

KINGDOM OF BAHRAIN  
Ministry of Transportation  
and Telecommunications



مملكة البحرين  
وزارة المواصلات والاتصالات

# **PART II**

# **LICENSING REGULATIONS**

**FOREWORD**

**CONTENTS**

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## Bahrain CAA Publication Revisions Highlight Sheet

ANTR: Part II       CAP: \_\_\_\_       TPM: \_\_\_\_

The following pages have been revised to Revision ICAO Annex 1, 11<sup>th</sup> Edition 2011 (Amendment 169, 170,171, 172 and 173) dated 31/07/2016.

Item	Paragraph number	Pages	Reason
1.	FOREWORD	i	Reference to the European Joint Aviation Requirements (JAR) deleted. Paragraphs 1, 6, 7 & 8 re-worded and re-numbered.
2.	CONTENTS	iii to iv	Editorial Amendment and new paragraph 9.11 added.
3.	1.3.1.6	1-3	Extension of the validity of the transitional measures related to powered-lift category.
4.	1.3.3.4	1-4	Upset prevention and recovery training regulations.
5.	1.7.1	1-6 to 1-7	Editorial amendment.
6.	4.1.3 (i)	4-2	Harmonization of threat and error management (TEM) requirements.
7.	4.1.6	4-3	Harmonization of threat and error management (TEM) requirements.
8.	5.1	5-1	An extension of the transitional measures for licensing requirements for powered lift aircraft.
9.	9.11	9-3 to 9-4	New paragraph on Safety Management added.

**FOREWORD**

1 The Kingdom of Bahrain Civil Aviation Affairs shall be known in these regulations as the “Authority”.

2 ANTR Volume 1 Part II – Licensing Regulations comprises of the following;

- (a) ANTR Part II - Licensing Regulations (General)
- (b) ANTR-FCL 1 - Aeroplane
- (c) ANTR-FCL 2 - Helicopter
- (d) ANTR-FCL 3 - Medical
- (e) ANTR-FCL 4 - Flight Engineer
- (f) ANTR 66 - Aircraft Maintenance Engineer

3 The editing practices used in this document are as follows:

- (a) ‘Shall’ is used to indicate a mandatory requirement and may appear in ANTRs.
- (b) ‘Should’ is used to indicate a recommendation and normally appears in AMCs and IEMs.
- (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
- (d) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the Authority.

*NOTE: The use of the male gender implies the female gender and vice versa.*

4 The Authority has adopted associated compliance or interpretative material wherever possible and, unless specifically stated otherwise, clarification will be based on this material or other ANTR documentation.

5 Definitions and abbreviations of terms used in ANTR Part II can be located in ANTR Part 1 - Definitions.

6 New, amended and corrected text will be indicated with a side bar beside paragraphs, until a subsequent “amendment” is issued.

7 This 3<sup>rd</sup> Edition Revision 2 to ANTR Part II is dated 28 February, 2017.

8 Please refer to the Volume 1 Revision Status and List of Effective Pages for current status.

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## CHAPTER 1

### LICENCES AND RATINGS

#### 1.1 General

- 1.1.1 A person shall not act as a flight crew member of an aircraft unless a valid licence is held showing compliance with the specifications of the ANTR Part II and appropriate to the duties to be performed by that person. The licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft.
- 1.1.2 A flight crew member shall carry their appropriate licences on board every aircraft engaged in international air navigation.
- 1.1.3 Unless otherwise authorised by the CAA, a licence holder shall carry their appropriate licences whenever exercising the privileges of the licence.
- 1.1.4 The holder of a licence shall only exercise those privileges granted by the licence.
- 1.1.5 Unless specifically authorised, the CAA shall not permit the holder of a licence to exercise privileges other than those granted by that licence.

*Note 1: The CAA does not issue the following licences;*

- (a) *Flight Navigator*
- (b) *Aeronautical station operator*

*Note 2: The CAA Air Traffic Services Directorate issues Air Traffic Controller licences.*

#### 1.2 Licences

- 1.2.1 The Bahrain CAA, having issued a licence with a separate Certificate of Test, has ensured that other States are able to easily determine the licence privileges and validity of ratings.
- 1.2.2 The CAA issues of the following licences;

- (a) Flight Crew
  - (1) Aeroplane
    - Student Pilot-Aeroplane
    - Private Pilot-Aeroplane
    - Commercial Pilot-Aeroplane
    - Airline Transport Pilot-Aeroplane
    - Multi-crew Pilot
    - Flight Engineer

*Note: Refer to ANTR FCL 1 for licensing requirements*

- (2) Helicopter
  - Student Pilot-Helicopter



- Private Pilot-Helicopter
- Commercial Pilot-Helicopter
- Airline Transport Pilot-Helicopter

*Note: Refer to ANTR FCL 2 for licensing requirements*

- (3) Powered-lift
- Private Pilot-Powered-lift
  - Commercial Pilot-Powered-lift
  - Airline Transport Pilot-Powered-lift

*Note: Refer to ANTR Part II, Chapter 5 for licensing requirements*

- (4) Glider

*Note: Refer to ANTR Part II, Chapter 6 for licensing requirements*

- (5) Free Balloon Pilot

*Note: Refer to ANTR Part II, Chapter 7 for licensing requirements*

- (6) Airship
- Private Pilot-Airship
  - Commercial Pilot-Airship

*Note: Refer to ANTR Part II, Chapter 8 for licensing requirements*

- (b) Aircraft Maintenance Engineer

*Note: Refer to ANTR 66 for licensing requirements*

- (c) Flight Dispatcher

*Note: Refer to ANTR Part II, Chapter 4 for licensing requirements*

### **1.3 General rules concerning pilot licences and ratings**

#### **1.3.1 General licensing specifications**

This section applies to general rules, which are applicable to all pilot licences and ratings. Refer also to the following for additional specific requirements;

- (a) Aeroplane - ANTR-FCL 1
- (b) Helicopter - ANTR-FCL 2
- (c) Powered-lift - ANTR Part II, Chapter 5
- (d) Glider - ANTR Part II, Chapter 6
- (e) Free Balloon - ANTR Part II, Chapter 7

## (f) Airship - ANTR Part II, Chapter 8

1.3.1.1 A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot licence issued in accordance with the provisions of this Part:

- Aeroplane
- Helicopter
- Powered-lift
- Glider
- Free balloon
- Airship of a volume of more than 4600 cubic metres.

1.3.1.2 The category of aircraft shall be included in the title of the licence itself.

1.3.1.3 When the holder of a pilot licence seeks a licence for an additional category of aircraft, the CAA shall issue the licence holder with an additional pilot licence for that category of aircraft.

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

1.3.1.5 An applicant for any pilot licence or rating shall demonstrate, in a manner determined by the CAA, such requirements for knowledge and skill as are specified for that licence or rating.

1.3.1.6 Transitional measures related to the powered-lift category

Until 5 March 2022, the Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.

1.3.2 Category ratings

1.3.2.1 Category ratings are not established as the category is included in the title of the licence itself.

1.3.2.2 The holder of a pilot licence seeking additional category of licence shall meet the requirements of this Part appropriate to the privileges for which the licence is sought.

