

PART II

PILOT LICENCES, RATINGS AND AUTHORIZATIONS

24. This Part sets out the requirements for licences, ratings and authorizations that may be issued by the Authority for pilots. Applicability

Student Pilot Licence General Requirements

25. (1) A person wishing to apply for a Student Pilot Licence shall— Requirement
for Student
Pilot Licence

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least sixteen years of age;
- (d) be able to read, speak, write and understand the English Language; and
- (e) hold a current Class 2 medical assessment in accordance with Part VIII.

(2) Notwithstanding subregulation (1)(c), the minimum age for an applicant for a Student Pilot Licence for a glider or lighter-than-air aircraft shall be fourteen years.

Issue and Validity of Student Pilot Licence

26. (1) Where the Director General is satisfied that the applicant for a Student Pilot Licence meets the requirements of this Part he may recommend that the Authority issue the applicant with a Student Pilot Licence. Issue and
validity of
Student Pilot
Licence

(2) Notwithstanding regulation 5(3) a Student Pilot Licence issued in accordance with subregulation (1), shall expire at the end of the last day of the—

- (a) twenty-fourth month from the date of the medical examination shown on the certificate where the person has not reached his fortieth birthday on or before the date of such examination, for operations requiring a Student Pilot Licence; or
- (b) twelfth month from the date of the medical examination shown on the certificate where the person has reached his fortieth birthday on or before the date of such examination, for operations requiring a Student Pilot Licence.

Student Pilot Solo Requirements

Solo
requirements
for student
pilot

27. (1) A student pilot shall not operate an aircraft in solo flight unless he has met the requirements of these Regulations.

(2) A student pilot shall, in order to operate an aircraft in solo flight, satisfactorily pass an aeronautical knowledge test administered by the Authority in the following areas:

(a) air law;

(b) airspace rules and procedures for the airport where the student pilot will perform solo flight; and

(c) flight characteristics and operational limitations for the make and model of aircraft to be flown.

(3) The Director General shall at the conclusion of the aeronautical knowledge test under subregulation (2) and before making a recommendation under subregulation (6), review all incorrect answers with the student.

(4) Prior to conducting a solo flight, a student pilot shall have—

(a) received and logged flight training for the manoeuvres and procedures set out in Part A of Schedule 2 that are appropriate to the make and model of aircraft to be flown; and

(b) demonstrated satisfactory proficiency and safety, as judged by an authorized instructor, on the manoeuvres and procedures required by this regulation in the make and model of aircraft or similar make and model of aircraft to be flown.

(5) A student pilot who is receiving solo flight training shall receive and log flight training for the additional manoeuvres and procedures, as applicable for each category and class rating in the areas set out in Part B of Schedule 2.

(6) Where the student pilot—

(a) passes the aeronautical knowledge test under subregulation (2); and

(b) meets the requirements of subregulations (4) and (5), the Director General may recommend that the Authority to authorize such Student Pilot to conduct a solo flight.

(7) A recommendation under subregulation (6) shall be endorsed on a Student Pilot Licence.

Schedule 2
Part A

Schedule 2
Part B

Student Pilot Licence General Limitations

General
limitation of
a Student
Pilot Licence
and training
requirements

28. (1) A student pilot shall not act as pilot in command of an aircraft—

- (a) that is carrying a passenger;
- (b) that is carrying property for compensation or hire;
- (c) that is operated for compensation or hire;
- (d) in furtherance of a business;
- (e) on an international flight;
- (f) with a flight of surface visibility of less than 3 statute miles during daylight hours or 5 statute miles at night;
- (g) when the flight cannot be made with visual reference to the surface; or
- (h) in a manner contrary to any limitations placed in the logbook of the student pilot by an authorized Flight Instructor.

(2) A Flight Instructor conducting training of a student pilot shall not be considered a passenger under subregulation (1)(a).

(3) A student pilot shall not act as a required pilot on any aircraft for which more than one pilot flight crew member is required by—

- (a) the aircraft type certificate; or
- (b) by the Act or Regulations made thereunder.

(4) Notwithstanding subregulation (3), a student pilot may act as a pilot flight crew member on an aircraft for which more than one pilot is required—

- (a) when receiving flight training from an authorized Flight Instructor or on board an airship; and
- (b) where no person other than a required flight crew member is carried on the aircraft.

(5) A student pilot shall not operate an aircraft in solo flight unless he has received and logged within the ninety days preceding the date of the flight, an endorsement from an authorized Flight Instructor for the specific make and model of the aircraft to be flown.

(6) A student pilot shall not operate an aircraft in solo flight at night unless the student pilot has received—

- (a) flight training at night that includes takeoffs, approaches, landings, and go-arounds at night at the airport where the student pilot intends to conduct the solo flight;
- (b) navigation training at night in the vicinity of the airport where the student pilot intends to conduct the solo flight; and
- (c) an endorsement for night solo flight.

(7) A student pilot may operate the radio communication system of an aircraft for the purpose of a flight.

Solo Cross-country

29. (1) A student pilot shall before—

- (a) conducting a solo cross-country flight, or any flight greater than 25 nautical miles from the aerodrome from where the flight originated; and
- (b) making a solo flight and landing at any location other than the aerodrome of origin, meet the requirements of these Regulations.

(2) A student pilot who seeks solo cross-country flight privileges shall—

- (a) have received ground and flight training from an authorized Flight Instructor on the manoeuvres set out in Part A of Schedule 2 that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
- (b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures set out in Part C of Schedule 2, to an authorized Flight Instructor;
- (c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures set out in Part C of Schedule 2, in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
- (d) comply with any limitations included in the endorsement of the authorized Flight Instructor that are required by subregulations (6) and (7).

(3) A student pilot shall obtain an endorsement from an authorized Flight Instructor before making certain solo and cross-country flights.

Solo cross-country requirements for student pilot

(4) Notwithstanding subregulations (1) and (2), a student pilot under subregulation (3), may make solo flights to another airport that is within 25 nautical miles from the airport where he normally receives training, where—

- (a) the authorized flight instructor who makes the endorsement gave the student pilot flight training at the other airport, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and takeoffs and landings at the other airport;
- (b) the student pilot has a current solo flight endorsement in accordance with subregulation 27(7);
- (c) the authorized Flight Instructor has determined that the student pilot is proficient to make the flight; and
- (d) the purpose of the flight is to practice takeoffs and landings at that other airport.

(5) Notwithstanding subregulations (1) and (2), a student pilot under subregulation (3), may make repeated specific solo cross-country flights to another airport that is within 50 nautical miles of the airport from which the flight originated, provided—

- (a) the authorized Flight Instructor who gave the endorsement gave the student pilot flight training in both directions over the route, including entering and exiting the traffic patterns, takeoffs and landings at the airport to be used;
- (b) the student pilot has current solo flight endorsements in accordance with regulation 27(7); and
- (c) the student pilot has a current solo cross-country flight endorsement in accordance with subregulation (6), except that separate endorsements are not required for each flight made under this regulation.

