures that reduce or eliminate the consequences of errors, and mitigates the probability of further errors or undesired aircraft state;

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

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

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

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

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

“flight time” means—

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

aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight;

- (b) for helicopter, the total time from the moment a helicopter rotor blades start turning until the moment a helicopter comes to rest at the end of the flight and the rotor blades are stopped;
- (c) for airships or free balloon, the total time from the moment an airship or free balloon first becomes detached from the surface until the moment when it next becomes attached thereto or comes to rest thereon;

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

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

- (a) a flight simulator, which provides an accurate representation of the cockpit of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crewmembers, 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 realistic RPAS environment

and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

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

“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 axis;

“heliport” means an aerodrome or defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters;

“human performance” means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations;

- “inspection” means the examination of an aircraft or aircraft component to establish conformity with a standard approved by the Authority;
- “instrument approach procedure” means a series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or enroute obstacle clearance criteria apply;
- “instrument flight time” means the time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points 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 time in which cockpit instruments are used as the sole means for navigation and control;
- “instrument training” means training which is received from an authorised instructor under actual or simulated instrument meteorological conditions;
- “Kg” means kilogrammes;
- “knowledge test” means a test on the aeronautical knowledge areas required for a licence or rating that can be administered in written form or by a computer
- “LAME course” means a training course for maintenance licence ratings in airframe, powerplant and avionics;
- “licensed aircraft maintenance engineer” means a person licensed by the Authority to perform defined maintenance upon aircraft or aircraft components;

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

“likely” means with a probability of occurring that is unacceptable to 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;

“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;

*Note 1—Medical assessors evaluate medical reports submitted to the Authority by medical examiners.*

*Note 2— Medical assessors are expected to maintain the currency of their professional knowledge.*

“Medical Certificate or Medical Assessment” means the evidence issued by the Authority that the licence holder meets specific requirements of medical fitness;

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

“night” means the hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise as may be prescribed by the appropriate authority;

“NOTAM” means Notice to Airmen;

“pilot (to)” 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 competency element and a 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 Pilot-In-Command, the duties and functions of a pilot-in-command, 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;

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

“practical test” means a competency test on the areas of operations for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in an approved synthetic flight trainer, or in a combination of these;

“pressurised aircraft” means an aircraft fitted with means of controlling out flow of cabin air in order to maintain maximum cabin altitude of not more than 10,000ft 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 constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and causes all 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 powerplant driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and it includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

“psychoactive substance” includes alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, 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 ATSEP 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;

“remotely piloted aircraft (RPA)” means an unmanned aircraft which is piloted from a remote pilot station;

“remotely piloted aircraft system (RPAS)” means a remotely piloted aircraft, its associated remote pilot station, the required command and control links and any other components as specified in the type design;

“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” mean 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, crewmembers, aircraft maintenance personnel and air traffic controllers;

“sign a maintenance release (to)” means to certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release in the case of a release not issued by an approved maintenance organisation or in the case of a release issued by an approved maintenance organisation;

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

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

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

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

“State of Registry” means the State on whose register an aircraft is entered;

“State safety programme (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 sympathomimetics, phencyclidine or similarly acting arylcyclohexylamines, and other psychoactive drugs and chemicals;

“substance abuse” means any of the following—

- (a) the use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;
- (b) a verified positive drug test result acquired under an anti-drug 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 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 crewmembers, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (b) a flight procedures trainer, which provides a realistic cockpit environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
- (c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the cockpit environment of an aircraft in flight in instrument flight conditions;

“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 recognized 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 and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired aircraft 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; and

“VMC” means Visual Meteorological Conditions.

PART II—LICENCES, CERTIFICATION, RATINGS  
AND AUTHORISATIONS

**3. 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 piloted aircraft system(RPAS)-aeroplane, 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 of these Regulations.

#### **4. 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 aeroplanes certificated for single-pilot operation and shall comprise—

- (i) single-engine, land;
- (ii) single-engine, sea;
- (iii) multi-engine, land;
- (iv) multi-engine, sea;
- (v) any other class rating as may be determined by the Authority;

- (c) class ratings in the following rotorcraft—
  - (i) helicopters; and
  - (ii) gyroplane;
  
- (d) class ratings in the following lighter than-air aircraft—
  - (i) airship; and
  - (ii) free balloon;
  
- (e) type ratings in the following aircraft—
  - (i) aircraft certificated for at least two pilots;
  - (ii) any aircraft considered necessary by the Authority;
  - (iii) helicopters certificated for single pilot operations and which have comparable handling, performance and other characteristics;
  - (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;
  - (iv) instrument – multi engine helicopter.
  
- (g) night rating;
  
- (h) flight instructor rating;
  
- (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 the applicant meets the training requirement prescribed in regulation 46;
- (b) the endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category.

(4) Category ratings shall not be endorsed on a licence if the category is included in the title of the licence itself.

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

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

(7) 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.

(8) 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.

(9) The Authority may issue the following categories without type ratings for Aircraft Maintenance Engineer Licence—

- (a) Category A;
- (b) Category B1;
- (c) Category B2; and
- (d) Category C.

(10) The Authority may issue the specific or group type rating for 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.

## **5. Authorisations**

(1) The Authority may issue the following authorisations—

- (a) Category II operations to pilots;
- (b) Category III operations to pilots;

- (c) flight examiner;
- (d) flight engineer instructor;
- (e) type rating instructor;
- (f) cabin crewmember instructor;
- (g) medical examiner;
- (h) aviation repair specialist (ARS); and
- (i) cabin crewmember examiner.

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

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

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

(1) The Authority shall not permit the holder of a pilot licence to act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless the holder has received authorisation as follows—

- (a) the appropriate class rating specified in regulation 4(1) (b);  
or
- (b) a type rating where required in accordance with the provisions of regulation 4(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.

## **7. 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.

## **8. Method of rendering a 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.

**9. Rendering a licence valid pursuant to a formal agreement between Contracting States under common licensing regulations**

(1) Notwithstanding regulation 8, 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 pursuant to Article 83 of the Convention on International Civil Aviation.

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

(3) For the purposes of this regulation, common licensing regulations refers 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.

#### **10. Privileges of the holder of a licence**

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

#### **11. Medical fitness, state safety programme, medical assessment process**

(1) An applicant for a licence shall, where applicable, hold a Medical Assessment Certificate issued in accordance with 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 as a minimum 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) Except as provided in regulation 19(d), flight crew members, remote flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current medical assessment appropriate to the licence.

#### **12. Validity of a medical assessment**

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

(2) The duration of the period of validity shall be in accordance with the provisions of regulation 18(7) and may be extended, at the discretion of the Authority, up to forty-five 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 forty-five days before expiry of the current medical assessment.

(4) A 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 under subregulation (5) unless he or she has been trained in aviation medicine and has demonstrated adequate competency in aviation medicine.

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

(8) Medical examiners 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 Authority shall implement appropriate aviation-related health promotion for licence holders subject to a medical assessment to reduce future medical risks to flight safety.

(11) The period of validity of a medical assessment may be reduced when clinically indicated by the medical examiner.

**13. Application requirements for medical examination**

(1) Applicants for licences or ratings 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) The applicant shall indicate to the examiner whether a 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.

**14. 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 to the Authority, detailing the results of the examination and evaluating 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.

**15. Medical report audits**

(1) The Authority shall use the services of a medical assessor to evaluate reports submitted to the Authority by 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 the audit to ensure that medical examiners meet applicable standards for good medical practice and aeromedical risk assessment.

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

Where the medical requirements for a particular licence under 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 or limitations.

## **17. Confidentiality of reports**

(1) Medical reports shall be confidential at all times.

(2) All medical reports and records shall be securely held with accessibility restricted to authorised personnel.

(3) Where justified by operational considerations, the medical assessor shall determine the extent pertinent medical information is presented to relevant officials of the Authority.

**18. Validity of licences-ATPL aeroplane, helicopter and powered-lift and commercial pilot licences-aeroplane, airship, helicopter, powered-lift and multi-crew pilot licences**

(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) The Authority shall ensure that other Contracting States are able to 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 crewmembers engaged in commercial air transport operations may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with these Regulations.

(5) Maintenance of competency shall be recorded in the operator's records and in the flight crewmember's personal logbook.

(6) A flight crewmember 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 the Private Pilot Licence (PPL) for aeroplane;
- (b) twenty-four months for the Private Pilot Licence (PPL) for helicopter or gyroplane;

- (c) twenty-four months for the Private Pilot Licence (PPL) for airship or balloon;
- (d) twenty-four months for the Private Pilot Licence (PPL) for glider;
- (e) twelve months for the Commercial Pilot Licence (CPL) for aeroplane;
- (f) twelve months for the Commercial Pilot Licence (CPL) for helicopter or gyroplane;
- (g) twelve months for the Commercial Pilot Licence (CPL) for airship or balloon;
- (h) twelve months for the Airline Transport Pilot Licence (ATPL) for aeroplane;
- (i) twelve months for the Multi-Crew Pilot licence (MPL) for aeroplane;
- (j) twelve months for the Airline Transport Pilot Licence (ATPL) for helicopter;
- (k) twelve months for the flight engineer licence;
- (l) twenty four months for the air traffic controller licence;
- (m) twelve months for the cabin crew certificate; and
- (n) twenty-four months for the Remote Pilot Licence.

(8) Where a holder of an Airline Transport Pilot Licence for aeroplane, helicopter, powered-lift and Commercial Pilot Licence for aeroplane, airship, balloon, helicopter and powered-lift, has passed his or her 40th birthday, the period of validity specified in subregulation (7) shall be reduced to six months.

(9) Where a holder of a multi-crew pilot licence - aeroplane, engaged in Commercial air transport operations, has passed his or her 60th birthday, the period of validity specified in subregulation (7) shall be reduced to six months.

(10) 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 50th birthday, the period of validity specified in subregulation (7) shall be reduced to twelve months.

(11) 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.

(12) Where the holder of private pilot licence - aeroplane, airship, helicopter and powered-lift, free balloon pilot licence, glider pilot licence and air traffic controller licence has passed his or her 50th birthday, the period of validity specified in subregulation (7) shall be further reduced to 12 months.

(13) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **19. Circumstances in which a 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 six months in the case of a flight crewmember of an aircraft engaged in non-commercial operations;
- (b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned;

- (c) in the case of a private pilot, a single period not exceeding twelve months where the medical examination is carried out by an examiner designated by the 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.

## **20. 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) The Authority shall ensure that licence holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner.

(3) A licence holder 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.

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

(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) The Authority shall ensure that a licence holder does not exercise the privileges of the licence and related ratings during any period in which his or her medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of his or her Medical Certificate.

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

(8) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **21. 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 forty-five days.

## **22. Use of psychoactive substances**

(1) A holder of a licence provided for in 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 them unable to safely and properly exercise the privileges.

(2) A holder of a licence provided for in these Regulations shall not engage in any problematic use of substances and when 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.

## **23. Language proficiency**

(1) A holder of aeroplane, airship, helicopter and powered-lift pilot licence or free balloon, remote pilots, air traffic controllers,

aeronautical station operators, flight engineer, ground instructors and flight operations officers or dispatchers shall demonstrate the ability to speak and understand the English language used for radio telephony communications to the level specified in the language proficiency requirements as provided in Schedule 3 of these Regulations.

(2) Licensed personnel specified in subregulation (1) who demonstrates 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.

**24. 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) A Student Pilot Licence (SPL) shall be valid—

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

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

(5) A Private Pilot Licence (PPL) with an aeroplane or rotorcraft or glider category rating shall be valid—

- (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twenty four months validity of the holder's Medical Certificate; or
- (b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the authority for a period of the remainder of the twelve months validity of the holder's Medical Certificate.

(6) A Commercial Pilot Licence (CPL) with an aeroplane or rotorcraft category rating shall be valid—

- (a) for a holder who is less than forty years of age, from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve months validity of the holder's Medical Certificate; or
- (b) for a holder who is forty years of age or more, from the date the licence is issued or renewed by the Authority for a period of the remainder of the six 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 the licence is issued or renewed by the Authority, for a period of the remainder of the twelve month validity of the holder's Medical Certificate; or

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

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

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

(10) A Flight Engineer Licence is valid from the date the licence is issued or renewed by the Authority for a period of the remainder of the twelve month validity of the holder's Medical Certificate.

(11) A Flight Radio Telephony Operator Licence is valid for a period of twenty-four months from the date of issue or renewal.

(12) A Flight Operation Officer or flight dispatcher Licence is valid for a period of twenty-four months from the date of issue or renewal.

(13) A Cabin Crewmember Certificate is valid for twelve months from the date of issue or renewal.

(14) Aircraft Maintenance Engineer Licence is valid for a period of twenty four months from the date of issue or renewal.

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

(16) A Ground Instructor Licence is valid for a period of twenty four months from the date of issue or renewal.

(17) An Air Traffic Controller Licence shall, in the case of a holder who is—

- (a) less than forty years of age, be valid from the date the licence is issued or renewed for a period of the remainder of twenty four months validity of the holder's Medical Certificate; or
- (b) forty years of age or more, be valid from the date the licence is issued or renewed for a period of the remainder of twelve months validity of the holder's Medical Certificate.

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

**25. General requirements for validation**

(1) A person who holds a current and valid pilot licence issued by another Contracting State may apply and be issued a validation certificate of the licence for use on an aircraft registered in Uganda.

(2) The applicant for the 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 the 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 of these Regulations or shall demonstrate to the Authority the English language proficiency skills.

(3) The Authority may allow the applicant to use his or her foreign medical certificate with the validation certificate, provided that the medical certification requirements on which the foreign medical certificate was 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 the foreign licence, ratings and the medical certificate remain valid.

**26. Validation certificate with PPL privileges**

Subject to the requirements of regulation 25, the applicant for the validation certificate with Private Pilot Licence privileges shall have a foreign licence with at least Private Pilot Licence privileges.

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

(1) Subject to the requirements in regulation 18(7), the applicant for a validation certificate for either a Private Pilot Licence/Instrument Rating, Commercial Pilot Licence, Commercial Pilot Licence/Instrument Rating, Multi-crew Pilot Licence, Airline Transport Pilot Licence or Flight Engineer privileges, shall have the relevant foreign licence and meet the following requirements—

- (a) except for ferry flight or 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; and
- (b) where the Authority finds it necessary, the applicant may be required to undergo a skill 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 shall 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.

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

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

- (a) Private Pilot licence, Commercial Pilot Licence or Flight Engineer Licence;
- (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; and
- (d) a type rating, if appropriate.

(2) Subject to regulations 25 and 27, the Authority may issue to a rated military or former military pilot or flight engineer, an aircraft category, class or type rating to a flight crew if 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 ten hours of pilot in command time in the aircraft category, class, or type, if applicable, within the twelve months preceding the date of application;
- (c) a military flight engineer proficiency check in the aircraft type the flight engineer is rated within twelve months preceding the date of application; and
- (d) at least ten hours of flight time in the aircraft type the flight engineer is rated within twelve months preceding the date of application.

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

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

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

(1) A person who holds a current pilot licence, issued by another contracting State may apply and be issued an equivalent licence with the appropriate ratings, if 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 3 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 Airline Transport Licence (ATPL) or Multi-Crew Pilot Licence (MPL)—
  - (i) the Class I 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 radiotelephony knowledge; and
  - (iii) an initial instrument rating flight test;
- (b) for Commercial Pilot Licence (CPL)—
  - (i) an examination for the Class 1 Medical Certificate;
  - (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight and radiotelephony knowledge; and
  - (iii) the initial instrument rating flight test if the rating is to be included in the licence;
- (c) for Private Pilot Licence (PPL)—
  - (i) an examination for the Class 2 Medical Certificate;
  - (ii) the composite paper comprising of air law, meteorology, aircraft general knowledge, flight planning, radio aids, navigation, flight performance and planning, human performance, operational procedures, principles of flight and radiotelephony knowledge and meteorology;

- (d) for lighter-than-air, the requirements in paragraphs (b) or (c) as appropriate, except for Medical Certificate which shall be Class 2.

(5) An applicant for a CPL or 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.

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

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

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

(1) A person who holds a current flight engineer licence issued by another contracting State may apply and be issued with an equivalent licence with the appropriate ratings, if 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 of these Regulations.

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

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

(4) In addition to the requirements of 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 flight engineer licence if—

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

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

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

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

**31. Validation of Aircraft Maintenance Engineer Licence**

(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;
- (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.

### **32. Conversion of foreign Aircraft Maintenance Engineer Licence (AMEL)**

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

- (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.

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

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

(1) Military aircraft maintenance personnel may apply to the Authority for issue of Aircraft Maintenance Engineer Licence (AMEL) without type rating on the basis of their military qualifications.

(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 subregulations (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

**34. Knowledge test prequisites 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 Private Pilot Licence (PPL) - twelve months after passing the test;
- (b) for Commercial Pilot Licence (CPL) - eighteen months after passing the test; and
- (c) for Airline Transport Pilot licence (ATPL) - five years after passing the test; and
- (d) for Multi-Crew Pilot Licence (MPL) – five years after passing the test.

### **35. Prelquisites for practical tests for flight crew**

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

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

- (iii) has demonstrated satisfactory knowledge of the subject areas in which the applicant was deficient on the knowledge test.

(4) An applicant for an Airline Transport Pilot Licence may take the practical test for the licence within two years of the expiration of a knowledge test, provided the applicant—

- (a) has been continuously employed as a flight crewmember 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.

### **36. 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) Private Pilot Licence and Commercial Pilot Licence tests; and
  - (ii) Airline Transport Pilot Licence 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.

### **37. 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.

### **38. 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.

### **39. 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) Regulations, 2020; and
  - (vi) the name of the authorised instructor if required;
- (b) type of pilot experience or training—
  - (i) solo;
  - (ii) pilot-in-command (PIC);
  - (iii) PIC under supervision;
  - (iv) co-pilot;
  - (v) flight and ground training received from an authorised instructor; and
  - (vi) training received in an approved synthetic flight trainer from an authorised instructor;

- (c) conditions of flight 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 Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020.