1.3.3 Class and type ratings

1.3.3.1 Class ratings shall be established for aeroplanes certificated for single-pilot operation and shall comprise:

- (a) single-engine, land;
- (b) single-engine, sea;
- (c) multi-engine, land;
- (d) multi-engine, sea.

1.3.3.2 Type ratings shall be established for:

- (a) aircraft certificated for operation with a minimum crew of at least two pilots;
- (b) helicopters and certificated for single pilot operation except where a class rating has been issued; and
- (c) any aircraft whenever considered necessary by the CAA.

1.3.3.3 The applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.

1.3.3.4 For a type rating as required by paragraph 1.3.3.2(a)

The applicant shall have:

- (a) gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:
  - normal flight procedures and manoeuvres during all phases of flight;
  - abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;
  - where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;
  - procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists; and
  - for the issue of an aeroplane category type rating, upset prevention and recovery training; and

*Note: The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.*

- (b) demonstrated 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) demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Authority on the basis of the requirements specified ATPL knowledge requirements.

#### 1.3.3.5 Type rating as required by paragraph 1.3.3.2 (b) and (c)

The applicant shall have demonstrated 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.

- #### 1.3.3.6 [When an applicant demonstrates skill and knowledge for the initial issue of a pilot licence, the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the applicable category of licence.]

- #### 1.3.3.7 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 CAA in place of issuing the class or type rating. This authorisation shall be limited in validity to the time needed to complete the specific flight.

- #### 1.3.3.8 The Authority, having issued a pilot licence, shall not permit the holder of such 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 paragraph 1.3.3.1; or
- (b) a type rating when required in accordance with the provisions of paragraph 1.3.3.2.

- #### 1.3.3.9 When 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, such limitation shall be endorsed on the rating.

#### 1.3.4 Use of a flight simulation training devices

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 shall be approved by the CAA, which shall ensure that the flight simulation training device used is appropriate to the task.

### **1.4 Authorisation to conduct instruction**

- #### 1.4.1 The CAA, having issued a pilot licence, shall not permit the holder thereof to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorisation from the CAA. Proper authorisation shall comprise:

- (a) a flight instructor rating on the holder's licence; or
- (b) the authority to act as an agent of an approved organisation authorised by the CAA to carry out flight instruction; or
- (c) a specific authorisation granted by the Contracting State which issued the licence.

- 1.4.2 The Authority shall not permit a person to carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorisation from the Authority.

## 1.5 Circumstances in which an instrument rating is required

The Authority, having issued a pilot licence, shall not permit the holder thereof to act either as pilot-in-command or as co-pilot of an aircraft under instrument flight rules (IFR) unless such holder has received proper authorisation from the Authority. Proper authorisation shall comprise an instrument rating appropriate to the aircraft category.

*Note: The instrument rating is included in the airline transport pilot licence — aeroplane or powered-lift category, multi-crew pilot licence, and commercial pilot licence — airship category.*

## 1.6 Validity of Licences

- 1.6.1 Unless otherwise directed by the Bahrain CAA, the validity period of the licence is 5 years from the date of issue.
- 1.6.2 The CAA, having issued a licence, shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established under this Part.

## 1.7 Specifications for Personnel Licences

- 1.7.1 The following details shall appear on the licence or validation document:

- I) Name of State (in bold type)
- II) Title of licence and category (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;
- IVa) Date of Birth;
- V) Address of holder;
- VI) Nationality of holder;
- VII) Authority and, where necessary, conditions under which the licence is issued;
- VIII) Certification concerning validity and authorisation for holder to exercise privileges appropriate to licence;
- IX) Signature of officer issuing the licence and the date of such issue;
- X) Seal or stamp of authority issuing the licence;

- XI) Ratings, e.g. class, type of aircraft, airframe, aerodrome control etc.;
- XII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and
- XIII) Any other details as required by the Authority.

1.7.2 All licences issued by Bahrain CAA shall be white and issued in the English language.

1.7.3 First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in 1.7.1 shown clearly thereon.

1.7.4 Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 1.7.1, so that on any licence the number will, under any arrangement, refer to the same item heading.

## **1.8 Reciprocal Recognition**

1.8.1 When the CAA renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorisation to be carried with the former licence accepting it as the equivalent of the latter. When the CAA limits the authorisation to specific privileges, the authorisation shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorisation shall not extend beyond the period of validity of the licence. The authorisation ceases to be valid if the licence upon which it was issued is revoked/suspended or if the foreign medical expires.

1.8.2 When an authorisation under 1.8.1 is issued for use in commercial air transport operations, the CAA shall confirm the validity of the other Contracting State's licence before issuing the authorisation.

1.8.3 A pilot licence issued by a Contracting State may be rendered valid by the CAA for use in private flights without confirmation of the licence validity.

1.8.4 The licences issued by ICAO contracting States may be recognised by the Kingdom of Bahrain provided that the following are adhered to:

- (a) A licence is issued by a contracting State to the Convention on International Civil Aviation, in accordance with Annex 1 to the Convention, and is valid at the time of application;
- (b) The training organisation and syllabus meet Bahrain CAA requirements;
- (c) The applicant is employed by a Bahrain registered operator; and
- (d) The applicant successfully passes an examination on Bahrain aviation law and regulations, conducted by Bahrain CAA.
- (e) The applicant is competent to read, speak and understand the English language; and
- (f) Appropriate medical assessment is valid at the time of application.
- (g) only one such licence is used as a basis for recognition.

### 1.8.5 Radiotelephony

A Radiotelephony Operator Certificate/Licence, if separate to the flight crew licence, may be recognised if issued by a signatory of the International Telecommunications Union.

### 1.8.6 Level of Licence

The level of foreign licence and ratings shall be assessed for comparison. Some Contracting States issue a Senior Commercial Pilot Licence, which shall be considered equivalent to a Bahrain Commercial Pilot Licence.

### 1.8.7 Foreign Examination Credits

The applicant who has passed foreign written examinations but was not issued with the applicable foreign licence, shall not be granted credit for any exemption for Bahrain licensing requirements. However, a frozen ATPL may be considered for granting credit on a case by case basis.

### 1.8.8 Ratings

#### (a) Aircraft Type Rating

Reciprocal recognition of a foreign licence may extend only to type of licence and aircraft type ratings that currently appear on Bahrain Aircraft Register and for which a valid proficiency check is submitted.

#### (b) Instrument Rating, Flight Instructor Rating (Single Pilot – Aeroplane)

Reciprocal recognition to a foreign Instrument Rating or Flight Instructor Rating Single Pilot-Aeroplane may be accepted when the application is accompanied by an appropriate Pilot Proficiency Check form completed by an authorised Examiner or the check is supervised by a CAA Flight Operations Inspector.

### 1.8.9 Reciprocal Recognition of Temporary Certificate/Licence

Some Regulatory Authorities (e.g. FAA) permit the issuance of a Temporary Airman Certificate by Flying Schools to permit a pilot to exercise the privileges of a licence. These certificates, being temporary and not issued by the Regulatory Authority, shall not be considered for reciprocal recognition other than the addition of a type rating. In this case, the applicant shall submit the permanent certificate/licence with the rating to the CAA within 120 days.