(6) Notwithstanding subregulation (5), a student pilot shall have for each make and model aircraft which he will fly on each cross-country flight, a solo cross-country endorsement placed in his logbook by the authorized Flight Instructor who conducted the training.

(7) A licenced pilot who is receiving training for an additional aircraft category and class rating shall have an endorsement placed in his logbook by the authorized Flight Instructor who conducted the training.

*Private Pilot Licence General Requirements*Private Pilot
Licence
requirements

30. (1) A person wishing to apply for a Private Pilot Licence shall—
- (a) apply to the Authority in the prescribed form;
 - (b) pay the prescribed fee;
 - (c) be at least seventeen years of age;
 - (d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;
 - (e) pass the required aeronautical knowledge test in the aeronautical knowledge areas as set out in regulation 31;
 - (f) receive flight instruction as set out in regulation 32 and a logbook endorsement from an authorized Flight Instructor who—
 - (i) conducted the training in the areas of operation that apply to the aircraft category and rating sought; and
 - (ii) certified that the person is prepared for the required skill test;
 - (g) meet the aeronautical experience requirements of these Regulations that apply to the aircraft rating sought before applying for the skill test;
 - (h) pass a skill test on the areas of operation listed in regulation 33 that apply to the aircraft rating sought;
 - (i) provide the Authority with evidence of having received training in the physiology of flight set out in Part D of Schedule 2;
 - (j) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
 - (k) pass the skill test under regulation 33;
 - (l) hold a current Class 2 medical certificate in accordance with Part VIII of these Regulations.
- (2) Notwithstanding subregulation (1)(c), the minimum age for an applicant for a Private Pilot Licence for a balloon, glider or lighter- than-air aircraft shall be sixteen years.

(3) Where an applicant under this Part requires a Type Rating shall satisfy the requirements of regulation 58.

(4) Where an applicant under this Part requires an Instrument Rating, the applicant under this regulation shall satisfy the requirements of regulation 60.

(5) Notwithstanding subregulation (1)(i) an applicant for a Private Pilot Licence with an Instrument Rating shall hold a current Class 1 medical certificate in accordance with Part VIII of these Regulations.

(6) The Authority may accept the Instrument Rating on the Commercial Pilot Licence or Airline Transport Pilot Licence issued by another Contracting State where it meets the requirement of regulation 60.

Private Pilot Licence Aeronautical Knowledge Requirements

31. (1) An applicant for a Private Pilot Licence under regulation 26 shall provide the Authority with evidence that he has received and logged ground training from an approved Aviation Training Organization or an authorized instructor in the aeronautical knowledge areas and a recommendation from such approved Aviation Training Organization or authorized instructor that he is prepared for the knowledge test under subregulation (2).

Private Pilot Licence aeronautical knowledge requirements

(2) An applicant under subregulation (1) shall have demonstrated through an aeronautical knowledge test a level of knowledge appropriate to the privileges granted to the holder of a Private Pilot Licence and appropriate to the category of aircraft intended to be included on the licence, in the areas set out in Part A of Schedule 3.

Schedule 3 Part A

Private Pilot Flight Instruction Requirements

32.(1) The applicant for a Private Pilot Licence under regulation 30 shall provide the Authority with evidence that he has received and logged ground and dual flight instruction in an aircraft from an authorized Flight Instructor.

Private pilot flight instruction requirements

(2) An applicant under subregulation (1), shall receive flight instruction to obtain operational experience in the following areas to the level of performance required for a private pilot:

(a) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;

(b) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;

(c) control of the aircraft by external visual reference;

- (d) flight at critically slow airspeeds, recognition of, and recovery from incipient and full stalls;
- (e) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
- (f) normal and cross-wind take-offs and landings;
- (g) maximum performance take-offs in respect of short field and obstacle clearance, short-field landings;
- (h) flight reference solely to instruments, including the completion of a level 180° turn;
- (i) cross-country flying using visual reference, dead reckoning and where available, radio navigational aids;
- (j) emergency operations, including simulated aircraft equipment malfunctions; and
- (k) operations to, from and transiting controlled aerodromes, compliance with Air Traffic Controls procedures, radiotelephony procedures and phraseology.

(3) Where the privileges of the licence specified in regulation 37 are to be exercised at night, the applicant shall have received dual instruction in aircraft within the appropriate aircraft category in night flying, including take-offs, landings and navigation.

(4) In addition to the requirements set out in subregulation (2), an applicant for a Private Pilot Licence under regulation 30, seeking—

- (a) an aeroplane category rating with a multiengine class rating shall have received and logged training in multiengine operations;
- (b) a rotorcraft category rating with a helicopter class rating shall have received and logged training in—
 - (i) airport and heliport operations; and
 - (ii) hovering manoeuvres;
- (c) a rotorcraft category rating with a gyroplane class rating shall have received and logged training in flight at slow airspeeds;
- (d) a powered-lift category rating shall have received and logged training in—

- (i) airport and heliport operations; and
 - (ii) hovering manoeuvres;
- (e) a glider category rating shall have received and logged training in—
- (i) airport operations;
 - (ii) launches and landings;
 - (iii) performance speeds; and
 - (iv) soaring techniques; and
- (f) lighter-than-air category rating with a balloon class rating shall have received and logged training in launches and landings.

Private Pilot Skill Requirements

33. (1) An applicant for a Private Pilot Licence under regulation 30, shall have demonstrated through a skill test, his ability to perform as pilot in command of an aircraft, within the appropriate category, the relevant procedures and manoeuvres set out in Part B of Schedule 3 in the manner set out in Part C of Schedule 3, with a degree of competency appropriate to the privileges granted to the holder of a Private Pilot Licence.

Private Pilot
skill
requirement

Schedule 3
Part B
Part C

(2) The skill test under subregulation (1) shall be taken within six months of completing the flight instructions under regulation 32 unless further extended by the Authority.

Private Pilot Aeronautical Experience Requirements

34. (1) An applicant for a Private Pilot Licence shall, in accordance with the requirements specified in Part D of Schedule 3, have received -

Private Pilot
Licence
aeronautical
experience
requirements
for additional
ratings

- (a) forty hours of flight time as an aeroplane pilot appropriate to the category and class rating sought;
- (b) forty hours of flight time as a helicopter pilot; or
- (c) twenty-five hours of flight time as an airship pilot.

Schedule 3
Part D

(2) Notwithstanding subregulation (1)(a) and (b), an applicant for a Private Pilot Licence need to have only—

(a) thirty-five hours of flight time completed during a course of approved training as an aeroplane pilot appropriate to the class rating sought; and

(b) thirty-five hours of flight time completed during a course of approved training as a helicopter pilot.

(3) The minimum flight training times listed in subregulation (1), shall include at least the experiences shown in Part D of Schedule 3.