(4) Except for a student pilot acting as PIC of an airship requiring more than one flight crewmember, 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) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020 and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft's type certificate; or
- (b) holds the appropriate category, class and instrument rating if an instrument rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of 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) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020, 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.

#### **40. 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 pilot-in-command 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 pilot-in-command 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.

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

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

- (a) training, testing and checking for which it is used;
- (b) each particular manoeuvre, procedure or crewmember 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.

#### **42. 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 crewmember 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.

#### **43. 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 pilot in command 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 (5), 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 tailwheel aeroplane unless he or she has—

- (a) received and logged flight training from an authorised instructor in a tailwheel 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 tailwheel aeroplane, to include at least normal and crosswind takeoffs and landings, wheel landings unless the manufacturer has recommended against such landings and go around procedures.

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

(10) A person who contravenes subregulations (4), (5), (7) and (8) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

**44. General licensing specifications**

(1) A person shall not perform the duties of either a pilot-in-command 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 in accordance with these Regulations.

(2) The category of aircraft shall be included in the title of the licence itself.

(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.

**45. 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.

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

(1) A holder of a pilot licence shall not perform the duties of either as pilot-in-command or as 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 4 (1) (b) or
- (b) a type rating where required in accordance with regulation 4(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 pilot-in-command 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 licence holder in accordance with this regulation, and the authorisation shall be limited in validity to the time needed to complete the specific flight.

**47. Requirements for the 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 prescribed under regulation 4(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 pilot-in-command 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 83(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.

**48. Use of a 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, and shall ensure that the flight simulation training device used is appropriate to the task.

**49. Circumstances in which an instrument rating is required**

(1) The Authority shall not permit the holder of a pilot licence to perform the duties of a pilot-in-command 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.

**50. 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 licence holder 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.

## **51. 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 pilot-in-command 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 pilot-in-command 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.

## **52. 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 pilot in command 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 Private Pilot Licence (PPL).

(6) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### *Student Pilot*

#### **53. Eligibility requirements for student pilot licence**

(1) A person shall not receive and log flight instructions unless he or she has a valid Student Pilot Licence (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 Authority shall ensure that the privileges granted under an SPL would not permit student pilots to 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 Authority and the Contracting State concerned.

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

#### **54. Solo flight requirements**

(1) A holder of a Student Pilot Licence (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) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020;
- (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 radiotelephony communications, but shall not be required to comply with the Holistic Descriptors of the Rating Scale prescribed in Schedule 3 of these Regulations.

(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, windshear avoidance and wake turbulence avoidance;
- (i) descents, with and without turns, using high and low drag configurations;
- (j) flight at various airspeeds from cruise to slow flight;
- (k) stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall and recovery from a full stall;
- (l) emergency procedures and equipment malfunctions;
- (m) ground reference manoeuvres;
- (n) approaches to a landing area with simulated engine malfunctions;
- (o) slips to a landing;
- (p) after landing and taxiing instructions; and
- (q) go-arounds.

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

- (a) in a multi engine aeroplane—
  - (i) proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation and aircraft systems;
  - (ii) taxiing or surface operations, including runups;
  - (iii) takeoffs and landings, including normal and crosswind;

- (iv) straight and level flight, and turns in both directions;
  - (v) climbs and climbing turns;
  - (vi) airport traffic patterns, including entry and departure procedures;
  - (vii) collision avoidance, windshear avoidance, and wake turbulence avoidance;
  - (viii) descents, with and without turns, using high and low drag configurations;
  - (ix) flight at various airspeeds from cruise to slow flight;
  - (x) stall entries from various flight attitudes and power combinations with recover initiated at the first indication of a stall, and recovery from a full stall;
  - (xi) emergency procedures and equipment malfunctions;
  - (xii) ground reference manoeuvres;
  - (xiii) approaches to a landing area with simulated engine malfunctions; and
  - (xiv) go-arounds;
- (b) in a helicopter—
- (i) approaches to the landing area;
  - (ii) hovering and hovering turns;
  - (iii) simulated emergency procedures, including 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 thermalling; and
  - (viii) emergency operations, including towline break procedures;
- (e) in an airship—
  - (i) rigging, ballasting, and controlling pressure in the ballonets, and superheating; and
  - (ii) landings with positive and negative static trim;
- (f) in a balloon—
  - (i) layout and assembly procedures;
  - (ii) ascents and descents;
  - (iii) landing and recovery procedures;
  - (iv) operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;
  - (v) use of deflation valves or rip panels for simulating an emergency;

- (vi) the effects of wind on climb and approach angles;  
and
- (vii) obstruction detection and avoidance techniques.

(7) A person who contravenes subregulation(1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **55. Privileges and limitations of student pilot licence**

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

(2) A holder of a Student Pilot Licence (SPL) shall not 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 visual meteorological conditions (VMC) as specified under the Civil Aviation (Rules of the Air) Regulations, 2020; or
- (g) in a manner contrary to any limitations placed in the pilot's logbook by an authorised instructor.

(3) A holder of an SPL shall not perform the duties of a required flight crewmember 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 crewmember is carried on the airship.

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

(5) A holder of an SPL shall not 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 radiotelephony.

(6) A person who contravenes subregulations (2), (3), (4) and (5) commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or imprisonment not exceeding thirty six months or both.

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

(1) A holder of a Student Pilot Licence (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 manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
- (d) comply with any limitations included in the instructor's endorsement as specified by subregulation (5).

(3) A holder of an 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 in flight;
  - (iv) recognition, avoidance and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight;

- (v) use of radios for 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 favourable 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.

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

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

## *Private Pilot Licence*

### **58. Eligibility requirements for private pilot licence**

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

- (a) be at least seventeen years of age for a licence other than the operation of glider or balloon;
- (b) be at least sixteen 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 of these Regulations;
- (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 59, 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 59;
- (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 61 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.

**59. Aeronautical knowledge and skills requirements PPL**

(1) An applicant for a private pilot licence 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 powerplants, systems and instruments;
  - (ii) operating limitations of the relevant category of aircraft and powerplants;
  - (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; 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 limitations 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.

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

(1) Subject to compliance with the requirements specified in regulation 18, 20, 22(1), 23 and 44, the privileges of the holder of a private pilot licence shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.

(2) The licence holder shall receive dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation before exercising the privileges at night specified in regulation 125.

(3) A person who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **61. Specific requirements for issuance of aeroplane category rating flight instructions**

(1) The applicant for a Private Pilot Licence (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) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of subregulation (2) can be reduced accordingly.

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

(1) An applicant for a Private Pilot Licence (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 totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made;

- (b) for a multi engine class rating for each category sought, in addition to the requirements of paragraph (a)—
  - (i) not less than 10 hours under the supervision of an authorised flight instructor in the category sought; and
  - (ii) pass a practical skill test on multi-engine aircraft as specified in regulation 36.

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

- (a) where the training is being performed in a gas balloon-
  - (i) two flights of 2 hours each that consists of one training flight within 60 days prior to application for the rating on the areas of operation for a gas balloon;
  - (ii) 5 hours of solo flight in a gas balloon under an authorised instructor; and
  - (iii) one flight involving a controlled ascent to 3000 feet above the launch site;
- (b) where the training is being performed in a balloon with an airborne heater—
  - (i) two flights of 1 hour each within 60 days prior to application for the rating on areas of operation appropriate to a balloon with an airborne heater;
  - (ii) 5 hours solo flight in a balloon with an airborne heater under an authorised instructor; and
  - (iii) one flight involving a controlled ascent to 3000 feet above the launch site.

### **63. 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 Flight Simulation Training Device.

(2) 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.

(3) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of subregulation (1) or (2) can be reduced accordingly.

The applicant shall receive not less than 20 hours of dual instruction time 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 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 within 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; 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° turn, in a suitably instrumented helicopter.

(5) The instrument experience specified in subregulation (l) and the night flying dual instruction do not entitle the holder of a private pilot licence to pilot helicopters under Instrument Flight Rules.

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

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

- (a) not less than 40 hours of flight time as a pilot of powered-lift; and
- (b) 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—

- (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 within 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) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of subregulation (1) could be reduced accordingly.

(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 pilot-in command 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) recognize and manage threats and errors;
- (b) operate the glider within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement 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.

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

(1) An applicant for a 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) where the privileges of the licence are to be exercised at night, three hours of night flight training in an airship that include—
  - (i) a cross-country flight of over twenty-five nautical miles total distance;
  - (ii) five take offs and five landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport;
  - (iii) 3 hours of instrument time; and
- (b) five hours of solo flight in an airship with an authorised instructor.

(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 180o 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.

#### **66. 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*

#### **67. Eligibility requirements for Commercial Pilot Licence**

An applicant for a Commercial Pilot Licence (CPL) shall—

- (a) be at least eighteen years of age;
- (b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements 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 68, 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 prescribed in regulation 68;
- (e) receive the required training and a logbook endorsement from an authorised instructor who—
  - (i) conducted the training on the areas of operation prescribed in regulation 69(3) 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 prescribed in regulation 69(3) 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.

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

(1) An applicant for a Commercial Pilot Licence 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 Commercial 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 and functioning of powerplants, systems and instruments;
  - (ii) operating limitations of relevant aircraft category and powerplants, relevant operational information from the flight manual or other appropriate document;
  - (iii) use and serviceability checks of equipment and systems of appropriate aircraft category;
  - (iv) maintenance procedures for airframes, systems and powerplants of appropriate aircraft category;
  - (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 Commercial Pilot Licence, 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; and
- (h) principles of flight relating to aircraft;
- (i) radiotelephony including—
  - (i) communication procedures and phraseology as applied to visual flight rules operations;

(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 prescribed in subregulation (2) in addition to the following areas—

- (a) powerplants, transmissions (power trains);
- (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;
- (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.

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

The applicant shall demonstrate the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in regulation 70(4), 71(4), 72(4) or 74(4) with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence, and to—

- (a) recognize and manage threats and errors;
- (b) operate the aircraft within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement 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.

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

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

- (a) not less than 200 hours of flight time, or 150 hours if completed during an integrated course of approved training

provided for in an Approved Training Organisation under the Civil Aviation (Approved Training Organisations) Regulations, 2020, as a pilot of aeroplanes, of which 10 hours may have been completed in a synthetic flight trainer;

- (b) in aeroplanes, not less than—
  - (i) 100 hours as PIC or, in the case of a course of approved training, 70 hours as PIC;
  - (ii) 20 hours of cross-country flight time as PIC including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
  - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument time in the synthetic flight trainer; and
  - (iv) 5 hours of night flying, including 5 take-offs and 5 landings as PIC; and
- (c) in a powered-lift not less than—
  - (i) 50 hours as pilot-in-command;
  - (ii) 10 hours of cross-country flying as pilot-in-command 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 should be made;
  - (iii) 10 hours of instrument instruction 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 landings as pilot-in-command.

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

- (a) 10 hours as PIC in a category other than helicopters;
- (b) 30 hours as PIC holding a PPL on helicopters; or
- (c) 100 hours as PIC holding a CPL on helicopters.

(3) 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 applicant shall receive, in actual flight, upset prevention and recovery training approved by the Authority.

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

(1) An applicant for a CPL helicopter licence shall complete—

(a) not less than 150 hours of flight time, or 100 hours if completed during an integrated course of approved training provided for in an ATO under the Civil Aviation (Approved Training Organisations) Regulations, 2020 as a pilot of helicopters, of which 10 hours may have been completed in a synthetic flight trainer;

(b) not less than—

- (i) 35 hours as PIC;
- (ii) 10 hours of cross-country flight time as PIC including a cross-country flight in the course of which full-stop landings at two different points shall be made;
- (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
- (iv) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as PIC.

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

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

(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 within 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) An applicant for a CPL (gyroplane) shall complete—
- (a) 150 hours of flight time as a pilot, including at least 100 hours in powered aircraft, of which 25 hours shall be in gyroplanes;
  - (b) 100 hours of PIC flight time, including at least—
    - (i) 10 hours in gyroplanes; and
    - (ii) 3 hours in cross-country flight in gyroplanes; and
  - (c) 20 hours of training on the areas of operation listed in regulation 69, including at least—
    - (i) 5 hours of instrument training in an aircraft;
    - (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 50 nautical miles from the original point of departure; and
  - (d) 10 hours of solo flight in a gyroplane on the areas of operation listed in regulation 70(3) and (4) including at least—
    - (i) one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least 50 nautical miles from the original point of departure; and
    - (ii) 5 hours in night visual flight rules conditions with 10 takeoffs and 10 landings with each landing involving a flight in the traffic pattern.

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

(1) An applicant for a CPL powered-lift shall complete not less than 200 hours of flights in a powered-lift, or 150 hours if completed during a course of approved training, as a pilot of aircraft.

(2) The applicant shall have experience as a pilot under instruction in a flight simulation training device of the total flight time of 200 hours or 150 hours, as the case may be, including—

- (a) 50 hours as a pilot-in-command;
- (b) 10 hours of cross-country flying as pilot-in-command including a cross-country flight totalling not less than 540km (300 NM) in the course of which full-stop landings at two different aerodromes should be made;
- (c) 10 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 pilot-in-command.

(3) The applicant shall receive dual instruction time in a powered-lift 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, 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.

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

(1) An applicant for a commercial pilot licence lighter than air (airship category) shall complete not less than 200 hours of flight time as a pilot, including not less than—

- (a) 50 hours as a pilot of airships;
- (b) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:
  - (i) 10 hours of cross-country flight time; and
  - (ii) 10 hours of night flight;
- (c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
- (d) 20 hours of flight training in airships in the areas of operation prescribed in regulation 74(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 in at least the following areas to the level of performance required for the commercial pilot—

- (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 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.

**74. Specific requirements for issuance of lighter than air (balloon category) category rating**

(1) An applicant for a CPL lighter than air (balloon category) shall complete 35 hours which consists of not less than 20 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) 10 hours as PIC; and
  - (iii) two flights involving a controlled ascent to 5000 feet above the launch site;
- (b) for a balloon with an airborne heater—
  - (i) two training flights of two hours each in the appropriate areas of operation within sixty days prior to application for the rating;
  - (ii) 10 hours as PIC; and
  - (iii) two flights involving a controlled ascent to 5000 feet above the launch site;
- (c) for a free balloon—
  - (i) the procedures and manoeuvres prescribed subregulation (3) with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence;

- (ii) recognize and manage threats and errors;
- (iii) operate the free balloon within its limitations;
- (iv) complete all manoeuvres with smoothness and accuracy;
- (v) exercise good judgement 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; 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.

## **75. Privileges and limitations of holder of commercial pilot licence**

(1) Subject to compliance with the requirements specified in regulations 18, 20, 22(1), 23 and 44, the privileges of the holder of a commercial pilot licence shall be—

- (a) to exercise all the privileges of the holder of a private pilot licence in an aircraft within the appropriate aircraft category;
- (b) to perform the functions of a pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
- (c) to perform the functions of a pilot-in-command, 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 licence holder shall receive dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

## **76. Renewal requirements for commercial pilot licence**

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*

**77. Eligibility requirements for multi-crew pilot licence**

An applicant for multi-crew pilot licence (MPL), shall—

- (a) not be less than 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 the Schedule 3 of these Regulations;
- (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 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 85 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 a valid Class 1 Medical Certificate issued under these Regulations.

**78. Aeronautical knowledge and skill requirements for multi-crew pilot licence**

- (1) The applicant shall meet the requirements prescribed in

the knowledge requirements for the airline transport pilot licence appropriate to the aeroplane category in an approved training course.

(2) The applicant shall demonstrate the skills required for fulfilling all the competency units specified in Schedule 4 of these Regulations as pilot flying and pilot not flying, 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, and to—

- (a) recognise and manage threats and errors;
- (b) smoothly and accurately, manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or maneuvers is assured;
- (c) operate the aeroplane 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; and
- (e) 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 standard operating procedures (SOPs) and use of checklists.

(3) The progress in acquiring the skills specified in subregulation (2) shall be continuously assessed.

## **79. Experience for multi crew pilot licence**

(1) The applicant shall complete in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.

(2) Flight experience in actual flight shall include at least the experience requirements prescribed in regulation 63(1), 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 gain the experience necessary to achieve the advanced level of competency prescribed in Schedule 4 of these Regulations, 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 that purpose by the Authority in accordance with paragraph 4 of Schedule 4 of these Regulations.

#### **80. Flight instruction of multi crew pilot licence**

(1) The applicant shall complete a course of approved training covering the experience requirements specified in regulation 79.

(2) The applicant shall receive dual flight instruction in all the competency units prescribed in Schedule 4 of these Regulations, to the level required for the issue of the multi-crew pilot licence, to include the competency units required to pilot under instrument flight rules.

#### **81. Privileges and limitations of holder of multi crew pilot licence**

(1) Subject to compliance with the requirements specified in regulations 18, 20, 22(1), 23 and 44, the privileges of the holder of a multi-crew pilot licence shall be—

- (a) to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements of regulation 63 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 licence holder shall demonstrate an ability to perform the duties of a pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall meet the skill requirement prescribed in regulation 104(2) appropriate to the aeroplane category.

(3) Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall—

- (a) complete in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- (b) complete 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command 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 commercial pilot licence specified in regulations 70(2), 73(4), 71(1)(a) with the exception of 71(1)(b) and 71(4) appropriate to the aeroplane category.

**82. Renewal requirements for multi crew pilot licence**

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

*Airline Transport Pilot Licence*

**83. Eligibility requirements for airline transport pilot licence**

An applicant for an airline transport pilot licence (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 of these Regulations;

- (c) meet at least one of the following requirements—
  - (i) hold a valid and current commercial pilot licence (CPL) and an instrument rating;
  - (ii) meet the military experience requirements under regulation 28, 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 84 that apply to the aircraft category and class rating sought;
- (f) pass the practical test on the applicable areas of operation specified in regulation 85, that apply to the aircraft category and class rating sought; and
- (g) have a valid Class 1 Medical Certificate issued under these Regulations.