## 1.9 Language Proficiency

### 1.9.1 Requirements

- (a) Aeroplane pilots shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the language proficiency requirements in ANTR-FCL 1.

- (b) Helicopter pilots shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the language proficiency requirements in ANTR-FCL 2.
- (c) Powered-lift pilots shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified for aeroplane PPL/CPL/ATPL in the language proficiency requirements in ANTR-FCL 1.
- (d) Glider pilots shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to a minimum of the Operational Level (Level 4) below.
- (e) Free Balloon pilots shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to a minimum of the Operational Level (Level 4) below.
- (f) Airship pilots shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified for aeroplane PPL/CPL in the language proficiency requirements in ANTR-FCL 1.
- (g) Flight Engineers shall demonstrate the ability to speak and understand the English language used for radiotelephony communications to the level specified in the language proficiency requirements in ANTR-FCL 4.

### 1.9.2 Evaluation

The language proficiency of aeroplane, helicopter, powered-lift and airship pilots who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows:

- (1) those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and
- (2) those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.

### 1.9.3 Proficiency Level

An applicant or a licence holder of a glider pilot licence or a free balloon pilot licence shall demonstrate, in a manner acceptable to the CAA, compliance with the holistic descriptors and with the Operational Level (Level 4) of the ICAO Language Proficiency Rating Scale below.

- (a) Holistic descriptors

Proficient speakers shall:

- (1) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-face situations;



- (2) communicate on common, concrete and work-related topics with accuracy and clarity;
- (3) use appropriate communicative strategies to exchange messages and to recognize and resolve misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;
- (4) 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
- (5) use a dialect or accent which is intelligible to the aeronautical community.

## (b) Operational Level 4

LEVEL	PRONUNCIATION	STRUCTURE	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
	Assumes a dialect and/or accent intelligible to the aeronautical community	Relevant grammatical structures and sentence patterns are determined by language functions appropriate to the task				
<b>Operational (Level 4)</b>	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	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.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary particularly in unusual or unexpected circumstances.	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 and connectors. Fillers are not distracting.	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.	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.

**CHAPTER 2****MEDICAL****2.1 Medical Assessment**

- 2.1.1 Unless deferred by the CAA, flight crew members shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.
- 2.1.2 The Medical Assessments under ANTR Part II shall be conducted in accordance with ANTR FCL 3 for Class 1 and 2 medical assessments as applicable.

**2.2 Medical Classes**

The classes of Medical Assessment are as follows:

- (a) Class 1 Medical Assessment applies to applicants for, and holders of:
- (1) Commercial pilot licences – aeroplane, airship, helicopter and powered-lift
  - (2) Airline transport pilot licences – aeroplane, helicopter and powered lift
  - (3) Multi-crew Pilot - aeroplane
- (b) Class 2 Medical Assessment applies to applicants for, and holders of:
- (1) Private pilot licences – aeroplane, airship, helicopter and powered lift
  - (2) [Flight engineer licences]
  - (3) Glider pilot licences
  - (4) Free balloon pilot licences
  - (5) Student pilot licences

**2.3 Application and Conduct of Medical Assessments**

- 2.3.1 [An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with ANTR FCL 3.]
- 2.3.2 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. 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 as appropriate.
- 2.3.3 Applicants for licences or ratings for which medical fitness is prescribed 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. They shall 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.

## 2.4 False Declaration

Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the CAA for such action as may be considered appropriate.

## 2.5 Medical Validity

2.5.1 The period of validity of a Medical Assessment shall begin on the day the medical examination is performed.

2.5.2 Except where indicated below in paragraph 2.5.3, a Medical Assessment shall remain valid in accordance with the requirements in ANTR FCL 3.

2.5.3 The duration of the period of validity shall be in accordance with the following;

<b>Type of Licence</b>	<b>Validity</b>
Glider Pilot Licence	60 months
Glider Pilot over 40 years of age	24 months
Free Balloon Pilot Licence	60 months
Free Balloon Pilot over 40 years of age	24 months

The period of validity of a Medical Assessment may be reduced when clinically indicated.

2.5.4 The period of validity of a Medical Assessment may be extended, at the discretion of the CAA, up to 45 days.

## 2.6 Medical Fitness

2.6.1 The holder of a medical certificate shall be mentally and physically fit to exercise safely the privileges of the applicable licence.

2.6.2 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.

## 2.7 Decrease in medical fitness

2.7.1 Holders of medical certificates shall not exercise the privileges of their licences, related ratings or authorisations at any time when they are aware of any decrease in their medical fitness which might render them unable to safely exercise those privileges.

2.7.2 Holders of medical certificates shall not take any prescription or non-prescription medication or drug, or undergo any other treatment, unless they are completely sure that the medication or treatment will not have any adverse effect on their ability to perform safely their duties. If there is any doubt, advice shall be sought from the AMS, an AMC, or an AME.

2.7.3 Holders of medical certificates shall, without undue delay, seek the advice of the AMS, an AMC or an AME when becoming aware of;

- (a) hospital or clinic admission for more than 12 hours; or
- (b) surgical operation or invasive procedure; or
- (c) the regular use of medication; or
- (d) the need for regular use of correcting lenses.

2.7.4 Holders of a medical certificate who are aware of:

- (a) any significant personal injury involving incapacity to function at their assigned duty station; or
- (b) any illness involving incapacity to function at their assigned duty station; throughout a period of 21 days or more; or
- (c) being pregnant,

shall inform the CAA or the AME, who shall subsequently inform the CAA, in writing of such injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy.

2.7.5 In the case of injury or illness the suspension shall be lifted upon the holder by the AME in consultation with the Authority being medically assessed by the AME or under arrangements made by the Authority and being pronounced fit to function at their assigned duty station, or upon the Authority exempting, subject to such conditions as it thinks appropriate, the holder from the requirement of a medical examination.

2.7.6 In the case of pregnancy, the suspension may be lifted by the AME in consultation with the CAA for such period and subject to such conditions as it thinks appropriate.

*Note: Regulatory requirements for medical issues are stated in ANTR FCL 3.*

2.7.7 The CAA 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 or CAA.

*Note: Guidance on physical and mental conditions and treatments that are relevant to flight safety about which information may need to be forwarded to the CAA is contained in the JAA Manual of Civil Aviation Medicine.*

2.7.8 The CAA shall, as far as practicable and when becoming aware of the circumstances, ensure that licence holders do not exercise the privileges of their licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.

## **2.8 Use of Psychoactive Substances**

2.8.1 Holders of licences provided for in this ANTR Part shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.

- 2.8.2 Holders of licences provided for in this ANTR Part shall not engage in any problematic use of substances.
- 2.8.3 Any licence holder, who has been found to engage in any kind of problematic use of substances, shall be removed from their safety-critical functions.