(4) An applicant for a Private Pilot Licence may credit to the forty hours flight time under subregulation (1) or the thirty five hours flight time under subregulations (2), one of the following in a flight simulation training device representing the category, class, and type, where applicable, of aircraft appropriate to the rating sought:

(a) a maximum of two and one half hours of training, where such training is received from an authorized instructor other than an approved Aviation Training Organization; or

(b) a maximum of five hours of training where such training is accomplished in a course conducted by an approved Aviation Training Organization.

(5) Where an applicant under this Part requires a Type Rating he shall satisfy the requirements of regulation 58.

(6) Where an applicant under this Part requires an Instrument Rating he shall satisfy the requirements of regulation 60.

(7) Where an applicant has logged flight time as a pilot of aircraft in other categories the Director General shall determine whether such experience is acceptable and recommend the Authority reduce the flight time requirement accordingly.

Conversion of a Private Pilot Licence from another Contracting State

35. (1) Notwithstanding regulation 30, a person is also qualified to hold a Private Pilot Licence under these Regulations where he—

(a) holds a pilot licence issued by the civil aviation authority of another Contracting State that is equivalent to the Private Pilot Licence issued by the Authority;

(b) satisfies the requirements of regulation 30(1)(c), (d) and (l);

(c) provides the Authority with evidence of having successfully completed the aeronautical knowledge and skill test for the grant of a Private Pilot Licence; and

(d) passes the required knowledge test in air law.

Conversion of
a Private
Pilot Licence
based on
qualifications
of another
Contracting
State

(2) Where a Type Rating is required the applicant under this regulation shall satisfy the requirements of regulation 58.

(3) Where an Instrument Rating is required the applicant under this regulation shall satisfy the requirements of regulation 60.

(4) An applicant under this regulation may use only one foreign pilot licence as a basis for obtaining a Private Pilot Licence issued by the Authority.

(5) An applicant for a pilot licence under this regulation shall provide a foreign pilot licence and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign civil aviation authority that issued the foreign pilot licence.

Issue of Private Pilot Licence

36. Where the Director General is satisfied that an applicant for a Private Pilot Licence meets the requirements of this Part, he may recommend that the Authority issue the applicant with a Private Pilot Licence.

Issue of
Private Pilot
Licence

Privileges and Limitations of a Private Pilot Licence

37. (1) The holder of a Private Pilot Licence (hereinafter referred to as “a Private Pilot”) shall not act as a required crew member of an aircraft—

Private Pilot
Licence
privileges and
limitations

- (a) carrying passengers or property for compensation or hire; or
- (b) operated for compensation or hire

(2) A Private Pilot may act as a required crew member of an aircraft within the appropriate category of aircraft in connection with any business or employment where—

- (a) the flight is only incidental to that business or employment; and
- (b) the aircraft does not carry passengers or property for compensation or hire.

(3) Notwithstanding subregulations (1) and (2), a Private Pilot may be reimbursed for aircraft operating expenses that are directly related to search and rescue operations, provided that—

- (a) such expenses relate only to fuel, oil, airport charges or rental fees; and
- (b) the operation is sanctioned and under the direction and control of—
 - (i) an agency of the Government of Trinidad and Tobago; or

(ii) an organization that conducts search and rescue operations.

(4) A Private Pilot shall not act in any capacity as a pilot of an aircraft under Instrument Flight Rules unless he has an Instrument Rating appropriate to the category of aircraft in use.

Limitations of Private Pilot Licence with Balloon Rating

Limitations of
Private Pilot
with balloon
rating

38. (1) Where an applicant for a Private Pilot Licence with balloon rating takes a skill test in a balloon with an airborne heater, the Director General shall recommend that the Authority place upon the Private Pilot Licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater.

(2) A Private Pilot may apply to have the limitation under subregulation (1), removed upon—

- (a) obtaining the required aeronautical experience in a gas balloon; and
- (b) receiving a logbook endorsement from an authorized instructor who attests to the accomplishment by the Private pilot of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(3) Where an applicant for a Private Pilot Licence with a balloon rating takes a skill test in a gas balloon, the Director General shall recommend that the Authority place upon the Private Pilot Licence a limitation restricting the exercise of the privilege of that licence to a gas balloon.

(4) A Private Pilot may apply to the Authority to have the limitation under subregulation (3), removed upon—

- (a) obtaining the required aeronautical experience in a balloon with an airborne heater; and
- (b) receiving a logbook endorsement from an authorized instructor who attests to the accomplishment by the Private pilot of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater.

Commercial Pilot General Requirements

General
requirements
for Commercial
Pilot Licence
and rating
requirements

39.(1) A person wishing to apply for a Commercial Pilot Licence shall—

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least eighteen years of age;

- (d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;
- (e) pass or provide the Authority with evidence of having passed the required aeronautical knowledge test under regulation 40;
- (f) receive or provide the Authority with evidence of having received the instruction required by regulation 41 and a logbook endorsement from an authorized Flight Instructor who—
 - (i) conducted the training on the areas of operation that apply to the aircraft category and class rating sought; and
 - (ii) certified that the person is prepared for the required skill test check;
- (g) meet the aeronautical experience requirements of regulation 39 that apply to the aircraft category and class rating sought before applying for the skill test check;
- (h) pass or provide the Authority with evidence of having passed the skill test on the areas of operation set out in Part A of Schedule 4 that apply to the aircraft category and class rating sought;
- (i) pass the skill test under paragraph (h) in the manner set out in Part B of Schedule 4;
- (j) complete or provide the Authority with evidence of having completed the training in the physiology of flight set out in Part D of Schedule 2;
- (k) hold a valid Private Pilot Licence issued under these regulations;
- (l) holds a military pilot licence which is certified by the issuing Contracting State as being equivalent to a Commercial Pilot Licence or an Airline Transport Pilot Licence;
- (m) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
- (n) hold a current Class 1 medical certificate issued in accordance with Part VIII.

Schedule 4
Part A

Schedule 4
Part B

Schedule 2
Part D

(2) Where a Type Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 58.

(3) Where an Instrument Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 60.

Commercial Pilot Aeronautical Knowledge Requirements

Aeronautical knowledge requirements for the issue of a Commercial Pilot Licence

Schedule 4 Part C

40. An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence that he has received and logged ground training from an approved Aviation Training Organization or an authorized instructor on the aeronautical knowledge areas appropriate to the category of aircraft intended to be included in the licence as set out in Part C of Schedule 4 and a recommendation from the authorized instructor that he is prepared for the knowledge test.

Commercial Pilot Flight Instruction Requirements

Commercial pilot flight instruction requirements

Schedule 4 Part D

41. (1) An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence of having received and logged ground and dual flight instruction appropriate to the class or type rating sought at an Approved Training Organization or from an authorized instructor on the required flight instruction areas of operation.

(2) The instruction required under subregulation (1), shall be on the areas of operation in respect of the aircraft category and class rating sought to the level of performance required for a Commercial Pilot Licence set out in Part D of Schedule 4.

(3) Where the privileges of the Commercial Pilot Licence are to be exercised at night, the applicant shall have received dual instruction in aircraft within the appropriate category in night flying, including take-offs, landings and navigation.