#### **84. Aeronautical knowledge requirements for airline transport pilot licence**

(1) Subject to subregulation (2) an applicant for an Airline Transport Pilot Licence, 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) The aeronautical knowledge areas applicable to aeroplane aircraft category are as follows—

- (a) air law including—
  - (i) rules and regulations relevant to the holder of an airline transport pilot licence-aircraft;

- (ii) rules of the air;
  - (iii) appropriate air traffic services practices and procedures;
- (b) aircraft general knowledge 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 powerplants, effects of atmospheric conditions on engine performance, relevant operational information from the flight manual or other appropriate document;
  - (iii) operating procedures and limitations of appropriate aircraft, effects of atmospheric conditions on aircraft performance;
  - (iv) use and serviceability checks of equipment and systems of appropriate aircraft;
  - (v) flight instruments, compasses, turning and acceleration errors, gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments;
  - (vi) maintenance procedures for airframes, systems and powerplants of appropriate aircraft;
- (c) flight performance, 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;
- (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; altimetry;
  - (iii) 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;
  - (iv) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures, hazardous weather avoidance;
  - (v) practical high altitude meteorology, including interpretation and use of weather reports, charts, forecasts and jetstreams;
- (f) navigation including—
  - (i) air navigation, such as the use of aeronautical charts, radio navigation aids and area navigation systems, specific navigation requirements for long-range flights;

- (ii) use, limitation and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
  - (iii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
  - (iv) principles and characteristics of self-contained and external-referenced navigation systems, operation of airborne equipment;
- (g) operational procedures including—
- (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
  - (iii) instrument procedure charts for departure, en-route, descent and approach;
  - (iv) precautionary and emergency procedures; 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;
  - (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 powerplants, 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;
  - (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;

- (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;
  - (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from helicopters;
- (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.

## **85. Skill for airline transport pilot licence**

(1) The applicant shall demonstrate the ability to perform, as pilot-in-command 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 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 pilot-in-command of a multi-engined aeroplane.

(3) The applicant shall demonstrate the ability to perform the procedures and manoeuvres prescribed 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 judgement 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.

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

(1) The applicant for Airline Transport Pilot Licence – aeroplane shall complete not less than 1 500 hours of flight time as a pilot of aeroplanes.

(2) Notwithstanding subregulation (1), an applicant who has not completed 1500 hours of flight time, a maximum of 100 hours may be credited to total up the 1500 hours of flight time if the applicant has acquired experience in the FSTD out of which not more than 25 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) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- (b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
- (c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
- (d) 100 hours of night flight as pilot-in-command or as co-pilot.

(4) An applicant who has flight time as a pilot of a helicopter may have his or her flight time credited with 50% of flight time as PIC toward meeting the required flight time of a licence he or she is applying for.

- (5) The applicant shall receive dual flight instruction—
- (a) required in regulation 70(3) and (4) for the issue of the commercial pilot licence;
  - (b) required in regulation 105 for the issue of the instrument rating; and
  - (c) required in regulation 80 for the issue of the multi-crew pilot licence.

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

(1) The applicant shall complete not less than 1000 hours of flight time as a pilot of helicopters.

(2) Notwithstanding subregulation (1), an applicant who has not completed 1000 hours of flight time, a maximum of 100 hours may be credited to total up the 1000 hours of flight time if the applicant has acquired experience in the FSTD out of which not more than 25 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) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
  - (b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;
  - (c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and
  - (d) 50 hours of night flight as pilot-in-command or as co-pilot.

(4) An applicant who has a flight time as a pilot of an aeroplane may have his or her flight time credited with 50% of flight time as PIC toward meeting the required flight time of a licence he or she is applying for.

(5) The applicant shall receive the flight instruction required for the issue of the commercial pilot licence in regulation 71(3) and (4).

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

(1) The applicant shall complete not less than 1 500 hours of flight time as a pilot of powered-lifts.

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

- (a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
- (b) 100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in-command under supervision;
- (c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
- (d) 25 hours of night flight as pilot-in-command or as co-pilot.

(3) Where the applicant has flight time as a pilot of aircraft in other categories, the Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of regulation 88 could be reduced accordingly.

(4) The applicant shall receive dual flight instruction—

- (a) required in regulation 72(2) for the issue of the commercial pilot license; and
- (b) required in regulation 105 for the issue of the instrument rating.

**89. Privileges and limitations for airline transport pilot licence**

(1) Subject to compliance with the requirements prescribed in regulations 18, 20, 22(1), 23 and 44, the privileges of the holder of an airline transport pilot licence shall be—

- (a) to exercise all the privileges of the holder of a private and commercial pilot licence 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 pilot-in-command, 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 airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements prescribed in regulations 81(1)(a), (2) and (3) as appropriate.

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

(4) A person who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

#### **90. Additional aircraft category, class and type ratings for airline transport pilot licence**

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

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

**91. Renewal requirements for airline transport pilot licence**

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

*Glider Pilot Licence*

**92. General eligibility requirements for glider pilot licence**

(1) The applicant for glider pilot licence shall not be less than 16 years of age.

(2) The applicant shall hold a current Class 2 Medical Assessment.

**93. Aeronautical knowledge and skill requirement for glider pilot licence**

(1) An applicant for glider pilot licence shall demonstrate a level of knowledge and skills appropriate to the privileges granted to the holder of a glider pilot licence, as follows—

- (a) air law including—
  - (i) rules and regulations relevant to the holder of a glider pilot licence;
  - (ii) rules of the air;
  - (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;
  - (iii) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; 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 demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

#### **94. Experience required for glider pilot licence**

(1) An applicant for glider pilot licence 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 20 launches and landings have been performed.

(2) Where the applicant has flight time as a pilot of aeroplanes, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of subregulation (1) can be reduced accordingly.

(3) The applicant for glider pilot licence 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.

**95. Privileges and limitation for glider pilot licence**

(1) Subject to compliance with the requirements specified in regulations 18, 20, 22(1) and 44, the privileges of the holder of a glider pilot licence shall perform the duties of a pilot-in-command of any glider provided the licence holder has operational experience in the launching method used.

(2) Where passengers are to be carried, the licence holder shall complete not less than 10 hours of flight time as a pilot of gliders.

*Free Balloon Pilot Licence*

**96. Eligibility requirements for free balloon pilot licence**

(1) The applicant shall be not less than sixteen years of age.

(2) The applicant shall hold a current Class 2 Medical Assessment.

**97. Aeronautical knowledge and skills requirements for free balloon pilot licence**

(1) The applicant for free balloon pilot licence shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot licence 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;

(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;
  - (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, appropriate air traffic services procedures and altimeter setting procedures;
  - (iv) operations in areas of high-density traffic;
- (d) human performance relevant to the free balloon 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) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- (h) principles of flight relating to free balloons.

(2) Where the privileges of the licence are to be exercised at night, the applicant shall gain, under appropriate supervision, operational experience in free balloons in night flying specified in regulation 126.

(3) The applicant shall demonstrate a level of knowledge appropriate to the privileges to be granted to the holder of a free balloon pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

(4) Where passengers are carried for remuneration or hire, the licence holder shall complete not less than 35 hours of flight time including 20 hours as a pilot of a free balloon.

### **98. Experience required for free balloon pilot licence**

(1) The applicant shall complete not less than 16 hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one must 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 the licence 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 licence holder shall complete not less than 35 hours of flight time including 20 hours as a pilot of a free balloon.

#### **99. Skill for free balloon pilot licence**

The applicant shall demonstrate the ability to perform as pilot-in-command of a free balloon the procedures and manoeuvres prescribed in regulation 98(2) with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence, and to—

- (a) recognise and manage threats and errors;
- (b) operate the free balloon within its limitations;
- (c) complete all manoeuvres with smoothness and accuracy;
- (d) exercise good judgement 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.

#### **100. Privileges and limitations of free balloon pilot licence**

(1) Subject to compliance with the requirements prescribed in regulations 18, 20, 22(1), and 98(3), the privileges of the holder of a free balloon pilot licence shall perform the duties of the pilot-in-command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.

(2) Before exercising the privileges at night, the licence holder shall comply with the requirements prescribed in regulation 98(3)

**101. Renewal requirement for balloon pilot licence**

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

*Instrument Rating*

**102. General eligibility requirements for an instrument rating**

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

(2) An applicant for an instrument rating shall—

- (a) hold a Private Pilot Licence or Commercial Pilot Licence with an aircraft category and type rating for the instrument rating sought;
- (b) receive a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required practical test;
- (c) pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category;
- (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; and

- (e) have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.

(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 helicopter.

(4) A person who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **103. Aeronautical knowledge and skill requirements for instrument rating**

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

- (a) air law including rules and regulations relevant to flight under Instrument Flight Rules, related air traffic services practices and procedures;
- (b) aircraft general knowledge including—
  - (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; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
- (c) flight performance and planning including —

- (i) pre-flight preparations and checks appropriate to flight under Instrument Flight Rules;
- (ii) operational flight planning; preparation and filing of air traffic services flight plans under Instrument Flight Rules; altimeter setting procedures;
- (d) human performance relevant to instrument flight in aircraft including principles of threat and error management;
- (e) meteorology including—
  - (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;
  - (v) causes, recognition and effects of engine and airframe icing; frontal zone penetration procedures and hazardous weather avoidance;
- (f) navigation including—
  - (i) practical air navigation using radio navigation aids;
  - (ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;
- (g) operational procedures including—
  - (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 and safety practices associated with flight under Instrument Flight Rules;
- (iii) application of threat and error management to operational performance;
- (h) radiotelephony including—
  - (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.

(2) The applicant shall demonstrate in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres prescribed in regulation 104(2) with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, 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 judgement 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.

(3) The applicant shall demonstrate the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, where the privileges of the instrument rating are to be exercised on such aircraft.

(4) Applicants who hold a private pilot licence shall establish their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.

(5) The holder of a private pilot licence requiring to have an instrument rating endorsement shall be required to have a Class 1 Medical Certificate.

**104. Specific requirements for instrument rating**

(1) An applicant for an instrument rating shall hold a Private Pilot Licence (PPL) or a Commercial Pilot Licence or Airline Transport Pilot Licence (ATPL) for the aircraft category being sought.

(2) The applicant shall complete not less than—

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

(b) 40 hours of instrument time in aircraft of which not more than 20 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.

**105. Flight instruction for instrument rating**

(1) The applicant shall gain not less than 10 hours of the instrument flight time required in regulation 104(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 an instrument rating—

- (a) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an 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;
  - (vii) landings from instrument approaches;
- (d) in-flight manoeuvres and particular flight characteristics

(3) If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined 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.

(5) Where the privileges of the instrument rating are to be exercised on multi-engined aircraft out of the 20 hours specified in regulation 104(2)(b), the applicant shall have received 15 hours of dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorised flight instructor.

## **106. Privileges and limitations for instrument rating**

(1) The privileges of the holder of an instrument rating 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 18, 20 and 44.

(2) Before exercising the privileges on multi-engined aircraft, the holder of the rating shall comply with the requirements of regulation 103(3).

## **107. Renewal requirements for instrument rating**

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

### *Flight Instructor Rating*

## **108. Eligibility requirements for flight instructor rating**

(1) An applicant for a flight instructor rating shall—

- (a) be at least eighteen years of age;
- (b) hold either a CPL or ATPL with—
  - (i) an aircraft category and class rating that is appropriate to the flight instructor rating sought; and
  - (ii) an instrument rating, 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;
- (c) receive a logbook endorsement from an authorised instructor on the fundamentals of instructing prescribed in regulation 109(2) appropriate to the required knowledge test;
- (d) pass a knowledge test in the areas prescribed in regulation 109(2);

- (e) receive a logbook endorsement from an authorised instructor in the areas of operation prescribed in regulation 112, appropriate to the flight instructor rating sought;
- (f) pass the required practical test in the areas of operations prescribed in regulation 112, 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, 2020;
- (g) accomplish the following for a flight instructor rating with an aircraft rating—
  - (i) receive a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aircraft, as appropriate, that is certificated for spins; and
  - (ii) demonstrate instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures;
- (h) 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
- (i) comply with the appropriate regulations that apply to the flight instructor rating sought.

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

(3) If the retest referred in 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.

**109. Aeronautical knowledge and skill requirements for flight instructor rating**

(1) The applicant shall meet the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence.

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

- (a) techniques of applied instruction;
- (b) assessment of student performance in 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;
- (j) analysis and correction of student errors;
- (k) human performance relevant to flight instruction; and
- (l) hazards involved in simulating system failures and malfunctions in the aircraft.

### **110. Skill for flight instructor rating**

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

### **111. Experience for flight instructor rating**

The applicant shall meet the experience requirements for the issue of a commercial pilot licence as specified in regulations 70(1), 71(1), 72(1) and 73(1) for each aircraft category, as appropriate.

### **112. Flight instruction for flight instructor rating**

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

- (a) receive instruction 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.

### **113. Trainees records for flight instructor**

(1) A holder of a flight instructor rating shall—

- (a) sign the logbook or any other approved record keeping document of each person to whom that instructor has given flight training or ground training;

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

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

#### **114. Additional category for flight instructor rating**

An applicant for an additional category flight instructor rating shall meet the eligibility requirements specified in regulation 108 that apply to the flight instructor rating sought.

#### **115. Privileges for flight instructor rating**

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

(2) To exercise the privileges in 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 pilot-in-command of the aircraft on which the instruction is to be given; and
- (c) have the flight instructor privileges entered on the licence.

(3) 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 proper authorisation from Authority.

(4) The applicant, in order to carry out instruction for the multi-crew pilot licence, shall meet all the instructor qualification requirements.

(5) A flight instructor shall not supervise a student on a solo flight day or night, or release a student on a solo cross-country unless such person—

- (a) has completed six months of instructional duties;
- (b) has at least 200 hours experience as an instructor;
- (c) has a minimum of 400 hours experience as pilot in command of aircraft; and
- (d) has passed a flight instructor rating practical test for removal of limitations 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 flight simulation training device that is representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2020; and
- (e) the practical test referred to in paragraph (d) shall be conducted by a person duly authorised by the Authority.

#### **116. Limitations and qualifications for flight instructor rating**

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

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

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

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

(4) A flight instructor shall not endorse—

- (a) a student pilot's logbook for solo flight privileges, unless that flight instructor has—
  - (i) given 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 a review 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 Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020.

(5) 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.

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

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

(7) A person who contravenes subregulations (2), (3), (4), (5) and (6) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **117. Renewal requirements for flight instructor rating**

A flight instructor rating may be renewed if the applicant—

- (a) passes a practical test for—
  - (i) renewal of the flight instructor rating; or
  - (ii) an additional flight instructor privileges; or
- (b) presents to the Authority—
  - (i) a record of training students that shows that within twelve months preceding the date of application for renewal of the rating, the flight instructor has endorsed at least five students for a practical test for a licence or rating, and at least eighty percent of those students passed that test on the first attempt;

- (ii) a record that shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours; 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 flight instructor rating.

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

A holder of an expired flight instructor rating shall be required by the Authority to take and pass a flight instructor's practical test in order to renew the expired flight instructor rating.

## **PART VI—PILOT RATINGS AND AUTHORISATIONS**

### *Category Rating*

### **119. Category rating**

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.

### *Class Rating*

#### **120. Class rating**

- (1) A pilot seeking an additional class rating—
  - (a) shall have an endorsement in that pilot's logbook or training record from an authorised instructor that the applicant has been found competent in the following areas, as appropriate to the pilot licence and for the aircraft class rating sought—
    - (i) aeronautical knowledge area; and
    - (ii) areas of operation; and
  - (b) shall pass the practical test applicable to the pilot licence for the aircraft class rating sought.

(2) 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 prescribed under these Regulations for the aircraft class rating sought and shall not undertake an additional knowledge test.

### *Type Rating*

#### **121. Type rating**

- (1) A pilot shall hold a type rating for the aircraft in order to perform the duties of a pilot in command 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 an instrument rating.

(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 off 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 flight simulator, not less than 30 hours of flight simulator time and 3 hours of actual flying time in the aircraft type sought;
- (b) level D FSTD of the aircraft type sought approved by the Authority, not less than 36 hours;
- (c) pass the flight check-out for the aircraft type rating sought; and
- (d) 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.

(7) A person who contravenes subregulation (2) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

*Category II and III Operations Pilot Authorisation*

**122. Category II and III operations pilot authorisation requirements**

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

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

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

- (a) fifty hours of night flight time as PIC;
- (b) seventy-five hours of instrument time under actual or simulated instrument conditions that may include not more than—
  - (i) a combination of twenty-five hours of simulated instrument flight time in an approved synthetic flight trainer; or
  - (ii) forty hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations, 2020; and
- (c) two hundred fifty hours of cross-country flight time as PIC.

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

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

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

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

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

- (a) for Category II operations, five hundred metres runway visual range (RVR) and a one hundred and fifty feet decision height (DH); and
- (b) for Category III operations, as specified in the authorisation document.

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

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

(9) A holder of an authorisation or an applicant for an authorisation may use a synthetic flight trainer where the synthetic flight trainer is approved by the Authority for such use, to meet the experience requirement of subregulation (11), or for the practical test required by these Regulations for a Category II or a Category III operations pilot authorisation, as applicable.

(10) An applicant for the—

- (a) issue or renewal of a Category II operations pilot authorisation; and
- (b) inclusion of another type of aircraft to a Category II operations pilot authorisation shall pass a practical test.

(11) An applicant for a practical test for an authorisation under this regulation, shall—

- (a) meet the requirements of this regulation; and
- (b) where he or she has not passed a practical test for the authorisation within the twelve months preceding the date of the test—
  - (i) meet the requirements of the Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020; and
  - (ii) perform at least six ILS approaches within the six calendar months preceding the date of the test, of which at least three of the approaches shall be conducted without the use of an approach coupler.

(12) An applicant shall accomplish the approaches specified in subregulation (11)(b)(ii)—

- (a) under actual or simulated instrument flight conditions;
- (b) to the minimum decision height for the ILS approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
- (c) to the decision height authorised for Category II operations only if conducted in an approved synthetic flight trainer qualified for Category II operations; and
- (d) in an aircraft of the same category and class and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—
  - (i) represents an aircraft of the same category and class and type, as applicable, as the aircraft in which the authorisation is sought; and

- (ii) is used in accordance with an approved course conducted by an approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations, 2020.