*Note: Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.*

## **2.9 Expired Medical Certificate**

- 2.9.1 If a licence holder allows his Medical Certificate to expire by more than five years, renewal shall require an initial aeromedical examination. Prior to the certificate issue the relevant medical records shall be obtained by the AME.
- 2.9.2 If a licence holder allows his Medical Certificate to expire by more than two years but less than five years, renewal shall require the prescribed examination to be performed. Prior to the examination the relevant medical records shall be obtained by the AME.
- 2.9.3 If a licence holder allows his certificate to expire by less than one year, renewal shall require the prescribed examination to be performed.

## **2.10 Deferral of Medical Examination**

The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the CAA, provided that such deferral shall only be made as an exception and shall not exceed:

- (a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (a) [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 an authorised medical examiner of the area concerned, or, in cases where such an authorised medical examiner is not available, by a physician legally qualified to practise medicine in that area.] A report of the medical examination shall be sent to the CAA;
- (c) [in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated or authorised by the Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to the CAA.]

## **2.11 General Requirements for Medical Assessments**

### **2.11.1 General**

An applicant for a Medical Assessment issued in accordance with paragraph 2.2 shall undergo a medical examination based on the following requirements:

- (a) physical and mental;
- (b) visual and colour perception; and
- (c) hearing.

#### 2.11.2 Physical and mental requirements

An applicant for any class of Medical Assessment shall be required to be free from:

- (a) any abnormality, congenital or acquired; or
- (b) any active, latent, acute or chronic disability; or
- (c) any wound, injury or sequelae from operation; 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.

#### 2.11.3 Visual acuity test requirements

The methods in use for the measurement of visual acuity are likely to lead to differing evaluations. To achieve uniformity, therefore, the AME shall ensure that equivalence in the methods of evaluation be obtained in accordance with ANTR-FCL 3.

#### 2.11.4 Colour perception requirements

- (a) The AME shall use such methods of examination as will guarantee reliable testing of colour perception.
- (b) The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.
- (c) The applicant shall be tested for the ability to correctly identify a series of pseudoisochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).
- (d) An applicant obtaining a satisfactory result as prescribed by the AME shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.
- (e) Sunglasses worn during the exercise of the privileges of the licence or rating held should be non-polarizing and of a neutral grey tint.

2.11.5 Hearing test requirements

- (a) The AME shall use such methods of examination as will guarantee reliable testing of hearing.
- (b) Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their licence and rating privileges.
- (c) Applicants for Class 1 and Class 2 Medical Assessments shall be tested by 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. Alternatively, other methods providing equivalent results may be used.
- (d) At medical examinations, where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.

**CHAPTER 3**  
**AIRCRAFT MAINTENANCE ENGINEER LICENCE**  
**(Refer to ANTR 66)**



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**CHAPTER 4****FLIGHT DISPATCHER LICENCE****4.1 Requirements for the Issue of the Licence****4.1.1 General**

An applicant for a flight dispatcher licence shall, before being issued with any licence, meet such requirements in respect of age, knowledge, experience and skill, as are specified for that licence.

An applicant for flight dispatcher licence shall demonstrate, in a manner determined by the Authority, such requirements in respect of knowledge and skill as are specified for that licence.

**4.1.2 Age**

The applicant shall be not less than 21 years of age.

**4.1.3 Knowledge**

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight dispatcher licence, in at least the following subjects:

**Air law**

- (a) rules and regulations relevant to the holder of a flight dispatcher licence; appropriate air traffic services practices and procedures;

**Aircraft general knowledge**

- (b) principles of operation of aeroplane engines, systems and instruments;
- (c) operating limitations of aeroplanes and engines;
- (d) minimum equipment list;

**Flight performance calculation, planning procedures and loading**

- (e) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
- (f) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;
- (g) preparation and filing of air traffic services flight plans;
- (h) basic principles of computer-assisted planning systems;

**Human performance**

- (i) human performance, including principles of threat and error management relevant to dispatch duties;

#### Meteorology

- (j) aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
- (k) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;

#### Navigation

- (l) principles of air navigation with particular reference to instrument flight;

#### Operational procedures

- (m) use of aeronautical documentation;
- (n) operational procedures for the carriage of freight and dangerous goods;
- (o) procedures relating to aircraft accidents and incidents; emergency flight procedures;
- (p) procedures relating to unlawful interference and sabotage of aircraft;

#### Principles of flight

- (q) principles of flight relating to the appropriate category of aircraft; and

#### Radio communication

- (r) procedures for communicating with aircraft and relevant ground stations.

#### 4.1.4 Experience

The applicant shall have gained the following experience:

- (a) a total of two years of service in any one or in any combination of the capacities specified in (1) to (3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
  - (1) a flight crew member in air transportation; or
  - (2) a meteorologist in an organisation dispatching aircraft in air transportation; or
  - (3) an air traffic controller; or a technical supervisor of flight dispatchers or air transportation flight operations systems;

or

- (b) at least one year as an assistant in the dispatching of air transport;  
or
- (c) have satisfactorily completed a course of approved training.

4.1.5 The applicant shall have served under the supervision of a flight dispatcher for at least 90 working days within the six months immediately preceding the application.

#### 4.1.6 Skill

The applicant shall have demonstrated the ability to:

- (a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (b) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans; and
- (b) 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 dispatcher licence.
- (d) recognize and manage threats and errors;

## 4.2 Privileges of the Holder of the Licence

Subject to compliance with the validity of licence, ratings, competency and language proficiency requirements, the privileges of the holder of a flight dispatcher licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in ANTR OPS 1 and/or ANTR OPS 3 as applicable.

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**CHAPTER 5****POWERED-LIFT PILOT LICENCE****5.1 Requirements for the Issuance of Private Pilot Licence**

Until 5 March 2022, the Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category.

**5.1.1 Age**

The applicant shall be not less than 17 years of age.

**5.1.2 Knowledge**

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft licence, in at least the following subjects:

**Air law**

- (a) rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;

**Aircraft general knowledge for powered-lifts**

- (b) principles of operation and functioning of engines, systems and instruments;
- (c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;
- (d) transmission (power trains) where applicable;

**Flight performance, planning and loading**

- (e) effects of loading and mass distribution on flight characteristics; mass and balance calculations;
- (f) use and practical application of take-off, landing and other performance data;
- (g) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

**Human performance**

- (h) human performance including principles of threat and error management;

### Meteorology

- (i) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

### Navigation

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

### Operational procedures

- (k) application of threat and error management to operational performance;
- (l) altimeter setting procedures;
- (m) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (n) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
- (o) settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

### Principles of flight

- (p) principles of flight;

### Radiotelephony

- (q) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

#### 5.1.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 5.1.6.2 with a degree of competency appropriate to the privileges granted to the holder of a private 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.

#### 5.1.4 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

*Note: Attention is called to 5.3.4 on the medical fitness requirements for private pilot licence holders seeking an instrument rating.*

#### 5.1.5 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

5.1.5.1 Subject to compliance with the requirements specified in this Part, 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.

5.1.5.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

#### 5.1.6 Specific requirements for the issue of the powered-lift category rating

##### 5.1.6.1 Experience

- (a) The applicant shall have completed not less than 40 hours of flight time as a pilot of powered-lifts. The Authority should determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 40 hours.
- (b) When 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 (a) above could be reduced accordingly.
- (c) The applicant shall have completed in powered-lifts 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.