(4) The instrument training and experience specified in Part E of Schedule (4), and the night flying experience specified in subregulation (3), shall not entitle the holder of a Commercial Pilot Licence to pilot aircraft under Instrument Flight Rules.

Commercial Pilot Skill Test

Skill test for the issue of a Commercial Pilot Licence

Schedule 4 Part A Schedule 4 Part B

42. An applicant for a Commercial Pilot Licence, under regulation 39, shall provide the Authority with evidence of having successfully completed the skill test demonstrating his ability to perform as pilot in command of an aircraft, the relevant procedures and manoeuvres set out in Part A of Schedule 4 in the manner set out in Part B of Schedule 4, with a degree of competency appropriate to the privileges granted to the holder of a Commercial Pilot Licence.

Commercial Pilot Aeronautical Experience Requirements

43. (1) An applicant for a Commercial Pilot Licence, under regulation 39, shall obtain two hundred and fifty flight hours of aeronautical experience as outlined in Part E of Schedule 4.

Commercial
Pilot
Aeronautical
Experience
Requirements
Schedule 4
Part E

(2) An applicant who has satisfactorily completed a Commercial pilot course conducted by an approved Aviation Training Organization need have only the following total aeronautical experience to meet aeronautical experience requirements:

(a) one hundred and ninety hours for an aeroplane or powered-lift rating; and

(b) one hundred and fifty hours for a helicopter rating.

(3) Notwithstanding subregulation (2), where an applicant has logged flight time as a pilot of aircraft in other categories the Director General shall determine whether such experience is acceptable and recommend the Authority reduce the flight time requirement accordingly.

(4) An applicant for a Commercial Pilot Licence may credit to—

(a) the 250 hours required by subregulation (1);

(b) 190 hours required by subregulation (2)(a); or

(c) 150 hours required by subregulation (2)(b),
a maximum of 10 hours for training in a flight simulation training device representing the applicable category, class and type of aircraft appropriate to the rating sought.

Conversion of a Commercial Pilot Licence from another Contracting State

44.(1) Notwithstanding regulation 39(1)(e) through (k), a person is also qualified to hold a Commercial Pilot Licence issued by the Authority where he—

Requirements
for Commercial
Pilot
Licence
where
applicant
holds
equivalent
licence

(a) holds a valid pilot licence issued by a civil aviation authority of another Contracting State that is equivalent to a Commercial Pilot Licence issued by the Authority; and

(b) passes the required knowledge test on the following knowledge areas:

(i) rules and regulations relevant to the holder of a Commercial Pilot Licence;

(ii) rules of the air, appropriate Air Traffic Control practices and

procedures;

- (iii) operating limitations of appropriate aircraft and powerplants, relevant operational information from the flight manual or other appropriate document;
- (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (v) use and practical application of take-off, landing and other performance data;
- (vi) general aeronautical knowledge; and
- (vii) aeronautical knowledge specific to the aircraft type.

(2) Where an applicant holds a pilot licence issued by the licensing authority of a Contracting State, the Authority may accept the results of a successful flight test conducted under such pilot licence as evidence that the applicant satisfies the requirements under this regulation.

(3) An applicant under this regulation may use only one foreign pilot licence as a basis for obtaining a Commercial Pilot Licence issued by the Authority.

(4) An applicant for a pilot licence under this regulation shall provide a foreign pilot licence and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign civil aviation authority that issued the foreign pilot licence.

(5) Where a Type Rating is required, the applicant under subregulation (2), shall satisfy or provide the Authority with evidence that he has met the requirements of regulation 58.

(6) Where an Instrument Rating is required the applicant shall satisfy or provide the Authority with evidence that he has met the requirements of regulation 60.

(7) The Authority may accept the Type Rating and Instrument Rating on a Commercial Pilot Licence issued by another Contracting State where it is equivalent to the requirement of these Regulations.

(8) The Authority may exempt the applicant from any requirement of this regulation, on proof of equivalent knowledge, qualifications, skills and recency of experience.

Issue of Commercial Pilot Licence

45. Where the Director General is satisfied that the applicant for a Commercial Pilot Licence meets the requirements of this Part, he may recommend that the Authority issue the applicant with a Commercial Pilot Licence.

Issue of
Commercial
Pilot Licence

Commercial Pilot Licence Additional Category and Class Rating Requirements

46. (1) An applicant for an Commercial Pilot Licence with an additional category rating who holds a Commercial Pilot Licence with another aircraft category rating shall—

Requirements
for additional
category class
and Type
Rating for the
holder of a
Commercial
Pilot Licence

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

(2) An applicant for a Commercial Pilot Licence with a Type Rating shall not be required to pass a knowledge test where his Commercial Pilot Licence lists the aircraft category and class rating that is appropriate to the type of rating sought.

Commercial Pilot Licence Privileges

47. (1) The holder of a Commercial Pilot Licence (hereinafter referred to as “a commercial pilot”) may—

Commercial
Pilots Licence
Privileges

- (a) exercise all the privileges of the holder of a Private Pilot Licence in an aircraft within the appropriate aircraft category;
- (b) act as pilot in command in an aircraft within the appropriate aircraft category engaged in operations other than commercial air transport;
- (c) act as pilot in command in commercial air transport operations in an aircraft within the appropriate aircraft category certificated for single pilot operation; and
- (d) act as co-pilot in an aircraft within the appropriate aircraft category for which he holds a Type Rating and which is required to be operated with a co-pilot.

(2) A Commercial Pilot with a lighter-than-air category rating may—

- (a) give flight and ground training in an airship for the issuance of a licence or rating for an airship;
- (b) endorse a pilot logbook for an airship;
- (c) pilot in command of an airship under Instrument Flight Rules;
- (d) give flight and ground training in a balloon for the issuance of a licence or rating for a balloon; and
- (e) endorse a pilot logbook for a balloon.

(3) A Commercial Pilot shall not act in any capacity as a pilot of an aircraft under Instrument Flight Rules unless he has an Instrument Rating appropriate to the category of aircraft in use.

Commercial Pilot Licence Limitations

Limitations of
Commercial
Pilot Licence

48. (1) The Director General may recommend that the Authority issue to an applicant for a Commercial Pilot Licence with an aeroplane category or powered-lift category rating who does not hold an Instrument Rating in the same category and class, a Commercial Pilot Licence that contains the limitation,

“The carriage of passengers for hire in (aeroplanes) (powered-lifts) on cross-country flights in excess of 50 nautical miles or at night is prohibited”.

(2) A Commercial Pilot may apply to the Authority to have the limitation under subregulation (1), removed by satisfactorily accomplishing the requirements of regulation 60 for an Instrument Rating in the same category and class that has the limitation.

(3) Where an applicant for a Commercial Pilot Licence with a balloon rating takes a skill test in a balloon with an airborne heater the Director General shall recommend the Authority place upon the Commercial Pilot Licence, a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater.