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

(14) A Category II operations practical test consists of an oral and flight increment prescribed below—

- (a) in case of an oral increment test the applicant shall demonstrate knowledge of the following—
  - (i) required landing distance;
  - (ii) recognition of the decision height;
  - (iii) missed approach procedures and techniques using computed or fixed altitude guidance displays;
  - (iv) use and limitations of Runway Visual Range;
  - (v) use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced Runway Visual Range;
  - (vi) procedures and techniques related to transition from non-visual to visual flight during a final approach under reduced Runway Visual Range;
  - (vii) effects of vertical and horizontal windshear;
  - (viii) characteristics and limitations of the Instrument Landing System and runway lighting system;
  - (ix) characteristics and limitations of the flight director system, auto approach coupler, including split axis type if equipped, auto throttle system if equipped, and other required Category II operations equipment;

- (x) assigned duties of the co-pilot during Category II approaches, unless the aircraft for which authorisation is sought does not require a co-pilot; and
  - (xi) instrument and equipment failure warning systems;
- (b) in the case of a flight increment test, the test shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved synthetic flight trainer that—
- (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
  - (ii) is used in accordance with an approved course conducted by an ATO certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2020 as prescribed below—
    - (aa) the flight increment shall consist of at least two Instrument Landing System approaches to one hundred feet above including at least one landing and one missed approach;
    - (bb) all approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands;
    - (cc) if a multi engine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment

shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker;

- (dd) where an approved multi-engine synthetic flight trainer is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed;
- (ee) for an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought; and
- (ff) the Authority's inspector or evaluator may conduct oral questioning at any time during a practical test.

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

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

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

- (a) meet the requirements of this regulation; and
- (b) where the applicant has not passed a practical test for this authorisation during the twelve calendar months preceding the month of the test shall—
  - (i) meet the requirements of the Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020, the Civil Aviation (Operation of

Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020; and

- (ii) have performed at least six Instrument Landing System approaches during the six calendar months preceding the month of the test, of which at least three of the approaches shall be conducted without the use of an approach coupler.

(17) An applicant shall conduct the approaches specified in subregulation (16)(b)(ii)—

- (a) under actual or simulated instrument flight conditions;
- (b) to the alert height or decision height for the Instrument Landing System (ILS) approach in the type of aircraft in which the practical test is to be conducted;
- (c) not necessarily to the decision height authorised for Category III operations;
- (d) to the alert height or decision height, as applicable, authorised for Category III operations only if conducted in an approved synthetic flight trainer; and
- (e) in an aircraft of the same category and class and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—
  - (i) represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and
  - (ii) is used in accordance with an approved course conducted by an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2020.

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

- (a) required landing distance;
- (b) determination and recognition of the alert height or decision height, as applicable, including use of a radio altimeter;
- (c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;
- (d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;
- (e) use and limitations of RVR, including determination of controlling RVR and required transmissometers;
- (f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings including—
  - (i) unexpected deterioration of conditions to less than minimum RVR during approach, flare and rollout;
  - (ii) demonstration of expected visual references with weather at minimum conditions;
  - (iii) the expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
  - (iv) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR;
- (g) effects of vertical and horizontal windshear;
- (h) characteristics and limitations of the ILS and runway lighting system;
- (i) characteristics and limitations of the flight director system auto approach coupler, including split axis type

if equipped, auto throttle system, if equipped, and other Category III operations equipment;

- (j) assigned duties of the co-pilot during Category III operations, unless the aircraft for which authorisation is sought does not require a co-pilot;
- (k) recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and
- (l) recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

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

- (a) represents an aircraft of the same category, class and type, as applicable, as the aircraft in which the authorisation is sought; and
- (b) is used in accordance with an approved course conducted by an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2020.

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

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

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

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

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

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

- (a) after main gear touchdown;
- (b) prior to nose gear touchdown;
- (c) in conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and
- (d) in weather conditions anticipated in Category III B operations.

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

## *Balloon Rating*

### **123. Balloon rating**

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

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

## *Night Rating*

### **124. Night rating**

(1) A Private Pilot Licence (PPL) holder shall not perform the duties of a pilot in command by night in the aircraft unless a night rating or an instrument rating is included in his or her licence.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

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

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

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

A night rating shall entitle a Private Pilot Licence (PPL) holder to act as a pilot in command of an aircraft at night but does not entitle the holder to pilot an aircraft under IFR conditions.

### **127. 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 pilot in command not less than five takeoffs and five landings at night.

## *Flight Examiner Authorisation*

### **128. 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 flight instructor ratings for skill tests.

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

(3) The ground, flight and synthetic flight training for a flight examiner shall include the subjects listed in regulation 109.

(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 are to conduct skill tests and proficiency checks for a licence and ratings.

### **129. 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—LICENCE AND RATINGS FOR REMOTE PILOTS

### **130. General licensing specifications**

(1) A person shall not perform the duties of either a remote pilot-in-command or a remote co-pilot of an RPA in any of the following RPA categories unless that person is the holder of a remote pilot licence issued in accordance with the provisions of this part—

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

(2) The category of RPA shall be endorsed as a category rating on the remote pilot licence.

(3) An applicant shall, before being issued with any remote pilot licence or rating, meet such requirements in respect of age, experience, flight instruction, competencies and medical fitness, as are specified for that remote pilot licence or rating.

(4) An applicant for any remote pilot licence or rating shall demonstrate, in a manner determined by the Authority, such requirements for knowledge and skill as are specified for that remote pilot licence or rating.

### **131. Eligibility requirements for remote pilot licence**

(1) The applicant for remote pilot licence 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.

### **132. Category ratings for a remote pilot licence**

(1) When established, category ratings shall be for categories of RPA prescribed in regulation 131.

(2) The holder of a remote pilot licence seeking additional category ratings to be included to the existing licence shall meet the requirements of these Regulations regarding RPAS appropriate to the privileges for which the category rating is sought.

### **133. Class and type ratings for a remote pilot licence**

(1) A class rating shall be established for RPA and associated RPS certificated for single remote pilot 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 RPA and associated RPS 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 remote pilot licence, the category and the ratings appropriate to the class or type of RPA and associated RPS used in the demonstration shall be entered on that remote pilot licence.

(4) The levels of performance to be achieved to operate the class or type of RPA for which the ratings are issued shall be publicly available.

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

(1) The holder of a remote pilot licence shall not perform the duties of either a remote pilot-in-command or a remote co-pilot of an RPA and associated RPS unless he or she has received authorisation as follows—

- (a) the appropriate class rating specified in regulation 133(1);  
or
- (b) a type rating where required in accordance with regulation 133(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 issued under this regulation shall be limited in validity to the time needed to complete the specific flight.

**135. Requirements for the issue of class and type ratings for remote pilot licence**

(1) The applicant shall demonstrate the competencies required for the safe operations of an RPA of the class for which the rating is sought.

(2) The applicant shall—

- (a) gain, under appropriate supervision, experience in the applicable type of RPA and associated RPS 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; and
  - (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;

- (b) demonstrate the competencies required for the safe operation of the applicable type of RPA and associated RPS and demonstrated C2 link management skills, relevant to the duties of a remote pilot-in-command or a remote co-pilot as applicable.

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

The use of a FSTD for acquiring the experience or performing any manoeuvre required during the demonstration of competencies for the issue of a remote pilot licence or rating shall be approved by the Authority, which shall ensure that the FSTD used is appropriate to the task.

### **137. Circumstances under which authorisation to conduct remote pilot licence training is required**

(1) The holder of a remote pilot licence shall not carry out remote pilot licence training required for the issue of a remote pilot licence or rating, unless he or she has obtained authorisation from the Authority.

(2) The authorisation referred to in subregulation (1) shall comprise—

- (a) an RPAS instructor rating on the holder's remote pilot licence;
- (b) the authority to act as an agent of an approved training organisation authorised by the Authority to carry out remote pilot licence training; or
- (c) a specific authorisation granted by the Authority.

(3) A person shall not carry out remote pilot licence training on a FSTD required for the issue of a remote pilot licence or rating unless he or she holds or previously held an appropriate remote pilot licence or has appropriate RPAS training and flight experience and has received authorisation from the Authority.

### **138. Crediting of RPAS flight time**

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

(2) The holder of a remote pilot licence shall be entitled to be credited in full with all dual instruction RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(3) The holder of a remote pilot licence shall be entitled to be credited in full with all solo or dual instruction RPAS flight time, in a new category of RPA or for obtaining a new rating, towards the total RPAS flight time required for that rating.

(4) The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated for operation by a single remote pilot but required by the Authority to be operated with a remote co-pilot, shall be entitled to be credited with not more than 50 per cent of the remote co-pilot RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(5) The Authority may authorize that RPAS flight time be credited in full towards the total RPAS flight time required where the RPAS is equipped to be operated by a remote co-pilot and is operated in a multi-crew operation.

(6) The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated to be operated with a remote co-pilot, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(7) The holder of a remote pilot licence, when acting as remote pilot-in-command under supervision, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.

(8) The holder of a remote pilot licence applying for a new rating shall be credited with RPAS flight time experience as a remote pilot of RPA 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.

**139. Curtailment of privileges of remote pilots**

A holder of a remote pilot licence shall not perform the duties of a pilot of an RPAS 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, has attained the age of 65 years.

*Student Remote Pilot*

**140. Student remote pilot licence**

(1) An applicant for a Student Remote Pilot licence shall—

- (a) be at least sixteen years of age;
- (b) have the ability to read, speak, write 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 RPA solo unless under the supervision of, or with the authority of, an authorised RPAS instructor.

(3) A student remote pilot shall not fly an RPA solo on international RPAS operations unless by special or general arrangement between the States concerned and under the supervision of, or with the authority of, an authorised RPAS instructor.

**141. Medical fitness**

(1) The Authority shall not permit a student remote pilot to fly an RPA solo unless he or she holds a current Class 3 or a current Class 1 Medical Assessment.

(2) A Class 1 Medical Assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.

#### **142. General knowledge and skill requirements for remote pilot licence**

(1) The applicant shall demonstrate a level of knowledge and skills appropriate to the privileges granted to the holder of a remote pilot licence and appropriate to the category of RPA and associated RPS intended to be included in the remote pilot licence as follows—

- (a) air law including—
  - (i) rules and regulations relevant to the holder of a remote pilot licence;
  - (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 RPAS knowledge including—
  - (i) principles of operation and the functioning of engines, systems and instruments;
  - (ii) operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;
  - (iii) use and serviceability checks of equipment and systems of appropriate RPA;
  - (iv) maintenance procedures for airframes, systems and engines of appropriate RPA;
  - (v) for rotorcraft and powered-lifts, transmission (power trains) where applicable;

- (vi) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of an RPA under IFR and in instrument meteorological conditions;
  - (vii) flight instruments, gyroscopic instruments, operational limits and precession effects, practices and procedures in the event of malfunctions of various flight instruments; and
  - (viii) for airships, physical properties and practical application of gases;
- (c) RPS general knowledge including—
- (i) principles of operation and function of systems and instruments;
  - (ii) use and serviceability checks of equipment and systems of appropriate RPS;
  - (iii) procedures in the event of malfunctions, C2 link general knowledge, different types of C2 links and their operating characteristics and limitations;
  - (iv) use and serviceability checks of C2 link systems;
  - (v) procedures in the event of C2 link malfunction; and
  - (vi) detect and avoid capabilities for RPAS;
- (d) flight performance, planning and loading including—
- (i) effects of loading and mass distribution on RPA 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 RPAS operations under IFR, preparation and submission of air;

- (iv) traffic services flight plans under IFR, appropriate air traffic services procedures and altimeter setting procedures; and
  - (v) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;
- (e) human performance relevant to RPAS and instrument flight, including principles of TEM;
- (f) meteorology including—
- (i) interpretation and application of aeronautical meteorological reports, charts and forecasts, use of, and procedures for obtaining, meteorological information, pre-flight and in-flight;
  - (ii) altimetry;
  - (iii) aeronautical meteorology, climatology of relevant areas with respect to the elements having an effect on aviation;
  - (iv) the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather;
  - (v) phenomena which affect take-off, en-route and landing conditions;
  - (vi) causes, recognition and effects of icing, frontal zone penetration procedures and hazardous weather avoidance;
  - (vii) in the case of rotorcraft and powered-lifts, effects of rotor icing;
  - (viii) in the case of high altitude operations, practical high altitude meteorology, including interpretation and use of weathers reports, charts and forecasts and jetstreams;

- (g) navigation including—
  - (i) air navigation, including the use of aeronautical charts, instruments and navigation aids;
  - (ii) an understanding of the principles and characteristics of appropriate navigation systems and operation of RPAS equipment;
  - (iii) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
  - (iv) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight;
  - (v) identification of radio navigation aids; and
  - (vi) principles and characteristics of self-contained and external-referenced navigation systems and operation of RPAS equipment;
- (h) operational procedures including—
  - (i) application of TEM to operational performance;
  - (ii) 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;
  - (iii) altimeter setting procedures;
  - (iv) appropriate precautionary and emergency procedures, safety practices associated with flight under IFR and obstacle clearance criteria;
  - (v) operational procedures for carriage of freight, potential hazards associated with dangerous goods and their management;
  - (vi) requirements and practices for safety briefings to remote flight crew members;

- (vii) 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 VMC;
- (viii) operational procedures for handovers and coordination; and
- (ix) operational procedures for normal and abnormal C2 link operations;
- (i) principles of flight; and
- (j) radiotelephony communication procedures and phraseology and action to be taken in case of communication failure.

(2) 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 pilot in command of an RPAS operation within the appropriate category of RPA and associated RPS.

(3) Where the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall demonstrate the ability to operate under IFR with degraded propulsion capabilities.

(4) The applicant shall hold a current Class 3 Medical Assessment or a current Class 1 Medical Assessment.

(5) A Class 1 Medical Assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.

### **143. Privileges of holder of the remote pilot licence and conditions to be observed in exercising such privileges**

(1) Subject to compliance with the requirements specified in regulations 18, 20, 22,(1) and 130, the privileges of the holder of a remote pilot licence shall be—

- (a) to perform the duties of a remote pilot-in-command of an RPA and associated RPS, certificated for remote single-pilot operation;
- (b) to perform the duties of a remote co-pilot of an RPA and associated RPS, required to be operated with a remote co-pilot;
- (c) to perform the duties of a remote pilot-in-command of an RPA and the associated RPS, required to be operated with a remote co-pilot; and
- (d) to perform the duties of either a remote pilot-in-command or as remote co-pilot of an RPAS under IFR.

(2) Before exercising the privileges at night, the remote pilot licence holder shall receive dual instruction in an RPA and associated RPS in night flying, including take-off, landing and navigation.

#### **144. Specific experience requirements for issuance of remote pilot licence**

The applicant shall gain experience during training in operating the RPA and associated RPS to successfully demonstrate the competencies required in regulation 143.

#### **145. Remote pilot licence training**

(1) In order to meet the requirements of the remote pilot licence, the applicant shall complete an approved training course.

(2) The training shall be competency-based and, if applicable, conducted in a multi-crew operational environment.

(3) During the training, the applicant shall acquire the competencies and underpinning skills required for performing as a remote pilot of an RPA certificated for operation under IFR.

(4) The applicant shall receive dual remote pilot licence training in an RPA and associated RPS, sought from an authorised RPAS instructor.

(5) The RPAS instructor shall ensure that the applicant has operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, as well as IFR operations.

(6) Where the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall receive dual instrument remote pilot licence training in a multi-engined RPA within the appropriate category from an authorised RPAS instructor.

(7) The RPAS instructor shall ensure that the applicant has operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative.

### *RPAS Instructor Rating*

#### **146. Requirements for issuance of RPAS instructor rating**

(1) The applicant shall demonstrate 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 RPAS 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 RPAS operator or approved training organisation;
- (b) in accordance with the assessment and grading system of the RPAS 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 reductions 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 RPA and associated RPS.

(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 RPAS instructor rating, as follows—

- (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 RPAS, instrument flight and remote pilot licence training, including principles of TEM; and
- (l) hazards involved in simulating system failures and malfunctions in the aircraft.

#### **147. Skill and experience for RPAS instructor rating**

(1) The applicant shall successfully perform a 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 RPA and associated RPS for which RPAS 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 a remote pilot licence, 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 145.

#### **148. Remote pilot licence training**

The applicant shall, under the supervision of an RPAS instructor authorised by the Authority for that purpose—

- (a) receive training in RPAS 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.

#### **149. Privileges of holder of RPAS instructor rating and conditions to be observed in exercising privileges**

(1) Subject to compliance with the requirements specified in regulations 18 and 124, the privileges of the holder of an RPAS instructor rating shall be—

- (a) to supervise solo flights by student remote pilots; and
- (b) to carry out remote pilot licence training for the issue of a remote pilot licence and an RPAS instructor rating provided that the RPAS instructor—
  - (i) holds at least the remote pilot licence and rating for which instruction is being given, in the appropriate RPA category and associated RPS;
  - (ii) holds the remote pilot licence and rating necessary to act as the remote pilot-in-command of the RPA category and associated RPS on which the instruction is given; and
  - (iii) has the RPAS instructor privileges granted endorsed on the remote pilot licence.

(2) The applicant, in order to carry out remote pilot licence 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 LICENCES FOR PILOTS

*Flight Engineer Licence*

**150. Licences and ratings required for flight engineer licences**

(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 a flight engineer licence with appropriate ratings.

(3) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **151. General eligibility requirements for a flight engineer licence**

An applicant for a flight engineer licence shall—

- (a) be at least eighteen years of age;
- (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements 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.

### **152. Aeronautical knowledge and skills requirements for flight engineer licence**

(1) The applicant 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;
- (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;
  - (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;
- (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 shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable 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) Where the applicant has flight time as a pilot, the Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of subregulation (3) can be reduced accordingly.

(6) 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, as follows—

- (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;
  - (vi) defect reporting;
- (b) abnormal and alternate (standby) procedures including—
  - (i) recognition of abnormal functioning of aircraft systems;
  - (ii) use of abnormal and alternate (standby) procedures;
- (c) emergency procedures including—
  - (i) recognition of emergency conditions;
  - (ii) use of appropriate emergency procedures.