##### 5.1.6.2 Flight instruction

The applicant shall have received not less than 20 hours of dual instruction time in powered-lifts from an authorised flight instructor. The instructor should ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:

- (a) recognize and manage 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; 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 reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;
- (k) operations to/from and transiting controlled aerodromes, compliance with air traffic services procedures; and
- (l) communication procedures and phraseology.

*Note: The instrument experience specified above and the night flying dual instruction specified in 5.1.5.2 do not entitle the holder of a private pilot licence to pilot powered-lifts under IFR.*

## **5.2 Requirements for the Issuance of Commercial pilot licence**

General requirements for the issue of the CPL licence appropriate to the powered-lift categories

### **5.2.1 Age**

The applicant shall be not less than 18 years of age.

### **5.2.2 Knowledge**

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft licence, in at least the following subjects:

## Air law

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

## Aircraft general knowledge for powered-lifts

- (b) principles of operation and functioning of engines, systems and instruments;
- (c) operating limitations of the aircraft and engines; relevant operational information from the flight manual or other appropriate document;
- (d) use and serviceability checks of equipment and systems of appropriate aircraft;
- (e) maintenance procedures for airframes, systems and engines;
- (f) transmission (power trains) where applicable;

## Flight performance, planning and loading

- (g) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (h) use and practical application of take-off, landing and other performance data;
- (i) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
- (j) effects of external loading on handling;

## Human performance

- (k) human performance including principles of threat and error management;

## Meteorology

- (l) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (m) 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;
- (n) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

### Navigation

- (o) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;

### Operational procedures

- (p) application of threat and error management to operational performance;
- (q) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (r) altimeter setting procedures;
- (s) appropriate precautionary and emergency procedures;
- (t) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
- (u) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- (v) settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

### Principles of flight

- (w) principles of flight;

### Radiotelephony

- (x) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

### 5.2.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command, the procedures and manoeuvres described in 5.2.6.2 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.

#### 5.2.4 Medical fitness

The applicant shall hold a current Class 1 Medical Assessment.

#### 5.2.5 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

##### 5.2.5.1 Subject to compliance with the requirements specified in this Part 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 act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
- (c) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate aircraft category and certificated for single-pilot operation;
- (d) to act as co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and

##### 5.2.5.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

*Note: Certain privileges of the licence are curtailed by ANTR-FCL 3 for licence holders when they attain their 60<sup>th</sup> and 65<sup>th</sup> birthdays.*

#### 5.2.6 Specific requirements for the issue of the powered-lift category rating

##### 5.2.6.1 Experience

- (a) The applicant should have completed not less than 200 hours of flight time in a powered-lift, or 150 hours if completed during a course of approved training, as a pilot of aircraft. The Authority should determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be.
- (b) The applicant should have completed in a powered-lift not less than:
  - (1) 50 hours as pilot-in-command;
  - (2) 10 hours of cross-country flying as pilot-in-command 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 should be made;
  - (3) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and

- (4) 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.
- (c) When 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 (a) above could be reduced accordingly.

#### 5.2.6.2 Flight instruction

The applicant should have received dual instruction time in a powered-lift from an authorised flight instructor. The instructor should ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:

- (a) recognize and manage 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; 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 reconversion 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.

*Note: The instrument experience specified above and the night flying experience and dual instruction specified in 5.2.5.2 and 5.2.6.1 (b)(4) do not entitle the holder of a commercial pilot licence to pilot powered-lifts under IFR.*

### **5.3 Requirements for the Issuance of Airline Transport Pilot Licence**

General requirements for the issue of the ATPL licence appropriate to powered-lift categories

#### **5.3.1 Age**

The applicant shall be not less than 21 years of age.

#### **5.3.2 Knowledge**

- 5.3.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the category of aircraft licence, in at least the following subjects:

Air law

- (a) rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;

Aircraft general knowledge for powered-lifts

- (b) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;
- (c) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
- (d) operating procedures and limitations; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
- (e) use and serviceability checks of equipment and systems of appropriate aircraft;
- (f) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
- (g) maintenance procedures for airframes, systems and engines;
- (h) transmission (power trains) where applicable;

## Flight performance, planning and loading

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

## Human performance

- (m) human performance including principles of threat and error management;

## Meteorology

- (n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (o) 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;
- (p) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (q) practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

## Navigation

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

## Operational procedures

- (v) application of threat and error management to operational performance;

- (w) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (x) precautionary and emergency procedures; safety practices;
- (y) operational procedures for carriage of freight and dangerous goods;
- (z) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
- (aa) settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;

#### Principles of flight

- (bb) principles of flight;

#### Radiotelephony

- (cc) communication procedures and phraseology; action to be taken in case of communication failure.

5.3.2.2 In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the powered-lift category shall have met the knowledge requirements for the instrument rating at 5.4.1.

#### 5.3.3 Skill

5.3.3.1 The applicant shall have demonstrated 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) procedures and manoeuvres for instrument flight described in 5.4.6.1 (a) to (d), including simulated engine failure.

5.3.3.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 5.3.3 with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:

- (a) recognize 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 standard operating procedures (SOPs) and use of checklists.

#### 5.3.4 Medical fitness

The applicant shall hold a current Class 1 Medical Assessment.

#### 5.3.5 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

##### 5.3.5.1 Subject to compliance with the requirements specified in this Part, 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 powered-lift categories, of the instrument rating; and
- (b) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot.

*Note: Certain privileges of the licence are curtailed by ANTR-FCL 3 for licence holders when they attain their 60<sup>th</sup> and 65<sup>th</sup> birthdays.*

#### 5.3.6 Specific requirements for the issue of the powered-lift category rating

##### 5.3.6.1 Experience

- (a) The applicant should have completed not less than 1 500 hours of flight time as a pilot of powered-lifts. The Authority should determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1 500 hours.
- (b) The applicant should have completed in powered-lifts not less than:
  - (1) 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;

- (2) 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;
  - (3) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
  - (4) 25 hours of night flight as pilot-in-command or as co-pilot.
- (c) When 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 (a) above could be reduced accordingly.

#### 5.3.6.2 Flight instruction

The applicant should have received the dual flight instruction required for the issue of the commercial pilot licence and for the issue of the instrument rating.

### 5.4 Requirements for the Issuance of Instrument rating

Requirements for the issue of the IR rating for powered-lift categories

#### 5.4.1 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:

Air law

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

Aircraft general knowledge for the aircraft category being sought

- (b) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of autopilot;
- (c) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;

Flight performance and planning for the aircraft category being sought

- (d) pre-flight preparations and checks appropriate to flight under IFR;
- (e) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

## Human performance for the aircraft category being sought

- (f) human performance relevant to instrument flight in aircraft including principles of threat and error management;

## Meteorology for the aircraft category being sought

- (g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (i) effects of rotor icing;

## Navigation for the aircraft category being sought

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

## Operational procedures for the aircraft category being sought

- (l) application of threat and error management to operational performance;
- (m) 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;
- (n) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

## Radiotelephony

- (o) communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

## 5.4.2 Skill

5.4.2.1 The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in 5.4.6 with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:

- (a) recognize 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.