(4) A Commercial Pilot may remove the limitation specified in subregulation (3), by—

- (a) obtaining the required aeronautical experience in a gas balloon; and
- (b) receiving a logbook endorsement from an authorized instructor who attests to the accomplishment by the pilot of the required aeronautical experience and ability to satisfactorily operate a gas balloon.

(5) Where an applicant for a Commercial Pilot Licence with a balloon rating takes a skill test in a gas balloon the Director General shall recommend the Authority place upon the Commercial Pilot Licence, a limitation restricting the exercise of the privileges of that licence to a gas balloon.

(6) A Commercial Pilot may remove the limitation specified in subregulation (5), by—

- (a) obtaining the required aeronautical experience in a balloon with an airborne heater; and
- (b) receiving a logbook endorsement from an authorized instructor who attests to the person's accomplishment of the required aeronautical experience and ability to satisfactorily operate a balloon with an airborne heater

Airline Transport Pilot Licence General Requirements

49. (1) A person wishing to apply for an Airline Transport Pilot Licence appropriate to an aeroplane, helicopter and powered-lift category shall—

Airline
Transport
Pilot Licence
requirements

- (a) apply to the Authority in the prescribed form;
- (b) pay the prescribed fee;
- (c) be at least twenty-one years of age;
- (d) except as provided in regulation 189, be able to read, speak, write, and understand the English Language;
- (e) meet at least one of the following requirements:
 - (i) hold a valid and current Commercial Pilot Licence and an instrument rating; or
 - (ii) hold a military pilot licence which is certified by the issuing Contracting State as being equivalent to a Commercial Pilot Licence or an Airline Transport Pilot Licence;
- (f) meet the aeronautical experience requirements of regulation 52 before applying for the skill test check;
- (g) pass or provide the Authority with evidence of having passed an aeronautical knowledge test in the applicable knowledge areas appropriate to the category of aircraft intended to be included on the licence under regulation 50;

Schedule 2
Part D

- (h) pass or provide the Authority with evidence of having passed the skill test under regulation 51;
- (i) provide the Authority with evidence of having received training on the physiology of flight set out in Part D of Schedule 2; and
- (j) hold a current Class 1 medical certificate in accordance with Part VIII of these Regulations.

(2) Where a Type Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 58.

(3) Where an Instrument Rating is required for a Commercial Pilot Licence under this Part the applicant shall satisfy the requirements of regulation 60.

Airline Transport Pilot Aeronautical Knowledge Requirements

Airline
transport
pilot
aeronautical
knowledge
requirements

Schedule 5
Part A

50. (1) An applicant for an Airline Transport Pilot Licence shall demonstrate 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 intended to be included in the licence in the aeronautical knowledge areas set out in Part A of Schedule 5.

(2) In addition to the requirements of subregulation (1), the applicant for an Airline Transport Pilot Licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating required by regulation 60(1)(b) (iii).

Airline Transport Pilot Flight Skill Requirements

Airline
transport
pilot flight
skill
requirements

Schedule 5
Part B

51. (1) An applicant for an Airline Transport Pilot Licence under regulation 49 shall provide evidence of having received the flight instruction required for the issue of a Commercial Pilot Licence and for the issue of an Instrument Rating under regulation 60, that apply to the category and class rating sought.

(2) An applicant for an Airline Transport Pilot Licence under regulation 49, shall provide the Authority with evidence that he has met the skills requirements of Part B of Schedule 5 in respect of his ability to perform as pilot in command of an aircraft of the appropriate category required to be operated with a co-pilot.

Airline Transport Pilot Aeronautical Experience for Aeroplane Category Rating

Airline
transport
pilot
aeronautical
experience
for aeroplane
category
rating

52. (1) An applicant for an Airline Transport Pilot Licence with an aeroplane category, shall have no less experience than the specified hours of total time as a pilot of aeroplanes that shall include no less than the hours specified for the relevant category in Part C of Schedule 5.

(2) Notwithstanding subregulation (1), where an applicant has logged flight time as a pilot of aircraft in other categories, the Director General shall determine whether such experience is acceptable and recommend the Authority reduce the flight time requirement in accordance with Part C of Schedule 5 as applicable to the category and class rating.

(3) The Director General may recommend that the Authority allow credit of up to 100 hours as part of the total flight time of 1500 hours, for experience as a pilot under instruction in a flight simulation training device which has been approved by the Authority and of which not more than 25 hours shall have been acquired as a flight procedure trainer or a basic instrument flight trainer.

Airline Transport Pilot Aeronautical Experience for Rotorcraft

53. (1) An applicant for an Airline Transport Pilot Licence with a rotorcraft category class rating or a power-lift category, shall have no less than the specified hours of total time as a pilot that shall include no less than the hours specified for the relevant category in Part C of Schedule 5.

Airline Transport Pilot Licence aeronautical experience for rotorcraft category and class rating

(2) Notwithstanding regulation 52 and subregulation (1), where an applicant has logged flight time as a pilot of aircraft in other categories the Director General shall determine whether such experience is acceptable and recommend the Authority reduce the flight time requirement accordingly.

Schedule 5 Part C

(3) The Director General may recommend that the Authority allow credit of up to 100 hours for experience as a pilot under instruction in a flight simulation training device which has been approved by the Authority of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer, as part of the total flight time of 1000 hrs as helicopter pilot.

Conversion of an Airline Transport Pilot Licence from another Contracting State

54. (1) Notwithstanding regulation 49, a person is also qualified to hold an Airline Transport Pilot Licence under these Regulations, where he—

Requirements for an Airline Transport Pilot Licence where applicant holds equivalent licence

(a) holds a valid pilot licence issued by the civil aviation authority of another Contracting State that is equivalent to the Airline Transport Pilot Licence issued by the Authority;

(b) satisfies the requirements of regulation 49(c), (d) and (e);

(c) passes the required knowledge test on the following knowledge areas:

(i) rules and regulations relevant to the holder of a Airline Transport Pilot Licence;

- (ii) rules of the air; appropriate Air Traffic Controls, practices and procedures;
- (iii) operating limitations of appropriate aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;
- (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
- (v) use and practical application of take-off, landing and other performance data;
- (vi) general aeronautical knowledge; and
- (vii) aeronautical knowledge specific to the aircraft type;

(d) meets the Instrument Rating requirements of regulation 60.

(2) The Authority may accept the Instrument Rating on the Commercial Pilot Licence or Airline Transport Pilot Licence issued by another Contracting State where such Instrument Rating meets the requirement of regulation 60.

(3) An applicant under this regulation may use only one foreign pilot licence as a basis for obtaining an Airline Transport Pilot Licence issued by the Authority.

(4) Where a Type Rating is required an applicant under this regulation shall satisfy the Type Rating requirements set out in regulation 58.

(5) An applicant for a pilot licence under this regulation shall provide a foreign pilot licence and medical certification in the English Language or accompanied by an English Language transcription that has been signed by an official or representative of the foreign civil aviation authority that issued the foreign pilot licence.