(7) The applicant shall demonstrate the ability to perform as flight engineer of an aircraft, the duties and procedures described in subregulation (6) 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.

(8) The use of a FSTD for performing any of the procedures required during the demonstration of skill prescribed in subregulation (7) shall be approved by the Authority, which shall ensure that the FSTD is appropriate to the task.

### **153. Privileges and limitations of a flight engineer licence**

(1) Subject to compliance with the requirements specified in regulations 18, 20 and 22(1), the privileges of the holder of a flight engineer licence shall be to perform the duties of a 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 regulation 152(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 either entered on the licence or recorded elsewhere in a manner acceptable to the Authority.

#### *Flight Radiotelephony Operator Licence*

### **154. General eligibility requirements for flight radiotelephony operator licence**

(1) Except for a holder of a pilot licence, a person required to use radiotelephone apparatus aboard an aircraft shall hold a flight radiotelephony operator licence.

(2) An applicant for a flight radiotelephony operator licence shall—

- (a) be at least seventeen 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) comply with the knowledge and skill requirements for flight radiotelephone operator prescribed in regulation 155; and
- (d) demonstrate a level of knowledge appropriate to the privileges granted to a holder of a flight radiotelephony operator licence.

(3) Where the knowledge and skill of an applicant have been established as satisfactory in respect of flight radiotelephony operator's licence specified in the Civil Aviation (Aeronautical Radio Navigation Aids) Regulations, 2020, and the applicant has met the requirements that are pertinent to the operation of radiotelephone on board an aircraft, the Authority may endorse a licence held by the applicant.

### **155. Skill and knowledge requirements for flight radiotelephony operator licence**

(1) An applicant for a flight radiotelephony operator licence shall pass a practical and knowledge test covering the following areas—

- (a) the ICAO spelling alphabet;
- (b) departure and position reporting;
- (c) obtaining meteorological information;
- (d) transmission and procedures of distress and urgency signals;
- (e) communication techniques and procedures;
- (f) the necessity for brevity in radiotelephony communication and priorities;
- (g) pre-flight briefing;

- (h) classification of directional finding bearings;
- (i) radiotelephony facilities and frequencies available in the 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 radio telephony operator licence shall be valid for twenty four months after passing the examination.

#### **156. Privileges of flight radiotelephony operator licence**

A holder of a flight radiotelephony operator licence shall have the privilege to use the radiotelephone on board an aircraft.

#### **157. Renewal requirements for flight radiotelephony operator licence**

A holder of a flight radiotelephony operator licence may apply for renewal of the licence if he or she has exercised the privileges of the licence in the six months preceding the date of application.

### PART IX—LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS

#### *Ground Instructor Licence*

#### **158. General eligibility requirements for a ground instructor licence**

(1) An applicant shall, before being issued with any 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 a ground instructor licence shall—
- (a) be at least eighteen years of age;
  - (b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in Schedule 3 of 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;
  - (d) pass a knowledge test on the aeronautical knowledge areas specified in regulations 59, 68 and 84, as appropriate.

(3) A ground instructor licence shall be issued with either one of the following ratings—

- (a) basic;
- (b) advanced;
- (c) instrument; or

(d) a combination of paragraphs (a) and (c) or (b) and (c).

(4) The knowledge test specified in subregulation (1)(d) is not required if the applicant holds a flight instructor rating issued under these Regulations.

(5) The knowledge test results for a ground instructor licence shall be valid for eighteen months after passing the examination.

(6) An applicant for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by the Authority, such requirements in respect of knowledge and skill as are specified for that licence or rating.

### **159. Privileges of a 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 a private pilot licence (PPL) or associated ratings;
  - (ii) ground training required for a private pilot flight check-out; and
  - (iii) a recommendation for a knowledge test required for the issuance of a PPL;
- (b) for a holder of an advanced ground instructor rating—
  - (i) ground training in the aeronautical knowledge areas required for the issue of any pilot licence or rating;
  - (ii) ground training required for any flight check out; and
  - (iii) a recommendation for a knowledge test required for the issue of any 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 ratings**

An applicant for a ground instructor licence is required to hold or have previously held a Commercial Pilot Licence (CPL) or Airline Transport Pilot Licence (ATPL) as appropriate or pass the following—

- (a) basic ground instructor rating: aeronautical knowledge requirements for CPL as prescribed in regulation 68;
- (b) advanced ground instructor rating; aeronautical knowledge requirements for ATPL as prescribed in regulation 84;
- (c) 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 103; and
  - (ii) be a holder of a valid instrument rating.

### **161. Limitations of a 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 ratings.

## **162. Renewal requirements for ground instructor licence**

(1) 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.

(2) Where the ground instructor licence has expired, the applicant shall complete refresher training acceptable to the Authority and receive an endorsement from a licensed ground instructor certifying that he or she has demonstrated proficiency within the standards prescribed in this Part for the licence and rating.

(3) Where the ground instructor licence has lapsed, the applicant for reissuance shall complete refresher training acceptable to the Authority, retested and demonstrate satisfactory proficiency with the standards prescribed in these Regulations.

### *Instructor Authorisation for Flight Simulation Training*

## **163. Instructor authorisation for flight simulation training**

(1) Current and former holders of professional pilot licences, having instructional experience can apply for an authorisation to provide flight instruction in a flight simulation training device, provided the applicant has at least one year experience as instructor in flight simulation training devices.

(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*

#### **164. General eligibility requirements for aircraft maintenance engineer licence (AMEL)**

(1) An applicant for a grant of an aircraft maintenance engineer licence (AMEL) shall—

- (a) be at least eighteen 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 preceding the date of filing the application.

(2) A Licensed Aircraft Maintenance Engineer (LAME) who applies for an additional rating shall meet the requirements of regulation 168.

(3) Competency-based approved training for aircraft maintenance personnel shall be conducted within an approved maintenance organisation (AMO).

#### **165. Skill and knowledge requirements for aircraft maintenance engineer licence**

The applicant shall demonstrate a level of knowledge and skill relevant to the privileges to be granted and appropriate to the responsibilities of

an aircraft maintenance licence holder, as prescribed in the syllabus in Schedule 5 of these Regulations.

**166. Experience requirements for licence with or without type rating**

(1) An applicant for an AME licence without type rating shall meet the following requirements—

- (a) minimum civil aircraft maintenance practical experience appropriate to the aircraft maintenance licence sought, which may be reduced by the Authority when satisfied that either an approved training or other appropriate technical training has been received;
- (b) the experience referred to in subparagraph (a) shall include a cross section of maintenance tasks on an aircraft in operation;
- (c) the minimum civil aircraft maintenance practical experience referred to in subparagraph (a), for category A is three years and five years for category B1 and B2;
- (d) the minimum civil aircraft maintenance practical experience for category C is three years for a holder of category B1 or B2 licence, or a combination of both;
- (e) the minimum civil aircraft practical experience for category C applicant holding an academic degree in a technical discipline from a university or other higher educational institute accepted by the Authority is three years on a representative selection of tasks directly associated with aircraft maintenance including six months of base maintenance tasks.

(2) An applicant for an AME licence with type rating shall meet the following requirements—

- (a) for certifying staff, at least one year of the required experience shall be recent maintenance experience on aircraft type for the category or sub-category for which the aircraft maintenance engineer licence is sought;

- (b) at least 50% of the required 12 months' practical experience gained within the 12-month period prior to the date of application for the aircraft maintenance engineer licence, the remaining practical experience shall have been gained within the 7 year period prior to application;
- (c) aircraft maintenance practical experience gained outside a civil aviation may be accepted by the Authority when determined that such experience is equivalent to that required by this regulation;
- (d) additional practical experience may be required to ensure understanding of the civil aircraft maintenance environment;
- (e) aircraft maintenance experience gained outside a civil aircraft maintenance environment can include aircraft maintenance experience gained in armed forces, coast guards, police or in aircraft manufacturing;
- (f) for qualification as category A certifying staff the following experience options apply—
  - (i) 1-year recent practical maintenance experience on operating aircraft and completion of an approved basic training course;
  - (ii) 2 years' recent practical maintenance experience on operating aircraft and completion of training considered relevant by the Authority as a skilled worker, in a non-aviation technical trade; or,
  - (iii) 3 years' recent practical maintenance experience on operating aircraft for an applicant having no previous relevant technical training;
- (g) for qualification as category B1 or B2 certifying staff the following experience options apply—
  - (i) 2 years' recent practical maintenance experience on operating aircraft and completion of an approved basic training course;

- (ii) 3 years' recent practical maintenance experience on operating aircraft and completion of training considered relevant by the Authority as a skilled worker, in a non-aviation technical trade; or
  - (iii) 5 years' recent practical maintenance experience on operating aircraft for an applicant having no previous relevant technical training;
- (h) for qualification as category C certifying staff—
- (i) the 3 years' experience qualified as a category B1 or B2 certifying staff means line maintenance certification experience as category B1 or B2 certifying staff, or as a qualified category B1 or B2 supporting the category certifying staff in base maintenance, or, a combination of both; or
  - (ii) the 3 years' experience for an applicant holding an academic degree in a technical discipline, from a university or other higher educational institution accepted by the Authority means working in a civil aircraft maintenance environment on a representative selection of tasks including the observation of hangar maintenance, maintenance planning, quality assurance, record keeping, approved spare parts control and engineering development.

### **167. Privileges and limitations of AMEL**

(1) Subject to compliance with the requirements specified in regulation 166 and 167, the privileges of the holder of an aircraft maintenance licence 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 an aircraft maintenance licence specified 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; or
  - (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 licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; and
- (c) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Authority.

(3) The Authority shall prescribe the scope of the privileges of the licence holder in terms of the complexity of the tasks to which the certification relates.

(4) Details of the certification privileges should be endorsed on or attached to the licence, either directly or by reference to another document issued by the Authority.

### **168. Privileges and limitation of AMEL A, B1, B2 and C aircraft maintenance licences**

The privileges associated to each aircraft maintenance licence category are described as follows—

- (a) a category A aircraft maintenance licence 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: the certification privileges shall be limited to work that the licence holder has personally performed in an Aircraft Maintenance Organisation;
- (b) a category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance, including aircraft structure, powerplant and mechanical and electrical systems: replacement of avionic line replaceable units, requiring simple tests to prove their serviceability, shall also be included in the privileges;
- (c) a category B2 aircraft maintenance licence shall permit the holder to issue certificates of release to service following maintenance on avionic and electrical systems;
- (d) a category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft: the privileges apply to the aircraft in its entirety in an aircraft maintenance organisation.

## **169. Renewal requirements for AMEL**

(1) A holder of an aircraft maintenance engineers licence shall apply for renewal of licence at least two months before the expiry period in a form and manner prescribed by the Authority.

(2) The holder shall have performed work comparable with that required for the grant of the licence for periods totalling at least six months during the twenty four months preceding the date of the expiry of the licence.

(3) A person who fails to renew his or her licence after the expiry period may do so within the next 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 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 will be required to sit for an exam before his or her licence is renewed.

(5) A holder of an aircraft maintenance engineer's licence shall not exercise the privileges of the licence unless the licence is kept valid as prescribed by the Authority.

### *Air Traffic Controller Licence*

#### **170. 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) The Authority shall not permit a student air traffic controller to receive instruction in an operational environment unless the student air traffic controller holds a current Class 3 medical assessment.

#### **171. 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 read, speak, write and understand the English language in accordance with the language proficiency requirements specified in Schedule 3 of these Regulations without impediment of speech that would interfere with two way radio conversation; and
- (c) comply with the knowledge requirements of regulations 172 and 173 and
- (d) hold a current Class 3 Medical Certificate.

## **172. 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 the licence in atleast the following subjects—

- (a) air law including—
  - (i) rules and regulations relevant to the air traffic controller;
  - (ii) air traffic control equipment;
  - (iii) principles, use and limitations of equipment used in air traffic control;
- (b) general knowledge including—
  - (i) principles of flight, principles of operation and functioning of aircraft, engines and systems;
  - (ii) aircraft performance relevant to air traffic control operations;
  - (iii) principles of flight, principles of operation and functioning of aircraft and RPAS, engines and systems, aircraft performance relevant to air traffic control operations;
- (c) human performance including principles of TEM;
- (d) meteorology including—
  - (i) aeronautical meteorology;
  - (ii) use and appreciation of meteorological documentation and information;
  - (iii) origin and characteristics of weather phenomena affecting flight operations, safety and altimetry;
- (e) navigation including—
  - (i) principles of air navigation;
  - (ii) principle, limitation and accuracy of navigation systems and visual aids; and

- (f) operational procedures including—
  - (i) air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency);
  - (ii) use of the relevant aeronautical documentation and 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.

### **173. Aeronautical experience and skill requirements for air traffic controller rating**

(1) An applicant for an air traffic control rating shall complete an approved training course and engage in the actual control of air traffic under the supervision of an appropriately rated air traffic controller to acquire experience for the rating sought as follows—

- (a) the applicant for an aerodrome control rating shall engage in aerodrome control service for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;
- (b) the applicant for an approach control rating shall engage in approach control service for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought;
- (c) the applicant for approach control surveillance rating shall engage in approach control surveillance service for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought;
- (d) the applicant for approach precision control surveillance rating shall carry out not less than 200 precision approaches of which not more than 100 shall be carried out on a surveillance simulator approved for that purpose by the Authority: the applicant shall carry out not less than 50

precision approaches at the unit and on the equipment for which the rating is sought;

- (e) the applicant for area control rating shall engage in area control service for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and
- (f) the applicant for an area control surveillance rating shall engage in area control surveillance service for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought, provided that the experience specified in this subregulation shall be completed within six months period immediately preceding the application.

(2) Where the applicant for an air traffic control rating already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirement can be reduced, and if so, to what extent.

(3) Where the privileges of the approach control surveillance rating include surveillance radar approach (SRA) duties, the experience shall include not less than 25 plan position indicator (PPI) approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.

(4) The experience specified in this regulation shall have been acquired within the six months period immediately preceding the application.

(5) The applicant shall demonstrate, 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.

#### **174. General requirements for air traffic controller licences and ratings**

(1) A person shall not perform the duties of an air traffic controller (ATC) unless he or she holds an air traffic controller licence issued under these Regulations.

(2) A licence to perform the duties of an air traffic controller shall include—

- (a) one or more ratings as specified in regulation 4(8) specifying the type of air traffic control service which the holder of the licence is competent to provide; and
- (b) a list of the places at which, and the type of radar equipment, if any, with the aid of which the licence holder may provide the service.

#### **175. Knowledge requirements for air traffic controller ratings**

An applicant for an air traffic controller rating shall demonstrate a level of knowledge appropriate to the privileges granted for the rating in at least the following subjects in so far as they affect the area of responsibility—

- (a) aerodrome control rating—
  - (i) aerodrome layout, physical characteristics and visual aids;
  - (ii) airspace structure;
  - (iii) applicable rules, procedures and source of information;
  - (iv) air navigation facilities;
  - (v) air traffic control equipment and its use;
  - (vi) terrain and prominent landmarks;
  - (vii) characteristics of air traffic;
  - (viii) weather phenomena; and
  - (ix) emergency and search and rescue plans;

- (b) approach control 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 where the applicant shall meet the requirements specified in paragraph (b) in so far as they affect the area of responsibility, and shall demonstrate a level of knowledge appropriate to the privileges granted, in at least the following additional subjects—
  - (i) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and
  - (ii) procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.
  
- (d) area control procedural rating, to provide or supervise the provision of area control service within the control area or portion for which the licence holder is rated; and
  
- (e) area control surveillance rating to provide and supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion, for which the licence holder is rated.

### **176. Concurrent issuance of two air traffic controller ratings**

Where two air traffic controller ratings are sought concurrently, the Authority shall determine the applicable requirements on the basis of the requirements for each rating and the requirements shall be those of the more demanding rating.

### **177. Functions of holder of air traffic controller rating**

(1) Subject to subregulation (2), a holder of an air traffic controller licence which includes ratings of two or more of the classes specified in subregulation (2) shall not at any one time perform the function specified in respect of more than one of these ratings.

(2) The functions of any one of the following groups of ratings may be exercised at the same time—

- (a) the aerodrome control rating and the approach control rating;
- (b) approach control rating and the approach radar control rating, except that the functions of the approach radar control rating shall not be exercised at the same time as the functions of the approach radar control rating if the service being provided under the approach radar control is a surveillance radar approach terminating at a point less than two nautical miles from the point of intersection of the glide path with the runway, the two functions shall not be exercised at the same time;
- (c) the area control rating and the area radar control rating; or
- (d) by an aerodrome control tower or area control centre when it is necessary or desirable to combine under the responsibility of one unit of the functions of the approach control service with those of the aerodrome control service or area control service.

### **178. Privileges of air traffic control rating**

(1) The privileges of the holder of an air traffic controller licence endorsed with one or more of the ratings shall be as specified in this subregulation—

- (a) the privileges of aerodrome control rating endorsement shall be to provide or to supervise the provision of aerodrome control service at the aerodrome for which the licence holder is rated;
- (b) the privileges of approach control procedural rating endorsement shall be to provide or to supervise the provision of approach control procedural 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 procedural service;
- (c) the privileges of approach control surveillance rating endorsement shall be 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: the privileges shall include the provision of surveillance radar approaches;
- (d) the privileges of approach precision radar control rating endorsement shall be to provide or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
- (e) the privilege of area control procedural rating endorsement shall be to provide or supervise the provision of area control procedural service within the control area or portion thereof, for which the licence holder is rated; and
- (f) the privileges of area control surveillance rating endorsement shall be 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 of the air traffic control rating, the licence holder shall be familiar with all pertinent and current information and shall indicate so by signing his or her name indicating the time in Universal Time Coordinated(UTC) in the appropriate air traffic controller log book.

(3) The holder of an air traffic controller licence shall not provide instruction in an operational environment except as authorised in writing by the Authority.

(4) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **179. Validity of rating**

(1) Where during a continuous period of six months the holder of an air traffic controller licence has not at any time provided at a particular place the type of air traffic control service specified in the rating, the rating shall cease to be valid for that place at the end of the six months period and shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.