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

#### 5.4.3 Medical fitness

5.4.3.1 Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.

5.4.3.2 The Authority requires the holder of a private pilot licence to comply with the physical and mental, and visual requirements for the issue of a Class 1 Medical Assessment.

5.4.4 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges

5.4.4.1 Subject to compliance with the requirements specified in this Part, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.

5.4.4.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of 5.4.2.2.

*Note: Pilots may exercise joint category privileges of the instrument rating on more than one category of aircraft if they have completed the requirements in each category.*

#### 5.4.5 Experience

5.4.5.1 The applicant shall hold a pilot licence for the aircraft category being sought.

5.4.5.2 The applicant shall have completed not less than:

- (a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in the aircraft category being sought; and
- (b) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorised instructor.

#### 5.4.6 Flight instruction

5.4.6.1 The applicant shall have gained not less than 10 hours of the instrument flight time required in 5.4.5.2(b) while receiving dual instrument flight instruction in the aircraft category being

sought, from an authorised flight instructor. 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:
  - transition to instrument flight on take-off;
  - standard instrument departures and arrivals;
  - en-route IFR procedures;
  - holding procedures;
  - instrument approaches to specified minima;
  - missed approach procedures;
  - landings from instrument approaches;
- (d) in-flight manoeuvres and particular flight characteristics.

5.4.6.2 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. 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.

## **5.5 Requirements for the Issuance of Flight instructor rating**

Requirements for the issue of the FI rating appropriate to powered-lifts

### **5.5.1 Knowledge**

The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included on the licence. In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:

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

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

#### 5.5.2 Skill

The applicant shall have demonstrated, 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.

#### 5.5.3 Experience

The applicant shall have met the experience requirements for the issue of a commercial pilot licence for each aircraft category, as appropriate.

#### 5.5.4 Flight instruction

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

- (a) have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
- (b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

#### 5.5.5 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges

##### 5.5.5.1 Subject to compliance with the requirements specified in this Part, the privileges of the holder of a flight instructor rating shall be:

- (a) to supervise solo flights by student pilots; and

- (b) to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:
- (1) holds at least the licence and rating for which instruction is being given, in the powered-lift category;
  - (2) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and
  - (3) has the flight instructor privileges granted entered on the licence.

5.5.5.2 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.

**CHAPTER 6****GLIDER PILOT LICENCE****6.1 Requirements for the Issue of the Licence**

## 6.1.1 Age

The applicant shall be not less than 16 years of age.

## 6.1.2 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a glider pilot licence, in at least the following subjects:

## Air law

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

## Aircraft general knowledge

- (b) principles of operation of glider systems and instruments;
- (c) operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;

## Flight performance, planning and loading

- (d) effects of loading and mass distribution on flight characteristics; mass and balance considerations;
- (e) use and practical application of launching, landing and other performance data;
- (f) 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;

## Human performance

- (g) human performance relevant to the glider pilot including principles of threat and error management;

## Meteorology

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

## Navigation

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



## Operational procedures

- (j) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (k) different launch methods and associated procedures;
- (l) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

## Principles of flight

- (m) principles of flight relating to gliders.

6.1.3 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, language proficiency and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.

## 6.1.4 Experience

The applicant shall have gained the following experience:

- (a) The applicant shall have completed 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.
- (b) When the applicant has flight time as a pilot of aeroplanes, the CAA shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of paragraph (a) can be reduced accordingly.

6.1.5 The applicant shall have gained, under appropriate supervision, operational experience in gliders 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;
- (i) emergency procedures.

### 6.1.6 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres described in paragraph 6.1.5 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.

### 6.1.7 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

## 6.2 Privileges of the Holder of the Licence

6.2.1 Subject to compliance with the validity of licence, ratings, competency, medical fitness and language proficiency requirements, the privileges of the holder of a glider pilot licence shall be to act as pilot-in-command of any glider on private operations, provided the licence holder has operational experience in the launching method used.

6.2.2 If passengers are to be carried, the licence holder should have completed not less than 10 hours of flight time as a pilot of gliders.

## 6.3 Type Ratings

6.3.1 Type ratings shall be issued for each type of glider.

6.3.2 The applicant shall have demonstrated 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.

## 6.4 Authorisation to conduct instruction

The CAA, having issued a pilot licence, shall not permit the holder thereof to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorisation from the CAA. Proper authorisation shall comprise:

- (a) a flight instructor rating on the holder's licence; or
- (b) the authority to act as an agent of an approved organisation authorised by the CAA to carry out flight instruction; or

- (c) a specific authorisation granted by the Contracting State which issued the licence.

**CHAPTER 7****FREE BALLOON PILOT LICENCE****7.1 Requirements for the issue of the licence**

## 7.1.1 Age

The applicant shall be not less than 16 years of age.

## 7.1.2 Knowledge

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot licence, in at least the following subjects:

## Air law

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

## Aircraft general knowledge

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

## Flight performance, planning and loading

- (e) effects of loading on flight characteristics; mass calculations;
- (f) use and practical application of launching, landing and other performance data, including the effect of temperature;
- (g) 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;

## Human performance

- (h) human performance relevant to the free balloon pilot including principles of threat and error management;

## Meteorology

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

### Navigation

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

### Operational procedures

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

### Principles of flight

- m) principles of flight relating to free balloons.

7.1.3 The applicant should have demonstrated 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.

#### 7.1.4 Experience

The applicant shall have completed 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.

7.1.5 The applicant shall have gained, 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;
- (h) emergency procedures.

7.1.6 If the privileges of the licence are to be exercised at night, the applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying.

### 7.1.7 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of a free balloon, the procedures and manoeuvres described in 7.1.5 with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence, and to:

- (a) recognize 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.

### 7.1.8 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

## 7.2 Privileges of the holder of the licence

7.2.1 Subject to compliance with the validity of licence, ratings, competency, medical fitness and language proficiency requirements, the privileges of the holder of a free balloon pilot licence shall be to act as pilot-in-command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.

7.2.2 Before exercising the privileges at night, the licence holder shall have complied with the requirements specified in paragraph 7.1.6.

7.2.3 If passengers are to be carried, the licence holder shall have completed not less than 35 hours of flight time including 20 hours as a pilot of a free balloon.

## 7.3 Type Ratings

7.3.1 Class ratings issued are issued for the following;

- (a) Hot air balloon,
- (b) Gas filled balloon
- (c) Pressurized balloon
- (d) Combination gas and hot air balloon

Individual type ratings with a class rating may be issued at the discretion of the CAA

Note: Only pilots of balloons, capable of free flight, require a pilot licence.

7.3.2 Type ratings shall be issued for the following envelope capacity:

- |         |  |
|---------|--|
| Group A | not exceeding 3000 cubic metres volume.                          |
| Group B | exceeding 3000 cubic metres but not exceeding 9000 cubic metres. |
| Group C | exceeding 9000 cubic metres.                                     |

7.3.3 Requirements for the issue of class and type ratings

7.3.3.1 Class rating (all categories)

The applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.

7.3.3.2 Type rating

The applicant shall have demonstrated 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.