Issue and Validity of Airline Transport Pilot Licence

55. Where the Director General is satisfied that the applicant for a Airline Transport Pilot Licence meets the requirements of this Part, he may recommend that the Authority issue the applicant with an Airline Transport Pilot Licence.

***Airline Transport Pilot Additional Category,
Class and Type Rating***

56. (1) An applicant for an Airline Transport Pilot Licence with a category rating who holds an Airline Transport Pilot Licence with another aircraft category rating shall—

Issue and validity of Airline Transport Pilot Licence

Requirements for additional category class and Type Rating for holder of an ATPL

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

(2) An applicant for an Airline Transport Pilot Licence with a Type Rating shall not be required to pass a knowledge test where the Airline Transport Pilot Licence of the pilot lists the aircraft category and class rating appropriate to the Type Rating sought.

Privileges of Airline Transport Pilot Licence

57. (1) The holder of an Airline Transport Pilot Licence (hereinafter referred to as “Airline Transport Pilot”) may, subject to the continued validity of the licence including medical fitness requirements—

Airline
Transport
Pilot Licence
privileges

- (a) exercise all the privileges of a Private Pilot Licence and Commercial Pilot Licence of an aircraft within the appropriate aircraft category and in the case of a licence for the aeroplane and powered-lift categories, of the instrument rating; and
- (b) act as pilot in command, in commercial air transportation, of an aircraft within the appropriate category and certified for operation with more than one pilot.

(2) An Airline Transport Pilot shall not act in any capacity as a pilot of an aircraft under Instrument Flight Rules unless he has an Instrument Rating appropriate to the category of aircraft in use.

(3) An Airline Transport Pilot may instruct—

- (a) other pilots in command in air transportation operations in an aircraft of the category, class, and type, as applicable, for which the Airline Transport Pilot is rated, and in simulation of those aircraft, and endorse the logbook or other training record of the person to whom training has been given; and
- (b) only as provided in this regulation, unless the Airline Transport Pilot also holds a Flight Instructor Rating, in which case the holder may exercise the instructor privileges of these Regulations for which he is rated.

(4) An Airline Transport Pilot shall not instruct in an aircraft, approved flight simulator or approved flight training device under this regulation where flight and duty times and rest requirements exceed those prescribed in the Act or Regulations made thereunder.

(5) Subregulation (4), shall not include briefing and debriefing.

(6) An Airline Transport Pilot shall not instruct in Category II or Category III operations unless he has completed successfully the training and testing requirements for Category II or Category III operations.

Requirements for Glider Pilot Licence

Requirements
for Glider
Pilot Licence

57A. The requirements for the issue of a Glider Pilot Licence are set out in Schedule 6A.

Requirements for Free Balloon Pilot Licence

Requirements
for Free
Balloon Pilot
Licence

57B. The requirements for the issue of a Free Balloon Pilot Licence are set out in Schedule 6B.

General Requirements for Type Ratings

Type Rating
Requirements

58. (1) A pilot shall hold an appropriate Type Rating for the aircraft when acting as a pilot in command of—

- (a) an aircraft certified for operation with at least two pilots;
- (b) a helicopter or a powered-lift aircraft certified for single pilot operation except where such helicopter or powered-lift aircraft has been issued a class rating under regulation 22; and
- (c) any other aircraft where it is considered necessary by the Authority.

(1A) The Director General may recommend the Authority establish a common Type Rating for aircraft with similar characteristics in terms of operating procedures, systems and handling.

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

- (a) hold or concurrently obtain an Instrument Rating appropriate to the aircraft category, class, or type rating sought;

(b) have an endorsement in his logbook or training record from an authorized instructor that within the preceding six months the applicant has in respect of the pilot licence for the aircraft category, class and Type Rating sought been found competent in the following areas:

(i) aeronautical knowledge areas;

(ii) areas of operation;

(c) pass the skill test in the manner set out in Part A of Schedule 6 on the areas set out in Part B of Schedule 5;

Schedule 6
Part A

Schedule 5
Part B

(d) perform the skill test under instrument flight rules; and

(e) not be required to take an additional aeronautical knowledge test, where he holds an aeroplane, rotorcraft, powered-lift, or airship rating on his pilot licence.

(3) Notwithstanding subregulation 2(d) an applicant for a Type Rating in—

(a) a multi-engine aeroplane with a single pilot station may meet the requirements of subregulation 2(b) in a multi-seat version of that multi-engine aeroplane;

(b) a single engine single pilot station aeroplane may meet the requirements of subregulation 2(b), in a multi-seat version of that single engine aeroplane.

(4) An applicant for a Type Rating who during testing for such rating provides an aircraft which is not capable of the instrument manoeuvres and procedures required by the appropriate requirements of regulation 60 for the skill test, may obtain a Type Rating limited to “Visual Flight Rules only”.

(5) An applicant may remove the “Visual Flight Rules only” limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of these Regulations.

(6) Notwithstanding subregulation (3), the Director General may recommend that the Authority issue to an applicant for a Type Rating, a licence with the limitation “Visual Flight Rules only” for each aircraft type not adequately equipped to allow the applicant to show instrument proficiency.

(7) A Flight Test Examiner who conducts a skill test under this regulation may waive any of the tasks for which the Authority has given waiver authority.

Special Pilot Authorization

Special Pilot
Authorization

59. (1) The Director General may recommend that the Authority issue a special Pilot Authorization for the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, in place of issuing the class or type rating required.

(2) The special Pilot Authorization under subregulation (1) shall be limited in validity to the time needed to complete the specific flight.

Instrument Rating Requirements

Instrument
rating
requirements

60. (1) Where a pilot wishes to apply for an Instrument Rating for aeroplanes, helicopters, powered-lift and airship categories, he shall—

- (a) hold a pilot licence with an aircraft category and class rating for the Instrument Rating sought;
- (b) provide the Authority with evidence that he has—
 - (i) received aeronautical knowledge instruction on an approved instrument rating course at an organization approved to conduct such courses;
 - (ii) received a logbook or training record endorsement from an authorized instructor certifying that the person is prepared to take the required skill test check;
 - (iii) passed an aeronautical knowledge test on the aeronautical knowledge areas set out in Part D of Schedule 6, unless the applicant already holds an Instrument Rating issued by another Contracting State or already holds an Instrument Rating in another category; and
 - (iv) the ability to perform the procedures and manoeuvres through the required skill test set out in Part B of Schedule 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 judgment and airmanship;
 - (E) apply aeronautical knowledge; and

Schedule 6
Part D

Schedule 6
Part B

(F) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured;

(v) a level of knowledge appropriate to the privileges granted to the holder of an instrument rating;

(vi) the experience set out in Part E of schedule 6;

Schedule 6
Part E

(vii) gained not less than 10 hours of the instrument flight time while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor who shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating:

(A) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an Instrument Flight Rules flight plan;

(B) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;

(C) procedures and manoeuvres for Instrument Flight Rules operation under normal, abnormal and emergency conditions covering at least transition to instrument flight on take-off, standard instrument departures and arrivals, *en route* Instrument Flight Rules procedures, holding procedures, instrument approaches to specified minima, missed approach procedures and landings from instrument approaches; and

(D) in-flight manoeuvres and particular flight characteristics; and

(c) perform the skill test under paragraph (b)(iv) in the manner set out in Part C of Schedule 6;

Schedule 6
Part C

(d) log the aeronautical experience set out in Part D of Schedule 6;

Schedule 6
Part D

(e) hold a Class 1 medical certificate issued in accordance with Part VIII.