(2) Where a rating for a specified place ceases to be valid in accordance with subregulation (1), the holder of the air traffic controller licence shall immediately inform the Authority to that effect and shall forward the licence to the Authority to enable the licence to be endorsed accordingly.

### **180. Maximum working hours**

(1) Except in an emergency, a licensed air traffic controller shall not perform any duties for twenty-four consecutive hours during each seven consecutive days.

(2) An air traffic controller may not serve or be required to serve—

- (a) for more than ten consecutive hours; or

- (b) for more than ten hours during a period of twenty four consecutive hours, unless the air traffic controller has had a rest period of at least eight hours at or before the end of the ten hours of duty.

(3) An air traffic controller who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **181. Responsibilities over fatigue**

(1) 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.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **182. 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's licence so granted which authorises him or her to provide that type of service at any aerodrome or at a place at which air traffic control service is provided.

(2) An air traffic controller licence shall not be required by any person who acts in the course of his or her duty as a member of Uganda military or a visiting force.

(3) A holder of an air traffic controller licence shall not perform any of the functions specified in regulation 176 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.

(5) A person who contravenes subregulations (1), (2) and (3) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **183. 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 the six months preceding the date of application for renewal.

#### *Flight Operations Officer Licence*

### **184. General eligibility requirements for 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 read, speak, write, 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.

### **185. Knowledge and skill 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 to the holder of a flight operations officer licence;
  - (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;
- (iii) minimum equipment 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, fuel consumption and endurance calculations, alternate aerodrome selection procedures;
  - (iii) en-route cruise control and extended range operation;
  - (iv) preparation and filing of air traffic services flight plans;
  - (v) basic principles of computer-assisted planning systems;
- (d) human performance relevant to dispatch 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;
  - (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;
- (ii) operational procedures for the carriage of freight and dangerous goods;
- (iii) procedures relating to aircraft accidents and incidents;
- (iv) emergency flight procedures;
- (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 licence shall be valid for eighteen months after passing the examination.

#### **186. 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 two years' 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 one year—
  - (i) a flight crewmember in commercial air transport;
  - (ii) a meteorologist in an organisation dispatching aircraft in commercial air transport;
  - (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 or aircraft used in commercial air transport; or

- (c) has satisfactorily completed an approved course training in flight operations.

(2) An applicant shall serve under the supervision of a flight operations officer for at least ninety days within the six months immediately preceding the application.

### **187. Skill requirements for flight operations officer licence**

An applicant for a flight operations officer licence shall demonstrate the ability to—

- (a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports;
- (b) provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route;
- (c) forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (d) determine the optimum flight path for a given segment and create accurate manual or computer generated flight plans; and
- (e) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence.

### **188. Privileges and limitations of a flight operations officer licence**

Subject to compliance with the requirements specified in 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 specified in the Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020, the Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020 and the Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020.

### **189. Renewal requirements of flight operations officer licence**

A flight operations officer licence may be renewed if the holder has performed his or her duties in the six months preceding the date of application for renewal exercising the privileges of the licence.

#### *Aviation Repair Specialist Authorisation*

### **190. Eligibility requirements for aviation repair specialist authorisation**

An applicant for an aviation repair specialist authorisation shall—

- (a) be at least eighteen years of age;
- (b) be able to read, speak, write, and understand the English language and interpret technical reports and maintenance publications and carry out technical discussions in the English language;
- (c) be specially qualified to perform maintenance on aircraft or aircraft components appropriate to the job for which the aviation repair specialist was employed;
- (d) be employed for a specific job requiring special qualifications by an approved maintenance organisation certificated under the Civil Aviation (Approved Maintenance Organisations) Regulations, 2020;
- (e) be recommended for certification by the aviation repair specialist's employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or components, appropriate to the job for which the aviation repair specialist is employed; and
- (f) either—
  - (i) have at least eighteen months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or

- (ii) have completed formal training acceptable to the Authority and specifically designed to qualify the applicant for the job on which the applicant is to be employed.

### **191. Privileges and limitations of aviation repair specialist authorisation**

(1) An applicant for an aviation repair specialist authorisation who is employed by an approved maintenance organisation shall be concurrent with the rating issued to the approved maintenance organisation limited to the specific job for which the aviation repair specialist is employed to perform, supervise or approve for return to service.

(2) An applicant for an aviation repair specialist authorisation in respect of airframe, engine, avionics or other systems shall not be issued with that authorisation for purposes of circumventing the process of obtaining an aircraft maintenance engineer licence (AMEL).

(3) An aviation repair specialist may perform or supervise the maintenance, preventive maintenance or alteration of aircraft, airframes, engines, propellers, appliances, components and parts appropriate to the designated specialty area for which the aviation repair specialist is or authorised and rated, but only in connection with employment by a maintenance organisation approved under the Civil Aviation (Approved Maintenance Organisations) Regulations, 2020.

(4) An aviation repair specialist shall not perform or supervise duties unless he or she understands the current instructions of the employing approved maintenance organisation and the instructions for continued airworthiness, which relate to the specific operations concerned.

(5) An aviation repair specialist who contravenes subregulation (4) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **192. Display of authorisation**

(1) A person who holds an aviation repair specialist authorisation shall keep that authorisation within the immediate area where he or she normally exercises the privileges of the authorisation and shall present it for inspection upon the request of the person authorised by the Authority.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **193. Surrender of authorisation**

(1) A holder of an aviation repair specialist authorisation shall surrender the authorisation to the Authority when it is suspended, revoked or at the time the holder leaves the employment of the approved maintenance organisation.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### *Cabin Crewmember*

## **194. Required certificate, ratings and qualifications for cabin crewmember**

(1) A person shall not perform the duties of a cabin crewmember unless that person holds—

- (a) a cabin crewmember certificate;
- (b) a rating for the specific aircraft type or is operating under the supervision of a rated cabin crew for the purpose of qualifying for the rating;
- (c) the required knowledge for the type of aircraft and operating position;
- (d) a current Medical Certificate Class 2;

(2) A person undergoing training to qualify for a cabin crewmember certificate or rating shall not—

- (a) form a part of the required minimum number of cabin crewmember for that aircraft;
- (b) be assigned to an operating position that requires a cabin crewmember.

(3) In this regulation, “operating position” means a duty station assigned to the cabin crewmember for execution of emergency duties.

(4) A person who contravenes subregulation(1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

#### **195. Eligibility requirements for cabin crewmember certificate**

An applicant for cabin crewmember certificate shall—

- (a) be at least eighteen years of age;
- (b) be able to read, speak and understand the English language sufficiently to adequately carry out the responsibilities of a cabin crewmember;
- (c) have completed a course of training approved by the Authority; and
- (d) have passed a knowledge test.

#### **196. Knowledge requirements for cabin crewmember certificate**

(1) An applicant for a cabin crewmember certificate shall demonstrate a level of knowledge and skill appropriate to the privileges granted to the holder of a cabin crewmember 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 crewmember, 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) regulations covering the safe stowage of cabin baggage including cabin service items and the risk of the baggage becoming a hazard to occupants of the cabin or otherwise obstructing or damaging safety equipment or aeroplane exits;
  - (iv) the importance of correct seat allocation with reference to aeroplane mass and balance with particular emphasis given on the seating of disabled passengers and the necessity of seating able-bodied passengers adjacent to unsupervised exits;
  - (v) duties to be undertaken in the event of encountering turbulence including securing the cabin;
  - (vi) precautions to be taken when live animals are carried in the cabin;
  - (vii) dangerous goods training as prescribed in the Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020 and the Civil Aviation (Air Operator Certification and Administration) Regulations, 2020; and
  - (viii) security procedures, including the provisions of the Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020, and the Civil Aviation (Air Operator Certification and Administration) Regulations, 2020;
- (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 crewmember with special regard to flight and duty time limitations and rest requirements;
- (iii) an awareness of the aviation regulations relating to cabin crewmember 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 crewmember 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 crewmembers have the authority and responsibility to initiate an evacuation and other emergency procedures;
- (viii) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations; and
- (g) discipline and responsibilities;
- (h) Crew Resource Management to include appropriate provisions of the Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020 in relation to cabin crewmember.

(2) The knowledge test results for a cabin crewmember certificate shall be valid for twelve months after passing the examination.

### **197. Privileges of cabin crew certificate**

A holder of a cabin crew certificate may—

- (a) act as a cabin crew in aircraft of types specified in the certificate when such aircraft are engaged in commercial transport operations;
- (b) be authorised to act as a cabin crew instructor for issue or renewal of cabin crew certificate and aircraft type ratings;
- (c) be authorised to act as a cabin crew examiner for which the privilege to examine is being sought.

### **198. Renewal requirements for cabin crew certificate**

A holder of a cabin crew certificate may apply for renewal where he or she has successfully completed the annual safety and emergency procedure training approved by the Authority every twelve months.

#### *Instructors and Designated Examiners*

### **199. General requirements for instructors**

(1) All applicants for instructor licences and ratings or authorisations in this Part shall, in addition to specific requirements contained in this regulation, have received and logged training from an authorised instructor on the fundamentals of instructing and have passed a knowledge test on the following areas of instructing—

- (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 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;
- (l) hazards involved in simulating system failures and malfunctions in the aircraft; and
- (m) principles of threat and error management.

(2) The following applicants do not need to comply with subregulation (1)—

- (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.

## **200. Requirements for flight operations officer instructor authorisation**

(1) An applicant for flight operations officer instructor authorisation—

- (a) shall be at least twenty-one years of age;
- (b) shall meet the general instructor requirements in these Regulations;
- (c) shall meet any additional requirements as may be specified by the Authority;

- (d) shall hold at least a current and valid flight operations officer licence and have a minimum of 3 years' experience as a flight operations officer.

(2) The privileges of a flight operations officer instructor licence are to give instruction to flight operations officer licence applicants and to endorse those applicants for a knowledge or skill test as applicable.

(3) Subject to compliance with the requirements specified in this Regulation, the validity period of the flight operations officer instructor licence shall be 2 years.

(4) A flight operations officer instructor licence may be renewed for a period of 24 calendar months if the holder presents to the Authority evidence that he or she has within the past 12 months preceding the expiry date—

- (a) conducted at least six exercises in an approved course for a flight operations officer licence; or
- (b) received refresher training acceptable to the Authority.

#### *Aircraft Maintenance Engineers Instructor*

### **201. Requirements for an aircraft maintenance engineer's instructor licence**

(1) An applicant for aircraft maintenance engineer instructor licence, rating or authorisation shall—

- (a) be at least twenty-one years of age;
- (b) meet the instructor requirements in regulation 197; and
- (c) any additional requirements as may be specified by the Authority.
- (d) hold at least a current and valid aircraft maintenance engineers licence and rating for which the instructor licence is sought and have a minimum of 3 years' experience as an aircraft maintenance engineer instructor.

(2) The privileges of aircraft maintenance engineer instructor licence are to give instruction to AMEL applicants and to endorse those applicants for a knowledge or skill test as applicable.

(3) Subject to compliance with the requirements specified in this regulation, the validity period of the aviation mechanic technician instructor licence is 2 years.

(4) An aircraft maintenance engineer instructor licence may be renewed for an additional 24 calendar months if the holder presents to the Authority evidence that he or she has within the past 12 months preceding the expiry date—

- (a) conducted at least six exercises in an approved course for an Aircraft Maintenance Technician licence or rating; or
- (b) received refresher training acceptable to the Authority.

(5) Where the aircraft maintenance engineer instructor licence has expired, the applicant shall receive refresher training acceptable to the Authority and pass a skill test on the areas of operation contained in the Uganda Civil Aviation Authority skill test standards for the Aircraft Maintenance Technician General, and any associated ratings.

## **202. Requirements for designated aircraft maintenance engineer examiner (DAME)**

(1) An applicant for a designated aircraft maintenance engineer's examiner shall—

- (a) be at least 23 years of age;
- (b) show evidence of a high level of aeronautical knowledge in the subject areas for aircraft maintenance engineer licence in both reciprocating and turbine engine aircraft;
- (c) have held a valid AMEL for 5 years with the ratings for which a designation is to be issued;
- (d) have been actively exercising the privileges of that AME licence in the previous 3 years;

- (e) have a good record as an AME and a person engaged in the industry and community with a reputation for honesty and dependability;
- (f) have a fixed base of operations adequately equipped to support testing in each subject area in a required section for the designation held and all the core competencies, elements identified in each subject area in the procedures prescribed by the Authority for general, airframe and powerplant ratings;
- (g) have an airworthy aircraft, other aircraft, aircraft subassemblies, operational mock-ups and other aids that may be used for testing; and
- (h) have tools, equipment, material, current publications and the necessary apparatus, recommended by the aircraft manufacturers or accepted in the aviation industry, required to complete project assignments.

(2) The applicant shall pass a pre-designation test on the following—

- (a) air law and regulations for AME personnel;
- (b) current practices for the fleet of aircraft to be utilised;
- (c) best industry practices; and
- (d) recent improvement in technology, testing and tooling.

(3) The applicant shall be observed conducting a complete, actual skill test using the approved Student Tracking System in a satisfactory manner.

(4) The applicant shall be observed completing the required documentation required by the Authority in a satisfactory manner.

(5) After designation, DAME shall maintain currency by—

- (a) attending initial and recurrent training conducted by the Authority;
- (b) maintaining a current and valid AME licence and applicable ratings;
- (c) conducting at least 6 skill tests during any 12-calendar month period in order for the designation to remain current.

(6) The DAME shall be observed by the Authority in the conduct of skill test at least once each 12 calendar months.

(7) The DAME may conduct AME skill tests for which he or she is designated in accordance with the procedures prescribed by the Authority.

(8) The DAME designation shall be valid for 3 years.

(9) The DAME designation may be renewed by Authority if—

- (a) the need for the designation remains valid;
- (b) the performance of the DAME has been satisfactory; and
- (c) the DAME has attended the DAME training conducted by or approved by the Authority in the previous 12 months.

### **203. Cabin crew instructor**

(1) Prior to the issue of a cabin crew instructor authorisation, a candidate shall hold a cabin crew qualification for which the privilege to instruct is sought.

(2) The requirement in subregulation (1) does not preclude a subject matter expert from being authorised to examine on matters that deal with their area of expertise.

(3) Qualified and authorised instructors may be assigned to carry out assessments, and auditing duties to determine that all required performance standards have been satisfactorily achieved.

(4) Qualified and authorised instructors may be assigned to carry out instruction and auditing duties to determine that all required performance standards have been satisfactorily achieved.

(5) The instructor qualification shall be in accordance with this regulation, where applicable.

(6) Prior to an organisation authorising the provision of instruction within competency based training environment, instructors shall undergo a selection process designed to assess that the individual's knowledge, capability and competency are suitable for the instructor's role and to determine the person's motivation.

(7) In addition, selection of an examiner shall be based on criteria intended to define a proven capability in the subject for which he or she intends to examine, in accordance with the competencies described in subregulation (6).

(8) Training programmes for instructor role shall focus on development of the competencies prescribed in subregulation (9).

(9) The competency framework consists of competency units, competency elements and performance criteria.

(10) The competency framework for instructors of cabin crew shall be based on the following competency units—

- (a) management of safety of training environment;
- (b) preparation of the training environment;
- (c) management and support of the trainee;
- (d) conducting training;
- (e) performance of trainee assessment;
- (f) performance of course evaluation; and
- (g) continuously improve performance.

(11) Prior to the issue of an instructor qualification, all candidates shall successfully complete a formal competency assessment in the role during the conduct of practical training.

(12) All instructors shall receive refresher training and be re-assessed according to subregulation (7) using a documented training and assessment process acceptable to the Authority, implemented by the operator or training organisation or at intervals in accordance with these Regulations.

#### **204. Cabin crew examiner**

(1) Prior to the issue of a cabin crew examiner authorisation a candidate shall hold a cabin crew qualification for which the privilege to examine is being sought.

(2) The requirement in subregulation (1) does not preclude a subject matter expert from being authorised to examine on matters that deal with his or her area of expertise.

(3) Qualified and authorised examiners may be assigned to carry out assessments, and auditing duties to determine that all required performance standards have been satisfactorily achieved.

(4) The examiner is responsible for making a determination of the actual standards and any recommendation for corrective action, if necessary.

(5) The examiner qualifications shall be in accordance with this regulations where applicable.

(6) Prior to an organisation authorising the provision of examination within competency based training environment, examiners shall undergo a selection process designed to assess that the individual's knowledge, capability and competency are suitable for the examiner's role and to determine the person's motivation.

(7) In addition to subregulation (6), selection of an examiner shall be based on criteria intended to define a proven capability in the subject for which he or she intends to examine, in accordance with the competencies described in subregulation (10).

(8) Training programmes for the examiner's role shall focus on development of the competencies.

(9) The competency framework consists of competency units, competency elements, and performance criteria.

(10) The competency framework for examiner of cabin crew shall be based on the following competency units—conduct competency based assessments.

(11) Prior to the issue of an examiner qualification, all examiners shall successfully complete a formal competency assessment in the role during the conduct of practical training.

(12) All examiners shall receive refresher training and be re-assessed according to subregulation (10) using an organisation or at intervals in accordance with these Regulations.

## PART X—AVIATION MEDICAL STANDARDS AND CERTIFICATION

### **205. General**

(1) The Authority shall implement basic safety management principles to the medical assessment process of licence holders, that as a minimum 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.

(2) 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, whilst increasing the emphasis on health education and prevention of ill health.

**206. 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—

- (a) be qualified and licensed in the practice of medicine;
- (b) have obtained aviation medicine training at an institution recognised by the Authority;
- (c) demonstrate adequate competence in aviation medicine; and
- (d) have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

(3) A medical examiner shall receive refresher training after every 5 years or as prescribed by the Authority.

**207. Evaluation of medical examiners' competence**

(1) The Authority shall use the services of medical assessors to evaluate reports submitted to it by medical examiners and making final assessments for issue, renew or deny medical certificates.

(2) The Authority shall use the services of medical assessors to evaluate reports submitted to it by medical examiners.

(3) 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.

(4) Medical assessors shall maintain the currency of their professional knowledge after every 3 years.