#### **7.4 Authorisation to conduct instruction**

The CAA, having issued a pilot licence, shall not permit the holder thereof to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorisation from the CAA. Proper authorisation shall comprise:

- (a) a flight instructor rating on the holder's licence; or
- (b) the authority to act as an agent of an approved organisation authorised by the CAA to carry out flight instruction; or
- (c) a specific authorisation granted by the Contracting State which issued the licence.

## CHAPTER 8

## AIRSHIP PILOT LICENCE

**8.1 Requirements for the Issue of Private pilot licence**

General requirements for the issue of the PPL licence appropriate to the airship category.

**8.1.1 Age**

The applicant shall be not less than 17 years of age.

**8.1.2 Knowledge**

[The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft licence, in at least the following subjects:]

Air law

- (a) rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;

Aircraft general knowledge for airships

- (b) principles of operation and functioning of engines, systems and instruments;
- (c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;
- (d) physical properties and practical application of gases;

Flight performance, planning and loading

- (e) effects of loading and mass distribution on flight characteristics; mass and balance calculations;
- (f) use and practical application of take-off, landing and other performance data;
- (g) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;

Human performance

- (h) human performance including principles of threat and error management;

Meteorology



- (i) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;

Navigation

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

Operational procedures

- (k) application of threat and error management to operational performance;
- (l) altimeter setting procedures;
- (m) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (n) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;

Principles of flight

- (o) principles of flight;

Radiotelephony

- (p) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

8.1.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 8.1.6.2 with a degree of competency appropriate to the privileges granted to the holder of a private 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.

8.1.4 Medical fitness

The applicant shall hold a current Class 2 Medical Assessment.

*Note: Attention is called to 8.3.3 on the medical fitness requirements for private pilot licence holders seeking an instrument rating.*

8.1.5 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

8.1.5.1 Subject to compliance with the requirements specified in this Part, 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.

8.1.5.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

8.1.6 Specific requirements for the issue of the airship category rating

8.1.6.1 Experience

The applicant shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:

- (a) 3 hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);
- (b) 5 take-offs and 5 landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;
- (c) 3 hours of instrument time; and
- (d) 5 hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot-in-command.

8.1.6.2 Flight instruction

The applicant shall have received dual instruction in airships from an authorised flight instructor. The instructor shall ensure that the applicant has received instruction in at least the following areas:

- (a) recognize and manage 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 the take-off, including appropriate limitations, emergency procedures and signals used;

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

*Note: The instrument experience specified in (i) above and the night flying dual instruction specified in 8.1.5.2 do not entitle the holder of a private pilot licence to pilot airships under IFR.*

## **8.2 Requirements for the Issue of Commercial pilot licence**

General requirements for the issue of the CPL licence appropriate to the airship category

### 8.2.1 Age

The applicant shall be not less than 18 years of age.

### 8.2.2 Knowledge

[The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft licence, in at least the following subjects:]

Air law

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

Aircraft general knowledge for airships

- (b) principles of operation and functioning of engines, systems and instruments;
- (c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;
- (d) use and serviceability checks of equipment and systems of appropriate aircraft;
- (e) maintenance procedures for airframes, systems and engines of appropriate aircraft;
- (f) physical properties and practical application of gases;

## Flight performance, planning and loading

- (g) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (h) use and practical application of take-off, landing and other performance data;
- (i) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;
- (j) effects of external loading on handling;

## Human performance

- (k) human performance including principles of threat and error management;

## Meteorology

- (l) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (m) 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;
- (n) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

## Navigation

- (o) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment; including
  - (1) use, limitation and serviceability of avionics and instruments necessary for control and navigation;
  - (2) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;
  - (3) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;

## Operational procedures

- (p) application of threat and error management to operational performance;

- (q) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
- (r) altimeter setting procedures;
- (s) appropriate precautionary and emergency procedures;
- (t) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
- (u) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;

#### Principles of flight

- (v) principles of flight;

#### Radiotelephony

- (w) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.

### 8.2.3 Skill

The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 8.2.6.2 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.

### 8.2.4 Medical fitness

The applicant shall hold a current Class 1 Medical Assessment.

### 8.2.5 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges

#### 8.2.5.1 Subject to compliance with the requirements specified in this Part, 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 act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
- (c) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate aircraft category and certificated for single-pilot operation;
- (d) to act as co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and
- (e) to pilot an airship under IFR.

8.2.5.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.

*Note: Certain privileges of the licence are curtailed by ANTR-FCL 3 for licence holders when they attain their 60<sup>th</sup> and 65<sup>th</sup> birthdays.*

## 8.2.6 Specific requirements for the issue of the airship category rating

### 8.2.6.1 Experience

- (a) The applicant shall have completed not less than 200 hours of flight time as a pilot.
- (b) The applicant shall have completed not less than:
  - (1) 50 hours as a pilot of airships;
  - (2) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:
    - 10 hours of cross-country flight time; and
    - 10 hours of night flight;
  - (3) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
  - (4) 20 hours of flight training in airships in the areas of operation listed in 8.2.6.2.

### 8.2.6.2 Flight instruction

The applicant shall have received dual instruction in airships from an authorised flight instructor. 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) recognize 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.

### **8.3 Requirements for the Issue of Instrument rating**

Requirements for the issue of the instrument rating for airship category

#### **8.3.1 Knowledge**

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:

Air law

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

Aircraft general knowledge for the aircraft category being sought

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

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

Flight performance and planning for the aircraft category being sought

- (d) pre-flight preparations and checks appropriate to flight under IFR;
- (e) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

Human performance for the aircraft category being sought

- (f) human performance relevant to instrument flight in aircraft including principles of threat and error management;

Meteorology for the aircraft category being sought

- (g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
- (h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

Navigation for the aircraft category being sought

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

Operational procedures for the aircraft category being sought

- (k) application of threat and error management to operational performance;
- (l) 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;
- (m) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;

Radiotelephony

- (n) communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.

### 8.3.2 Skill

- 8.3.2.1 The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in



8.3.6.1 with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:

- (a) recognize 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.

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

### 8.3.3 Medical fitness

8.3.3.1 Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.

8.3.3.2 The Authority requires the holder of a private pilot licence to comply with the physical and mental, and visual requirements for the issue of a Class 1 Medical Assessment.

8.3.4 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges

8.3.4.1 Subject to compliance with the requirements specified in this Part, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.

8.3.4.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of 8.3.2.2.

*Note: Pilots may exercise joint category privileges of the instrument rating on more than one category of aircraft if they have completed the requirements in each category.*

### 8.3.5 Experience

8.3.5.1 The applicant shall hold a pilot licence for the aircraft category being sought.

8.3.5.2 The applicant shall have completed not less than:

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

- (b) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorised instructor.

### 8.3.6 Flight instruction

8.3.6.1 The applicant shall have gained not less than 10 hours of the instrument flight time required in 8.3.5.2 (b) while receiving dual instrument flight instruction in the aircraft category being sought, from an authorised flight instructor. 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:
  - transition to instrument flight on take-off;
  - standard instrument departures and arrivals;
  - en-route IFR procedures;
  - holding procedures;
  - instrument approaches to specified minima;
  - missed approach procedures;
  - landings from instrument approaches;
- (d) in-flight manoeuvres and particular flight characteristics.