(2) A course under subregulation (1)(b)(i) should, wherever possible, be combined with an approved flight training programme.

(3) Where the instrument training was provided by an authorized Flight Instructor in approved or accepted flight training equipment, an applicant shall perform—

(a) a maximum of thirty hours in that flight training equipment where the training was accomplished in accordance with a training programme approved under these Regulations; or

(b) a maximum of twenty hours in that flight training equipment where the training was not accomplished in accordance with a training programme approved under these regulations.

(4) Where the Instrument Rating is to be renewed, the holder shall meet the requirements set out in this regulation and any additional requirements as determined by the Authority.

(5) Where the privileges of the instrument rating are to be exercised on a multi-engined aeroplane, the applicant shall have received dual instrument flight instruction in such an aeroplane from an authorized flight instructor.

(6) The flight instructor under subregulation (5) shall ensure that the applicant has operational experience in the operation of the aircraft of the appropriate category solely by reference to instruments with one engine inoperative or simulated inoperative.

Validity and Revalidation of Instrument Rating

Validity and revalidation of Instrument Ratings

61. (1) An instrument rating shall be valid for one year.

(2) Where an instrument rating for a multi-engine aeroplane is to be revalidated, the holder shall complete the instrument requirements which may be conducted in approved or accepted flight training equipment appropriate to the required level of training.

(3) Where an instrument rating for single-engine aeroplane is to be revalidated, the holder shall provide the Authority with evidence that he has completed, as a proficiency check, the skill test set for a single engine aeroplane.

(4) Where the instrument rating is valid for use in single pilot operations, the revalidation shall be completed in either multi-pilot operations or single pilot operations.

(5) Where the instrument rating is restricted for use in multi-pilot operations only, the revalidation shall be completed in multi-pilot operations.

Renewal of Instrument Rating

Renewal of expired Instrument Rating

62. Where the instrument rating has not been revalidated within the preceding seven years of the date of expiration, the holder shall, where the Authority deems it necessary, retake some or all of the required skill test under regulation 60 and upon successful completion thereof such instrument rating shall be renewed.

Limitations

63. An applicant who fails to achieve a pass in all sections of a proficiency check before the expiry date of an Instrument Rating shall not exercise the privileges of that rating until the proficiency check has successfully been completed.

Limitation on
Instrument
Rating

Credits and Exemptions

64. (1) The holder of a helicopter instrument rating shall be exempted from the aeronautical knowledge instruction and examination requirement under regulation 60 for an instrument rating.

Credits and
exemptions
applicable to
theoretical
knowledge
for licences

(2) The holder of the following licences shall be exempted from the aeronautical knowledge instruction and examination requirements where he completes the relevant bridge instruction and passes the relevant examinations:

- (a) a helicopter category rating for the issue of an aeroplane category rating;
- (b) an aeroplane category rating for the issue of a helicopter category rating;
or
- (c) an Airline Transport Pilot Licence helicopter category rating not restricted to Visual Flight Rules for the issue of a Commercial Pilot Licence or Airline Transport Pilot Licence aeroplane category rating;
- (d) Commercial Pilot Licence or Airline Transport Pilot Licence aeroplane category rating for the issue of an Airline Transport Pilot Licence helicopter category rating not restricted to Visual Flight Rules;
- (e) an Airline Transport Pilot Licence helicopter category rating restricted to Visual Flight Rules or of a Commercial Pilot Licence helicopter category rating for the issue of a Commercial Pilot Licence aeroplane category rating; or
- (f) a Commercial Pilot Licence aeroplane category rating for the issue of an Airline Transport Pilot Licence helicopter category rating restricted to Visual Flight Rules or of a Commercial Pilot Licence helicopter category rating.

(3) An applicant having passed the aeronautical knowledge examination for Commercial Pilot Licence aircraft category rating is credited with the aeronautical knowledge requirement for a Private Pilot Licence aircraft category.

Privileges of a holder of an instrument rating

Privileges of a holder of an instrument rating

64A. (1) The privileges of a holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under Instrument Flight Rules.

(2) Before exercising the instrument rating privileges on multi-engined aircraft, the holder of the rating 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.

General Requirements for Category Rating

Category Rating requirements

65. A pilot seeking a category rating shall—

- (a) have the required training and possess the aeronautical experience required by these regulations for the aircraft category and, where applicable, class and Type Rating sought;
- (b) have an endorsement in his logbook or training record from an authorized instructor that the applicant has in respect of the pilot licence for the aircraft category and, where applicable, class and Type Rating sought been found competent in the following areas, as appropriate to:
 - (i) aeronautical knowledge areas; and
 - (ii) areas of operation;
- (c) pass the skill test applicable to the pilot licence for the aircraft category and, where applicable, class and Type Rating sought; and
- (d) not be required to take an additional aeronautical knowledge test, where the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating appropriate to that pilot licence.

General Requirements for Additional Class Rating

Additional class rating requirements

66. A pilot seeking an additional class rating shall—

- (a) have an endorsement in his logbook or training record from an authorized instructor that the applicant has in respect of the pilot licence and for the aircraft class rating sought been found competent in the following areas:
 - (i) aeronautical knowledge areas; and
 - (ii) areas of operation;

- (b) pass the skill test applicable to the pilot licence for the aircraft class rating sought;
- (c) not be required to meet the training time requirements prescribed by these Regulations for the aircraft class rating sought; and
- (d) not be required to take an additional knowledge test, provided the applicant holds an aeroplane, rotorcraft, powered-lift, or airship rating appropriate to that Pilot Licence.

General Requirements for Category II and Category III Pilot Authorization

67. (1) An applicant for a Category II or Category III Pilot Authorization shall—

Category II or
III Pilot
Authorization
Requirements

- (a) hold a pilot licence with an Instrument Rating or a Airline Transport Pilot Licence;
- (b) hold a category, class and Type Rating, where applicable, for the aircraft for which the authorization is sought; and
- (c) complete the skill test requirements.

(2) An applicant for a Category II or Category III Pilot Authorization shall have at least—

- (a) fifty hours of night flight time as a pilot in command;
- (b) seventy-five hours of instrument time under actual or simulated instrument conditions that may include not more than—
 - (i) a combination of twenty-five hours of simulated instrument flight time in approved or accepted flight training equipment; or
 - (ii) forty hours of simulated instrument flight time where accomplished in an approved course conducted by an approved Aviation Training Organization certified to conduct Category II or Category III pilot training and testing; and
- (c) two hundred and fifty hours of cross-country flight time as a pilot in command.