(5) The medical assessors shall periodically evaluate the competence of medical examiners to ensure that they meet applicable standards for good medical practice and aeromedical risk assessment.

(6) The medical assessors shall be in charge of accredited medical conclusions.

## **208. 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*

## **209. Medical records**

(1) An applicant for a Medical Certificate shall, in a form and manner prescribed by the Authority—

- (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;
- (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.

## **210. Aviation medical examiner submission of signed medical evaluation report**

(1) An aviation medical examiner who is authorised to conduct a medical examination under regulation 209 shall—

- (a) sign the required report and Medical Certificate and submit directly to the Authority the full details in the form and manner prescribed by the Authority;

- (b) report to the Authority any individual case where in the aviation medical examiner's judgement, an applicant has failed to meet any requirement that is likely to jeopardize flight safety; and
- (c) having commenced a medical evaluation of an applicant, submit to the Authority the report, whether the evaluation is terminated prior to completion, yielded sub-standard results, or was completed satisfactorily.

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

(3) An aviation medical examiner who contravenes subregulation(1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **211. Issue of Medical Certificate**

(1) An aviation medical examiner shall issue the applicable Medical Certificate to any person who meets the medical standards prescribed in these Regulations, based on medical examination and evaluation of the applicant's history and condition.

(2) A person to be issued with a medical certificate shall undergo a medical examination based on the physical and mental standards contained in these Regulations.

(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.

(5) An aviation medical examiner who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **212. Denial of Medical Certificate**

(1) An applicant for a medical certificate may be denied a certificate if, upon medical examination, the applicant does not meet the physical and mental standards specified in these Regulations.

(2) The denial of the Medical Certificate is effective—

- (a) on the date of the medical evaluation that determined the applicant did not meet the physical and mental standards specified in these Regulations; and
- (b) until such time that the applicant is again determined by the Authority to be fit to exercise the privileges through—
  - (i) an accredited medical conclusion;
  - (ii) a special flight test; or
  - (iii) with respect to a transient condition, until a subsequent satisfactory report is acceptable to the Authority.

(3) An applicant who is denied a medical certificate by an aviation medical examiner may, within thirty days after the date of the denial, apply in writing to the Authority for reconsideration of the denial.

(4) Upon receiving an application for reconsideration, the Authority shall appoint more than one medical examiner to conduct medical examination on the applicant and shall designate one of the medical examiners to be responsible for coordinating the results of the examination, evaluation and findings with regard to medical fitness, and signing the report.

(5) Where the applicant does not apply for reconsideration during the thirty day period after the date of the denial, the Authority shall consider that applicant has withdrawn the application for a medical certificate.

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

### **213. Medical confidentiality**

(1) Medical confidentiality shall be respected at all times and all medical reports and records shall be securely held with accessibility restricted to authorised personnel.

(2) When justified by operational considerations, a medical assessor shall determine to what extent pertinent medical information, in addition to the information contained in the medical report submitted under regulation 209, is presented to relevant officials of the Authority.

(3) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **214. Issue of Medical Certificate with a limitation**

(1) The Authority may issue a medical certificate with a limitation to an applicant who does not meet the applicable standards for a medical certificate if the applicant shows to the satisfaction of the Authority that—

- (a) an accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to 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 an aviation medical examiner determines the safe performance of the licence holder's duties is dependent on compliance with such a limitation.

**215. Duration of Medical Certificate**

(1) A Class 1 medical certificate issued to an applicant who is—

- (a) under the age of forty years shall be valid for twelve months from the day the medical examination is performed; and
- (b) forty years of age or more shall be valid for six months from the day the medical examination is performed.

(2) A Class 2 medical certificate issued to an applicant who is—

- (a) under the age of 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 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.

**216. 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 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 duties the applicant is to perform.

## **217. Medical assessments**

(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, remotely pilot, helicopter and powered-lift;
  - (ii) multi-crew pilot licences- aeroplane;
  - (iii) airline transport pilot licences- aeroplane, helicopter and powered-lift;
- (b) Class 2 Medical Assessment which 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.
- (c) Class 3 Medical Assessment which applies to applicants for, and holders of air traffic controller and 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 13(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 15 (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 18 (7).

## **218. Medical requirements**

(1) A person shall not hold or be issued a Medical Certificate if that person—

- (a) has any organic, functional or structural disease, defect or limitation (active, latent, acute or chronic);
- (b) has any wound, injury or sequelae from operation; or
- (c) uses any prescribed or non-prescribed medication or other treatment that, based on the case history and appropriate qualified medical judgement relating to the condition involved, the Authority finds that the medication or treatment—

- (i) makes the person unable to safely perform the duties or exercise the privileges of the licence or rating applied for or held; or
- (ii) may reasonably be expected, for the maximum duration of the medical certificate applied for or held, to make the applicant unable to perform the duties or exercise the privileges of the licence or rating.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **219. Requirements for medical assessments**

An applicant for a medical assessment certificate issued in accordance with regulation 11 shall undergo a medical examination based on the following—

- (a) physical and mental;
- (b) visual and colour perception; and
- (c) hearing.

### **220. Physical and mental requirements**

(1) For the purpose of physical and mental requirements, an applicant for any class of medical assessment shall be free from—

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

(2) The applicant shall inform the medical examiner of the use of herbal medication and alternative treatment modalities.

### **221. Visual acuity test requirements**

The Authority shall adopt the following methods of measurement of visual acuity—

- (a) tests conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m<sup>2</sup>); and
- (b) measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

### **222. Colour perception requirements**

(1) The Authority shall use such methods of examination that shall guarantee reliable testing of colour perception.

(2) An applicant shall demonstrate the ability to perceive readily the colour perception for the safe performance of duties.

(3) An applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature as provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).

(4) An applicant shall be assessed as fit after obtaining a satisfactory result as prescribed by the Authority.

(5) An applicant who fails to obtain satisfactory result in the test shall be assessed as unfit unless he or she is able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights.

(6) An applicant who fails to meet criteria under this regulation shall be assessed as unfit save for Class 2 assessment with a restriction of “valid daytime only”.

(7) Sunglasses worn during the exercise of the privileges of the licence or rating held shall be non-polarizing and of a neutral grey tint.

### **223. Hearing test requirements**

(1) The Authority shall use such methods of examination that shall guarantee reliable testing of hearing.

(2) An applicant shall demonstrate a hearing performance sufficient for the safe exercise of his or her licence and rating privileges.

(3) An applicant for Class 1 Medical Assessments shall be tested by—

- (a) pure-tone audiometry at first issue of the assessment, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years; or
- (b) such other methods providing equivalent results as determined by medical examiner.

(4) An applicant for Class 3 Medical Assessments shall be tested by—

- (a) pure-tone audiometry at first issue of the assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years; or
- (b) such other methods providing equivalent results as determined by medical examiner.

(5) An applicant for Class 2 medical assessment shall be tested by pure-tone audiometry at first issue of the assessment and, after the age of 50 years, and thereafter not less than once every two years.

(6) An applicant shall, during medical examinations, other than those specified in subregulations(3),(4) and (5), where audiometry is not performed, be tested in a quiet room by whispered and spoken voice tests.

(7) A person holding or being 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.

(8) 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.

(9) 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.

(10) At a medical examination where audiometer is not performed, an applicant shall be tested in a quiet room by whispered and spoken voice tests.

#### **224. 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.

#### **225. General visual requirements**

(1) A holder of a Medical Certificate or an applicant for a Medical Certificate shall have—

- (a) normally functioning eyes and adnexae;
- (b) normal fields of vision, normal binocular function; and
- (c) no active pathological condition, acute or chronic, nor sequelae of surgery or trauma of the eyes or their adnexae, which is likely to jeopardise flight safety.

(2) A person with reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the

fusional reserves are sufficient to prevent asthenopia and diplopia shall not be disqualified.

## **226. 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;
- (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.

## **227. 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) lookover;
  - (ii) bifocal; or
  - (iii) trifocal.

(3) An applicant for medical examination may use contact lenses to meet the distance vision acuity requirement if the lenses are—

- (a) monofocal;
- (b) non-tinted; and
- (c) well tolerated.

(4) A holder of a Medical Certificate that 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.

## **228. 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;
- (c) 6/9 with binoculars visual acuity of 6/6 or better, for Class 3 medical certificate.

(2) Uncorrected distance visual acuity is not a limiting factor.

(3) An applicant for a medical certificate with a large refractive error shall use contact lenses or high-index spectacle lenses.

(4) Where spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

(5) An applicant for a Medical Certificate whose uncorrected distant visual acuity in either eye is worse than 6/60 shall provide a full ophthalmic report prior to initial medical evaluation and every five years thereafter.

(6) An applicant for a Medical Certificate who has undergone surgery affecting the refractive status of the eye shall be free of those sequelae likely to interfere with the safe exercise of the applicant's licence privileges.

## **229. 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 by the applicant, with “N5” referring to “Times Roman” font.

(2) Where the near-vision requirements are met only by the use of near-correction and the applicant also needs distant-correction, both corrections 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.

### **230. 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.

(3) A person who contravenes subregulation(1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **231. 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 2000 Hz, or more than 50 dB at 3000 Hz.

(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 subregulation (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.

### **232. 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 rhythm shall not hold or be issued a Medical Certificate unless the cardiac arrhythmia has been investigated and evaluated with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(4) A person who contravenes subregulations (1) and (3) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **233. 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.

(3) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **234. Electro-cardiography examination**

(1) Electrocardiography shall form part of the heart examination for the first issue of a Medical Certificate.

(2) The purpose of routine electrocardiography is case finding and it does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

(3) Electrocardiography 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.

### **235. 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.

(3) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

**236. 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 for control of asthma is not likely to interfere with 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 tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

(5) Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

(6) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

(7) Applicants 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.

(8) A person who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **237. 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.

### **238. 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 malformation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.

(3) A person who contravenes subregulation (1) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **239. Bones, muscles and tendons**

(1) 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.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

### **240. Endocrine system**

(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 metabolic, nutritional or endocrine disorders that are likely to interfere with safe exercise of his or her licence or rating privileges.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **241. Diabetic applicant**

(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) 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.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **242. Gastrointestinal and digestive tract**

(1) A person shall not hold, nor be issued a Medical Certificate if that person has an established medical history or clinical diagnosis of any of the following medical conditions—

- (a) significant impairment of function of the gastrointestinal tract or its adnexa;
- (b) sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexae, likely to cause incapacitation in flight, in particular, obstruction due to stricture or compression; or
- (c) hernias that might give rise to incapacitating symptoms except for Class 3 Medical Certificate.

(2) Unless there is an accredited medical conclusion indicating that the effects of the operation are not likely to cause incapacitation in flight, an applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs that may cause incapacity in flight shall not hold, nor be issued a Medical Certificate.

(3) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

**243. 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 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.

(4) A person who contravenes subregulations (1) and (3) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

**244. Lymphatic glands or disease of the blood**

An applicant for a Medical Certificate with diseases of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and his or her condition found unlikely to interfere with the safe exercise of the applicant's licence or rating privileges.

### **245. 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.

### **246. 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 labour or other complications.

### **247. 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.

### **248. Acquired Immunodeficiency Syndrome**

(1) An applicant for a Medical Certificate with Acquired Immunodeficiency Syndrome (AIDS) shall be assessed as unfit.

(2) Applicants who are seropositive for Human Immunodeficiency 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.

### *Class 1 Medical Assessment*

#### **249. Class 1 Medical Assessment**

(1) An applicant for a commercial pilot licence-aeroplane, airship, helicopter or powered-lift, a multi-crew pilot, remote pilot licence-aeroplane, or an airline transport pilot licence- aeroplane, helicopter or powered-lift shall undergo an initial medical examination for the issue of a Class 1 Medical Assessment.

(2) Except as otherwise provided in this regulation, a holder of—

- (a) commercial pilot licence for aeroplane, airship, helicopter or powered-lift;
- (b) multi-crew pilot licence for aeroplane; or
- (c) airline transport pilot licences for aeroplane, helicopter or powered-lift;

shall have his Class 1 Medical Assessments renewed at intervals as specified in regulation 18(7).

(3) The Authority shall, in alternate years, for Class 1 applicants under 40 years of age, at its discretion, allow medical examiners to omit certain routine examination items related to the assessment of physical fitness, whilst increasing the emphasis on health education and prevention of ill health.

(4) Where the Authority is satisfied that the requirements of this regulation and the provisions of regulations 217 and 219 have been met, a Class 1 Medical Assessment shall be issued to the applicant.

## **250. Physical and mental requirements**

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

(2) An applicant for Class 1 Medical Certificate shall have no established medical history or clinical diagnosis of—

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

(3) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

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

- (a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(5) The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

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

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

(8) An applicant with the following shall be assessed as unfit—

- (a) an abnormal cardiac rhythm, unless the cardiac arrhythmia 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;

- (b) asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations;
- (c) active pulmonary tuberculosis;
- (d) quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin;
- (e) significant impairment of function of the gastrointestinal tract or its adnexa;
- (f) 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;
- (g) metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges;
- (h) insulin-treated diabetes mellitus;
- (i) diseases of the blood or the lymphatic system, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges;
- (j) 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, until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight;
- (k) with chronic obstructive pulmonary disease 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;

- (l) 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 the applicant's licence and rating privileges;
- (m) renal or genitourinary disease, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges;
- (n) sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, 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;
- (o) who has undergone nephrectomy unless the condition is well compensated;
- (p) who is seropositive for human immunodeficiency virus (HIV) 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;
- (q) who is pregnant unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy; and
- (r) stuttering or other speech defects sufficiently severe to cause impairment of speech communication.

(9) Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment—

- (a) electrocardiography shall be included in re-examinations of applicants over the age of 50 years no less frequently than annually;

- (b) electrocardiography shall be included in re-examinations of applicants between the ages of 30 years and 50 years no less frequently than every two years;
- (c) routine electrocardiography may be carried out for case finding purposes except that it shall not constitute sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

(10) The systolic and diastolic blood pressures shall be within normal limits and 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.

(11) There shall be no significant functional nor structural abnormality of the circulatory system.

(12) There shall be no acute 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.

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

(14) Periodic chest radiography may not be necessary but may be of necessity in situations where asymptomatic pulmonary disease can be expected.

(15) An applicant who uses drugs for control of asthma shall be disqualified except for use of drugs which are compatible with the safe exercise of the applicant's licence and rating privileges.

(16) An applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.

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

(18) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with this regulation, the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(19) 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 and ratings.

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

(21) Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects shall normally require functional assessment to determine fitness.

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

(23) There shall be—

- (a) no disturbance of vestibular function;
- (b) no significant dysfunction of the eustachian tubes; and
- (c) no unhealed perforation of the tympanic membranes.

(24) A single dry perforation of the tympanic membrane shall not render the applicant unfit.

(25) There shall be—

- (a) no nasal obstruction; and

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

## **251. Visual requirements**

(1) The medical examination shall be based on the following requirements—

- (a) the function of the eyes and their adnexa shall be normal;
- (b) there shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges;
- (c) distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better and no limits shall apply to uncorrected visual acuity and where the standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that—
  - (i) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
  - (ii) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

(2) An applicant may use contact lenses to meet the requirement under this regulation provided that—

- (a) the lenses are monofocal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(3) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.

(4) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial medical assessment and every five years thereafter.

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

(6) An applicant shall have the ability to read, while wearing the correcting lenses, if any, required by subregulation (1)(c) the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm.

(7) If the requirement in subregulation (6) is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with subregulation (1)(c) and where no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence: when near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(8) An applicant who needs near correction to meet the visual requirement shall require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses; single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

(9) Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

(10) When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.

(11) An applicant shall be required to have normal binocular function and normal fields of vision.

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

## **252. Hearing requirements**

(1) An applicant, 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, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

(2) An applicant with a hearing loss greater than that 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) Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used.

### *Class 2 Medical Assessment*

## **253. Class 2 medical assessment**

(1) An applicant for a private pilot licence- aeroplane, airship, helicopter or powered-lift, a glider pilot licence, a free balloon pilot

licence, a flight engineer licence or a flight navigator licence shall undergo an initial medical examination for the issuance of a Class 2 medical assessment.

(2) Except where otherwise provided in this regulation, holders of private pilot licences- aeroplane, airship, helicopter or powered-lift, glider pilot licences, free balloon pilot licences, flight engineer licences shall have their Class 2 medical assessments renewed at intervals not exceeding those specified in regulation 18(7).

(3) Where the Authority is satisfied that the requirements of this regulation and the general provisions of regulations 217 and 219 have been met, a Class 2 medical assessment shall be issued to the applicant.

#### **254. Physical and mental requirements**

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

(2) An applicant shall have no established medical history or clinical diagnosis of—

- (a) an organic mental disorder;
- (b) a mental or behavioural disorder due to psychoactive substance use, including dependence syndrome induced by alcohol or other psychoactive substances;
- (c) schizophrenia or a schizotypal or delusional disorder;
- (d) a mood (affective) disorder;
- (e) a neurotic, stress-related or somatoform disorder;
- (f) a behavioural syndrome associated with physiological disturbances or physical factors;
- (g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;

- (h) mental retardation;
- (i) a disorder 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.

(3) An applicant with the following shall be assessed as unfit—

- (a) antidepressant medication, unless depression, being treated the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition, 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;
- (c) an abnormal cardiac rhythm unless the cardiac arrhythmia 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;
- (d) chronic obstructive pulmonary disease 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;

- (e) asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations;
- (f) active pulmonary tuberculosis;
- (g) quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin;
- (h) significant impairment of the function of the gastrointestinal tract or its adnexa;
- (i) 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;
- (j) 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, until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight;
- (k) metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges;
- (l) insulin-treated diabetes mellitus;
- (m) 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 the applicant's licence and rating privileges;
- (n) diseases of the blood or the lymphatic system unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges

- (o) renal or genitourinary disease, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges;
- (p) who are seropositive for human immunodeficiency virus (HIV) 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;
- (q) sequelae of disease of, or surgical procedures on, the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, 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;
- (r) who are pregnant unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy;
- (s) who have undergone nephrectomy unless the condition is well compensated; or
- (t) stuttering and other speech defects sufficiently severe to cause impairment of speech communication.