8.3.6.2 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. 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.

## 8.4 Requirements for the Issue of Flight instructor rating

Requirements for the issue of the FI rating appropriate to airships

### 8.4.1 Knowledge

[The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft licence.] In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:

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

#### 8.4.2 Skill

The applicant shall have demonstrated, 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.

#### 8.4.3 Experience

The applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified in 8.3.5.

#### 8.4.4 Flight instruction

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

- (a) have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and

- (b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.

8.4.5 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges

8.4.5.1 Subject to compliance with the requirements specified in this Part, the privileges of the holder of a flight instructor rating shall be:

- (a) to supervise solo flights by student pilots; and
- (b) to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:
  - (1) holds at least the licence and rating for which instruction is being given in airships;
  - (2) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and
  - (3) has the flight instructor privileges granted entered on the licence.

8.4.5.2 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.

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## CHAPTER 9

### APPROVED TRAINING AND APPROVED TRAINING ORGANISATION

#### 9.1 Applicability

9.1.1 This Chapter is applicable to the training of flight crew not addressed by ANTR-FCL 1; ANTR-FCL 2 and ANTR-FCL 4.

*Note: ANTR-FCL 1; FCL-2 and FCL 4 applies to the training of commercial and private licences aeroplane, commercial and private licences helicopter and Flight Engineer licences respectively.*

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

9.1.3 The approval of a training organisation by the CAA shall be dependent upon the applicant demonstrating compliance with the requirements of this Chapter.

#### 9.2 Approved Training Organisation

9.2.1 The issuance of an approval for a training organisation and the continued validity of the approval shall depend upon the training organisation being in compliance with the requirements of this Chapter.

9.2.2 The approval document shall contain at least the following:

- (a) organisation's name and location;
- (b) date of issue and period of validity (where appropriate);
- (c) terms of approval.

#### 9.3 Training and Procedures Manual

9.3.1 The training organisation shall provide a training and procedures manual for the use and guidance of personnel concerned. This manual may be issued in separate parts and shall contain at least the following information:

- (a) a general description of the scope of training authorised under the organisation's terms of approval;
- (b) the content of the training programmes offered including the courseware and equipment to be used;
- (c) a description of the organisation's quality assurance system;
- (d) a description of the organisation's facilities;
- (e) the name, duties and qualification of the person designated as responsible for compliance with the requirements of the approval;

- (f) a description of the duties and qualification of the personnel designated as responsible for planning, performing and supervising the training;
- (g) a description of the procedures used to establish and maintain the competence of instructional personnel;
- (h) a description of the method used for the completion and retention of the training records;
- (i) a description, when applicable, of additional training needed to comply with an operator's procedures and requirements; and
- (j) when an approved training organisation is authorised to conduct the testing required for the issuance of a licence or rating, a description of the selection, role and duties of the authorised personnel, as well as the applicable requirements established by the CAA.

9.3.2 The training organisation shall ensure that the training and procedures manual is amended as necessary to keep the information contained therein up to date.

9.3.3 Copies of all amendments to the training and procedures manual shall be furnished promptly to all organisations or persons to whom the manual has been issued.

#### **9.4 Training Programmes**

9.4.1 The CAA may approve a training programme for a private pilot licence, commercial pilot licence or instrument rating that allows an alternative means of compliance with the experience requirements established by ANTR Part II, provided that the approved training organisation demonstrates to the satisfaction of the CAA that the training provides a level of competency at least equivalent to that provided by the minimum experience requirements for personnel not receiving such approved training.

9.4.2 When the CAA approves a training programme for a multi-crew pilot licence, the approved training organisation shall demonstrate to the satisfaction of the CAA that the training provides a level of competency in multi-crew operations at least equal to that met by holders of a commercial pilot licence, instrument rating and type rating for an aeroplane certificated for operation with a minimum crew of at least two pilots.

#### **9.5 Quality Assurance System**

The training organisation shall establish a quality assurance system, acceptable to the CAA granting the approval, which ensures that training and instructional practices comply with all relevant requirements.

#### **9.6 Facilities**

9.6.1 The facilities and working environment shall be appropriate for the task to be performed and be acceptable to the CAA.

9.6.2 The training organisation shall have, or have access to, the necessary information, equipment, training devices and material to conduct the courses for which it is approved.

- 9.6.3 Synthetic training devices shall be qualified according to requirements established by the CAA and their use shall be approved by the CAA to ensure that they are appropriate to the task.

## **9.7 Personnel**

- 9.7.1 The training organisation shall nominate a person responsible for ensuring that it is in compliance with the requirements for an approved organisation.
- 9.7.2 The organisation shall employ the necessary personnel to plan, perform and supervise the training to be conducted.
- 9.7.3 The competence of instructional personnel shall be in accordance with procedures and to a level acceptable to the CAA.
- 9.7.4 The training organisation shall ensure that all instructional personnel receive initial and continuation training appropriate to their assigned tasks and responsibilities. The training programme established by the training organisation shall include training in knowledge and skills related to human performance.

## **9.8 Records**

- 9.8.1 The training organisation shall retain detailed student records to show that all requirements of the training course have been met as agreed by the CAA.
- 9.8.2 The training organisation shall maintain a system for recording the qualifications and training of instructional and examining staff, where appropriate.
- 9.8.3 The records shall be kept for a minimum period of two years after completion of the training. The records shall be retained for a minimum period of two years after the instructor or examiner ceases to perform a function for the training organisation.

## **9.9 Oversight**

The CAA maintains an effective oversight programme of the approved training organisation to ensure continuing compliance with the approval requirements.

*Note: Non-compliance of a Training Organisation with the regulations of this Part may be subject to penalties under the Civil Aviation Law.*

## **9.10 Evaluation and Checking**

When the CAA has authorised an approved training organisation to conduct the testing required for the issuance of a licence or rating, the testing shall be conducted by personnel authorised by the CAA or designated by the training organisation in accordance with criteria approved by the CAA.

## **9.11 Safety Management**

- (a) The Authority shall require, as part of its State Safety Programme, that an approved training organization that is exposed to safety risks during the provision of its



services implement a safety management system acceptable to the Authority that, as a minimum:

- (1) identifies safety hazards;
- (2) ensures the implementation of remedial action necessary to maintain agreed safety performance;
- (3) provides for continuous monitoring and regular assessment of the safety performance; and
- (4) aims at a continuous improvement of the overall performance of the safety management system.

*Note: Guidance on defining safety performance is contained in ANTR Volume III Part 19 and CAP 08 – Safety Management Systems.*

- (b) A safety management system shall clearly define lines of safety accountability throughout the approved training organization, including a direct accountability for safety on the part of senior management.

*Note 1: A framework for the implementation and maintenance of a State safety programme is contained in ANTR Volume III Part 19 and CAP 08 – Safety Management Systems.*

*Note 2: The framework for the implementation and maintenance of a safety management system is contained in ANTR Volume III Part 19. Guidance on safety management systems is contained in CAP 08 – Safety Management Systems.*