(3) Upon passing a skill test for a Category II or III Pilot Authorization, a pilot may renew such Pilot Authorization for each type of aircraft for which he holds a Pilot Authorization.

(4) A Category II or Category III Pilot Authorization for a specific type aircraft for which a Pilot Authorization is held, shall not be renewed beyond six months from the month the applicant satisfactorily passed a skill test in that type aircraft.

(5) Where the holder of a Category II or Category III Pilot Authorization passes the skill test for a renewal in the month before such Pilot Authorization expires, the holder shall be deemed to have passed the skill test during the month the Pilot Authorization expired.

Issue of Category II or Category III Pilot Authorization

Issue of
Category II or
III Pilot
Authorization

68. (1) Where an applicant for a Category II or Category III Pilot Authorization under regulation 67, meeting the requirements of that rating the Director General may recommend that the Authority issue such authorization.

(2) Notwithstanding regulation 5(3) where a Category II or III Pilot Authorization is issued in accordance with this Part shall expire at the end of the sixth month after the month in which it was issued or renewed.

Limitations of Category II and III Pilot Authorization

Limitations of
Category II
and Category
III
Authorization

69.(1) An original Category II and Category III Pilot Authorization shall contain the following limitations:

- (a) for Category II operations, 1,600 feet Runway Visual Range and a 150 feet decision height; and
- (b) for Category III operations, as specified in the authorization document.

(2) In order to have the limitation at subregulation (1)(a) removed, a pilot with a Category II Pilot Authorization issued in accordance with these regulations, shall for six months preceding the exercise of each authorization, make three Category II Instrument Landing System approaches with a 150 feet decision height to a landing under actual or simulated instrument conditions.

(3) A Category III Pilot Authorization shall be exercised only in accordance with the specifications of such authorization.

(4) A Category II or Category III Pilot Authorization or an applicant for a Category II or Category III Pilot Authorization may use flight training equipment where it is approved by the Authority for such use, to meet the experience requirement of subregulation (5), or for the skill test required under these regulations for a Category II or a Category III Pilot Authorization, as applicable.

(5) An applicant shall pass a skill test for the—

- (a) issuance or renewal of—

- (i) a Category II Pilot Authorization;
- (ii) a Category III Pilot Authorization; and

(b) the addition of another type aircraft to—

- (i) a Category II Pilot Authorization;
- (ii) a Category III Pilot Authorization.

(6) To be eligible for the skill test for a Pilot Authorization under this subregulation (5), an applicant shall—

(a) meet the requirements of regulation 67; and

(b) where the applicant has not passed a skill test for this Pilot Authorization during the twelve months preceding the month of the test—

- (i) meet the requirements of the Act and Regulations made thereunder; and
- (ii) have performed at least six Instrument Landing System approaches—

(A) in respect of a Category II pilot authorization under the conditions set out in Part A of Schedule 7;

Schedule 7
Part A

(B) in respect of a Category III Pilot Authorization under the conditions set out in Part B of Schedule 7,

Schedule 7
Part B

during the six months preceding the month of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(7) The flight time acquired in meeting the requirements of subregulation (6)(b)(ii), may be used to meet the requirements of subregulation (6)(b)(i).

(8) The skill test under subregulation (5)(a)(i) and (b)(i), shall consist of—

(a) an oral increment of the skill test where an applicant shall demonstrate knowledge in the areas specified in Part C of Schedule 7; and

Schedule 7
Part C

(b) a flight increment which shall have the components set out in Part D of Schedule 7.

Schedule 7
Part D

(9) The skill test under subregulation (5)(a)(ii) and (b)(ii), shall consist of—

(a) a practical test of the knowledge in the areas specified in Part E of Schedule 7; and

Schedule 7
Part E

Schedule 7
Part F

(b) a flight test which shall have the components set out in Part F of Schedule 7.

Pilot in Command and Co-pilot

Restrictions in
who may act as
a pilot in
command or
co-pilot

71. A person shall not act as the pilot in command or co-pilot of an aircraft unless that person holds the appropriate category, class, and Type Rating, where required for the aircraft to be flown, except where the pilot—

- (a) is the sole occupant of the aircraft;
- (b) is receiving training for the purpose of obtaining an additional pilot licence or rating that is appropriate to that aircraft while under the supervision of an authorized instructor,
or has received training required by this Part that is appropriate to the aircraft category, class, and Type Rating for the aircraft to be flown, and has received the required logbook endorsements from an authorized instructor.

Category and Class Rating of Pilots

Pilot in
command and
co-pilot shall
hold category,
class and
Type Rating

72. A pilot shall not act as pilot in command or co-pilot of an aircraft that is—

- (a) carrying another person; or
- (b) operated for compensation or hire, unless that pilot holds a category, class, and Type Rating that apply to the aircraft.

Further limitations on pilots

Further
limitations
for pilot in
command or
co-pilot

73. A pilot shall not act as pilot in command or co-pilot—

- (a) of a complex aeroplane, high-performance aeroplane, or a pressurized aircraft capable of flight above 25,000 feet above mean sea level; or
- (b) of an aircraft that the Authority has determined requires aircraft type specific training, unless the person has—
- (c) received and logged ground and flight training from an authorized instructor on the applicable aircraft type, or in approved or accepted flight training equipment that is representative of that aircraft, and he is proficient in the operation of the systems of that aircraft; and
- (d) received a one-time endorsement in his logbook from an authorized instructor who certifies him as proficient to operate that aircraft.

Exceptions to Requirements for Training and Endorsements

74. Notwithstanding regulation 73, the training and endorsement required under that regulation shall not be required where the person has logged flight time as pilot in command or co-pilot of that type of aircraft, or in approved or accepted flight training equipment that is representative of such an aircraft, prior to these regulations coming into effect.

Exceptions to requirements for training and endorsement

Tail-wheel Aeroplane Restrictions

75. (1) A pilot shall not act as pilot in command or co-pilot of a tail-wheel aeroplane unless that person has—

Restrictions on acting as pilot in command or co-pilot of tail-wheel aeroplane

(a) received and logged flight training from an authorized instructor in a tail-wheel aeroplane on the manoeuvres and procedures listed in paragraph (b);

(b) received an endorsement in his logbook from an authorized instructor who found the person proficient in the operation of a tail-wheel aeroplane, to include at least—

(i) normal and crosswind take-offs and landings; and

(ii) wheel landings,

unless the manufacturer has recommended against such landings, and go around procedures; and

(c) passed the human factors knowledge test.

(2) The training and endorsement required by subregulation (1)(b) shall not be required where the person logged pilot in command or co-pilot time in a tail-wheel aeroplane before the coming into force of these Regulations.

Limitations on Rating

76. Where a Type Rating is issued, limiting the privileges to act as co-pilot or limiting the privileges to act as pilot only during the cruise phase of flight such limitation shall be endorsed on the rating.

Endorsement on limitations

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