(4) An applicant shall have no established medical history or clinical diagnosis of any of the following—

- (a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(5) An applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

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

(7) Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment after the age of 40 years.

(8) Electrocardiography shall be included in re-examinations of applicants after the age of 50 years no less than every two years.

(9) Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.

(10) Routine electrocardiography may be carried out for case finding purposes except that it shall not constitute sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

(11) The systolic and diastolic blood pressures shall be within normal limits.

(12) 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.

(13) There shall be no significant functional nor structural abnormality of the circulatory system.

(14) There shall be no disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.

(15) Chest radiography should form part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.

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

(17) Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.

(18) Sickle cell trait and other haemoglobinopathic traits are usually compatible with fit assessment.

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

(20) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with regulation 252(19), the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(21) 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 and ratings.

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

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

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

(25) There shall be—

- (a) no disturbance of the vestibular function;
- (b) no significant dysfunction of the eustachian tubes; and
- (c) no unhealed perforation of the tympanic membranes.

(26) A single dry perforation of the tympanic membrane shall not render the applicant unfit.

(27) There shall be—

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

## **255. Visual requirements**

(1) The medical examination shall be based on the following requirements—

- (a) the function of the eyes and their adnexa shall be normal;
- (b) there shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges;
- (c) distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better, no limits apply to uncorrected visual acuity and where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that—

- (i) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (ii) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

(2) An applicant accepted as meeting these requirements is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority.

(3) Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination and conditions which indicate a need to obtain an ophthalmic report include—

- (a) a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity; and
- (b) the occurrence of eye disease, eye injury or eye surgery.

(4) Applicants may use contact lenses to meet this requirement provided that—

- (a) the lenses are monofocal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(5) Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.

(6) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

(7) Where spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

(8) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial medical assessment and every five years thereafter.

(9) The purpose of the required ophthalmic examination is—

- (a) to ascertain normal visual performance; and
- (b) to identify any significant pathology.

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

(11) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by regulation 259, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm.

(12) Where the visual requirement in subregulation (11) is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with regulation 258; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence.

(13) Where near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(14) An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses, single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

(15) Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of the reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

(16) Where near correction is required in accordance with this regulation, a second pair of near-correction spectacles shall be kept available for immediate use.

(17) The applicant shall be required to have normal fields of vision and normal binocular function.

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

## **256. Hearing requirements**

(1) Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.

(2) When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.

(3) An applicant who does not meet the requirements in subregulation (1) or (2) shall undergo further testing in accordance with regulation 260(2).

### *Class 3 Medical Assessment*

## **257. Class 3 medical assessment**

(1) An applicant for an air traffic controller licence shall undergo an initial medical examination for the issue of a Class 3 medical assessment.

(2) Except where otherwise stated in this regulation, holders of air traffic controller licences shall have their Class 3 medical assessments renewed at intervals not exceeding those specified in regulation 18(7).

(3) Where the Authority is satisfied that the requirements of this regulation and the provisions of regulations 217 and 219 have been met, a Class 3 medical assessment shall be issued to the applicant.

## **258. Physical and mental requirements**

(1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable to perform duties safely.

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

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

- (3) An applicant with the following shall be assessed as unfit—
- (a) depression, being treated with antidepressant medication, unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges;
  - (b) who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges;
  - (c) with an abnormal cardiac rhythm unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges;
  - (d) with chronic obstructive pulmonary disease 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;
  - (e) with asthma causing significant symptoms or likely to cause incapacitating symptoms;
  - (f) active pulmonary tuberculosis;
  - (g) quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin;
  - (h) significant impairment of the function of the gastrointestinal tract or its adnexae;

- (i) sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression;
- (j) 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 until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation;
- (k) metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges;
- (l) non-insulin-treated diabetes unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabeti medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges;
- (m) insulin-treated diabetes mellitus;
- (n) diseases of the blood or the lymphatic system, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges;
- (o) renal or genito-urinary disease unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges;
- (p) sequelae of disease of, or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, 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;

- (q) who have undergone nephrectomy unless the condition is well compensated;
- (r) who are seropositive for human immunodeficiency virus (HIV) 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;
- (s) who are pregnant unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy; or
- (t) with stuttering or other speech defects sufficiently severe to cause impairment of speech communication.

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

- (a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (b) epilepsy; or
- (c) any disturbance of consciousness without satisfactory medical explanation of cause.

(5) The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

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

(7) Electrocardiography shall form part of the heart examination for the first issue of a medical assessment.

(8) Electrocardiography shall be included in re-examinations of applicants after the age of 50 years no less frequently than every two years.

(9) Routine electrocardiography may be carried out for case finding purposes except that it shall not constitute sufficient evidence to justify disqualification without further thorough cardiovascular investigation.

(10) The systolic and diastolic blood pressures shall be within normal limits.

(11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence privileges.

(12) There shall be no significant functional nor structural abnormality of the circulatory system.

(13) There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.

(14) Chest radiography is usually not necessary but may be indicated in cases where asymptomatic pulmonary disease can be expected.

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

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

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

(18) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with regulation 252(19), the fit assessment shall be limited to the period until the end of the 34th week of gestation.

(19) 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 and ratings.

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

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

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

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

## **259. Visual requirements**

(1) The medical examination shall be based on the following requirements—

- (a) the function of the eyes and their adnexa shall be normal;
- (b) there shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to

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

- (c) distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better, no limits apply to uncorrected visual acuity and where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that—
  - (i) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
  - (ii) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

(2) An applicant accepted as meeting the requirements in this regulation is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority.

(3) Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination and conditions which indicate a need to obtain an ophthalmic report include—

- (a) a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity; and
- (b) the occurrence of eye disease, eye injury or eye surgery.

(4) Applicants may use contact lenses to meet the requirement in this regulation provided that—

- (a) the lenses are monofocal and non-tinted;
- (b) the lenses are well tolerated; and
- (c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

(5) Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.

(6) Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.

(7) Where spectacles are used, high-index lenses are needed to minimize peripheral field distortion.

(8) Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial medical assessment and every five years thereafter.

(9) The purpose of the required ophthalmic examination is—

(a) to ascertain normal vision performance; and

(b) to identify any significant pathology.

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

(11) The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by regulation 259 (2), the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm.

(12) If the requirement in subregulation (11) is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with regulation 259 (2), where no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence.

(13) Where near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

(14) An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision, through the windows, without removing the lenses.

(15) Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic control duties noting that single-vision near correction significantly reduces distant visual acuity.

(16) Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control duties the applicant is likely to perform.

(17) Where near correction is required in accordance with this regulation, a second pair of near-correction spectacles shall be kept available for immediate use.

(18) The applicant shall be required to have normal fields of vision and normal binocular function.

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

## **260. Hearing requirements**

(1) The applicant, 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, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.

(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 that experienced in a typical air traffic control working environment.

(3) The frequency composition of the background noise is defined only to the extent that the frequency ranges 600 to 4 800 Hz (speech frequency range) is adequately represented.

(4) In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.

(5) 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.

## PART XI—EXEMPTIONS

### **261. Requirements for application**

(1) A person may apply to the Authority for an exemption from any of these Regulations.

(2) An application for an exemption shall be submitted at least sixty days in advance of the proposed effective date, to obtain timely review.

(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; and
- (e) email address if available.

(4) The application shall be accompanied by a fee specified by the Authority, for technical evaluation.

**262. Substance of request for exemption**

(1) An application for an exemption shall contain the following—

- (a) a citation of the specific requirement from which the applicant seeks exemption;
- (b) an explanation of why the exemption is needed;
- (c) a description of the type of operations to be conducted under the proposed exemption;
- (d) the proposed duration of the exemption;
- (e) an explanation of how the exemption would be in the public interest, that is, benefit the public as a whole;
- (f) a detailed description of the alternative means by which the applicant will ensure a level of safety equivalent to that established by the regulation in question;
- (g) a review and discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware; and
- (h) where the applicant seeks to operate under the proposed exemption outside of Uganda's airspace, an indication whether the exemption would contravene any provision of the Standards and Recommended Practices of the International Civil Aviation Organisation (ICAO) as well as the Regulations pertaining to the airspace in which the operation will occur.

(2) Where the applicant seeks emergency processing, the application shall contain supporting facts and reasons that the application was not timely filed, and the reasons for an emergency.

(3) The Authority may deny an application where it finds that the applicant has not justified the failure to apply for an exemption in a timely fashion.

### **263. Initial review by Authority**

(1) The Authority shall review the application for accuracy and compliance with the requirements of regulations 261 and 262.

(2) Where the application appears on its face to satisfy the provisions of this regulation and the Authority determines that a review of its merits is justified, the Authority shall publish a detailed summary of the application in either the Gazette, aeronautical information circular or at least one local daily newspaper for comment and specify the date by which comments shall be received by the Authority for consideration.

(3) Where the application requirements of regulations 261 and 262 have not been met, the Authority shall notify the applicant and take no further action until and unless the applicant corrects the application and re-files it in accordance with these Regulations.

(4) Where the request is for emergency relief, the Authority shall publish the application or the Authority's decision as soon as possible after processing the application.

### **264. Evaluation of request**

(1) After initial review, if the filing requirements have been satisfied, the Authority shall conduct an evaluation of the application to in determine—

- (a) whether an exemption would be in the public interest;
- (b) whether the applicant's proposal would provide a level of safety equivalent to that established by the regulation, although where the Authority decides that a technical evaluation of the application would impose a significant burden on the Authority's technical resources, the Authority may deny the exemption on that basis;
- (c) whether a grant of the exemption would contravene the applicable ICAO Standards and Recommended Practices; and

- (d) whether the request should be granted or denied, and of any conditions or limitations that shall be part of the exemption.

(2) The Authority shall notify the applicant by letter and publish a detailed summary of its evaluation and decision to grant or deny the request.

(3) The summary referred to in subregulation (2) shall specify the duration of the exemption and any conditions or limitations of the exemption.

(4) Where the exemption affects a significant population of the aviation community of Uganda the Authority shall publish the summary in aeronautical information circular.

## PART XII—GENERAL

### **265. 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 crewmember 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.

### **266. 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.

(4) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or imprisonment not exceeding thirty six months or both.

### **267. 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; or
- (b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(3) A person who refuses to submit to a test to indicate the presence of narcotic drugs, marijuana, or depressant or stimulant drugs or substances in the body, when requested by a law enforcement officer or the Authority, or refuses to furnish or to authorise the release of the test results requested by the Authority shall—

- (a) be denied 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
- (b) have their licence, certificate, rating, qualification, or authorisation issued under these Regulations suspended or revoked.

(4) Any 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.

(5) A person who contravenes subregulations (2) and (3) commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or imprisonment not exceeding thirty six months or both.

## **268. Inspection of licences, certificates and authorisations**

(1) A person who holds a licence, certificate or authorisation required by these Regulations shall present it for inspection upon request from the Authority or any person authorised by the Authority.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **269. Change of name**

(1) A holder of a licence, certificate or authorisation issued under these Regulations may apply to change the name on a licence or certificate.

(2) The 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 the replaced licence, certificate or authorisation with the appropriate endorsement.

## **270. 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.

## **271. Replacement of documents**

A person may apply to the Authority in the prescribed form for replacement of documents issued under these Regulations if the documents are lost or destroyed.

## **272. Suspension and revocations 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 its satisfaction and where it

considers it to be in the public interest, 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 it to the Authority within 14 days from the date of revocation, suspension or variation.

(5) The breach of any condition subject to which any licence, certificate, 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.

### **273. 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 wilfully 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.

(6) A person who contravenes subregulations (1), (2), (4) and (5) commits an offence and is liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

#### **274. Reports of violation**

(1) A person who knows of a violation of the Civil Aviation Authority 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 liable, on conviction, to a fine not exceeding fifty currency points or imprisonment not exceeding twelve months or both.

## **275. Enforcement of directives**

(1) 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.

(2) A person who contravenes this regulation commits an offence and is liable, on conviction, to a fine not exceeding one hundred currency points or imprisonment not exceeding thirty six months or both.

## **276. Aeronautical user fees**

(1) The Authority may notify the fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence or other document, including the issue of a copy, or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations.

(2) Upon an application being made in which any fee is chargeable in accordance with subregulation (1), the applicant shall be required, before the application is accepted, to pay the fee so 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.

## **277. Application of Regulations to Government and visiting forces**

(1) These Regulations apply to aircraft, not being military aircraft, belonging to or exclusively employed in the service of the Government, and for the purposes of such application, the department or other authority for the time being responsible for management of the aircraft shall be deemed to be the operator of the aircraft, and in the case of an aircraft belonging to the Government, to be the owner of the interest of the Government in the aircraft.

(2) Except as otherwise expressly provided, the naval, military and air force authorities and member of any visiting force and property held or used for the purpose of such a force shall be exempt from the provision of these Regulations to the same extent as if the visiting force formed part of the military force of Uganda.

### **278. Extra-territorial application of Regulations**

Except where the context otherwise requires, these Regulations—

- (a) in so far as they apply, whether by express reference or otherwise, to aircraft registered in Uganda, shall apply to such aircraft wherever they may be;
- (b) in so far as they apply, whether by express reference or otherwise, to other aircraft, shall apply to such aircraft when they are within Uganda;
- (c) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything by any person in, or by any of the crew of, any aircraft registered in Uganda, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate, whether by express reference or otherwise, the doing of anything in relation to any aircraft registered in Uganda by other persons shall, where such persons are citizens of Uganda, apply to them wherever they may be.

## **PART XIII—OFFENCES AND PENALTIES**

### **279. Contravention of Regulations**

A person who contravenes any provision of these Regulations may have his or her licence, certificate, authorisation, exemption or other document revoked or suspended.

## **280. General offences and penalties**

(1) A person who contravenes any provision of these Regulations, orders or notices made under these Regulations in relation to an aircraft, the operator of the aircraft and the pilot-in-command, if the operator or, the pilot in command is not the person who contravened that provision shall, without prejudice to the liability of any other person under these Regulations for that contravention, be deemed for the purposes of this regulation to have contravened that provision unless he or she proves that the contravention occurred without his or her consent or connivance and that he or she exercised all due diligence to prevent the contravention.

(2) 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.

(3) Where a person is charged with contravening a provision of these Regulations orders or notices made under these Regulations by reason of his or her having been a member of the flight crew of an aircraft on a flight for the purpose of commercial air transport operations, the flight shall be treated, without prejudice to the liability of any other person under these Regulations, as not having been for that purpose if he or she proves that he or she neither knew nor had reason to know that the flight was for that purpose.

(4) 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.

(5) In case an aircraft is involved in a contravention and the contravention is by the owner or operator of the aircraft, the aircraft shall be subject to a lien for the penalty.

(6) Any aircraft subject to alien for the purpose of subregulation

(5) may be seized by and placed in the custody of the Authority.

(7) The aircraft shall be released from custody of the Authority upon—

- (a) payment of the penalty or the amount agreed upon in compromise;
- (b) deposit of a bond in such amount as the Court may prescribe, conditioned upon payment of the penalty or the amount agreed upon in compromise;
- (c) receiving an order of the court to that effect.

#### PART XIV— REVOCATION AND SAVING

### **281. Revocation and saving**

(1) The Civil Aviation (Personnel Licensing) Regulations, 2014, S.I No. 57 of 2014 are revoked.

(2) All valid licences, certificates or authorisations issued or granted by the Authority before the coming into force of these Regulations shall remain operational until their expiry or until revoked, annulled or replaced.

## **SCHEDULES**

### **SCHEDULE 1**

*Regulation 2*

#### **CURRENCY POINT**

A currency point is equivalent to twenty thousand shillings only.

## SCHEDULE 2

*Regulation 3(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. Detail**

- (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;
- (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.

## **3. Language**

When licences are issued in a language other than English, the licence shall include an English translation of at least items in subparagraphs (i), (ii), (vi), (ix), (xii), (xiii) and (xiv) under paragraph 1(b) and when provided in a language other than English, authorisations issued shall include an English translation of the name of Uganda, as the State issuing the authorisation, the limit of validity of the authorisation and any restriction or limitation that may be established.

## **4. Arrangement of items**

Item headings on the licence shall be uniformly numbered in roman numerals as indicated in paragraph 1 (b), so that on any licence number will, under any arrangement, refer to the same item heading.

## SCHEDULE 3

*Regulations 23(1), 25(2)(c),  
29(1)(d), 54(4)(c), 58(c), 67(b), 76(b), 82(b),  
150(b), 153(2)(b), 157(1)(b), 170(b), 182(b)*

### LANGUAGE PROFICIENCY REQUIREMENTS

1. To meet the language proficiency requirements referred to in regulation 24, 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 recognize 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 (Level 4):
    - (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 (Level 5)
- (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, though 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

*Regulations 77(2),78(3) and 79(2)*

### **REQUIREMENTS FOR THE ISSUE OF THE 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 57 shall be approved by the Authority.

(2) Flight simulation training devices shall be categorized 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 sidestick 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 autopilot.
- (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 multicrew, 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 164*

### **KNOWLEDGE AND SKILL REQUIREMENTS FOR AIRCRAFT MAINTENANCE ENGINEERS LICENSING**

1. The subjects relevant to the knowledge requirements for all licence Categories specified in regulation 5(8) 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 detail 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 aeronautical engineering required by these Regulations. Detailed information for each module is provided in Part II of the Model EAC Examiners Manual, Ref. CAA-MAN-FSS-003.

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)	
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

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
11 Aeroplane aerodynamics, structures and systems	X	X			TBD	TBD	
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	

## **Cross references**

Civil Aviation (Air Operators Certification and Administration) Regulations, 2020.

Civil Aviation (Approved Maintenance Organisations) Regulations, 2020.

Civil Aviation (Approved Training Organisations) Regulations, 2020.

Civil Aviation (Operation of Aircraft) (Commercial Air Transport) Regulations, 2020.

Civil Aviation (Operation of Aircraft) (General Aviation Aeroplanes) Regulations, 2020.

Civil Aviation (Operation of Aircraft) (Helicopters) Regulations, 2020.

Civil Aviation (Rules of the Air) Regulations, 2020.

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