

PART IX

CREW MEMBER AND FLIGHT OPERATIONS OFFICER QUALIFICATIONS  
FOR  
COMMERCIAL AIR TRANSPORT

*Applicability of Part IX*

220. Notwithstanding the generality of Part IX of these Regulations the provisions of this Part shall apply to the conduct of commercial air transport operations.

Applicability  
of Part IX

*Age and Special Medical Certificate Restriction*

221. (1) A person shall not serve nor shall any national air operator use a person as a required pilot flight crew member on a commercial aircraft where such person has reached his sixtieth birthday.

Age and  
special  
medical  
certificate  
restriction

(2) A check airman who has—

(a) reached his sixtieth birthday; or

(b) who does not hold an appropriate medical certificate, may continue his check airman functions, but may not serve as or occupy the position of a required flight crew member on an aircraft engaged in commercial air transport operations.

(3) Notwithstanding subregulations (1) and (2)(a), the holder of a pilot licence who is between the age of sixty and sixty-five years may serve as a member of a multi-pilot crew on an aircraft engaged in commercial air transport operations where:

(a) no other flight crew member on board has attained the age of sixty years;  
and

(b) no other flight crew member is a holder of a Special Medical Certificate issued under the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004.

(4) The holder of a Special Medical Certificate issued under the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004 shall not serve as, or occupy the position of a required flight crew member on an aircraft engaged in commercial air transport operations.

(5) Notwithstanding subregulation (4), the holder of a Special Medical Certificate may act as a member of a multi-pilot crew where:

(a) no other flight crew member has attained the age of sixty years, and

(b) no other flight crew member is a holder of a Special Medical Certificate.

***Licence Requirements for Turbojet, Turbofan or Large Aircraft***

Pilot in command requirements for turbojet, turbofan or large aircraft

222. A pilot shall not act as pilot in command of a turbojet, turbofan or large commercial aircraft unless he holds an Airline Transport Pilot Licence and a type rating for that aircraft issued in accordance with Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004.

***Licence Requirements for Non-Turbojet or Non-Turbofan Small Aircraft***

Pilot in command requirements for non-turbo or turbofan

223. A pilot shall not act as pilot in command of a non-turbojet or non-turbofan small aircraft in commercial air transport during—

- (a) Instrument Flight Rules operations unless he holds a Commercial Pilot Licence with appropriate category and class ratings for the aircraft operated, and an instrument rating and meets the experience requirements for the operation; or
- (b) day Visual Flight Rules operations unless he holds a Commercial Pilot Licence with appropriate category type and class ratings for the aircraft operated.

***Experience Requirements for Pilot in command in respect of Small Aeroplane***

Aeronautical Experience Requirements for Pilot-in-Command in respect of small aeroplanes

224. A national air operator shall ensure that a pilot does not operate as a pilot in command of an aeroplane certificated by the Aeroplane Flight Manual for single pilot operations unless when conducting passenger carrying operations under Visual Flight Rules, he has a minimum of five hundred hours total flight time including at least one hundred hours of cross country flight time of which twenty five hours were at night on aeroplanes or, for operations under Instrument Flight Rules, holds a valid Instrument Rating.

Pilot operations under the instruments flight rules or at night

224A. (1) An operator shall not conduct single-pilot commercial air transport operations under the Instruments Flight Rules or at night unless approved by the Authority.

(2) A single pilot shall not operate an aeroplane under Instrument Flight Rules or at night in commercial air transport operations unless the standards prescribed in Schedule 12 of the Regulations are complied with.

***Co-pilot Licence Requirements***

Co-pilot licence requirements

225. A pilot shall not act as co-pilot of an aircraft in commercial air transport operations unless he—

- (a) holds a Commercial Pilot Licence with appropriate category, class and type ratings for the aircraft operated; and
- (b) holds an instrument rating in the category, class and type rating for the aircraft operated.

***Flight Engineer Licence Requirements***

226. (1) A person shall not act as the Flight Engineer of a commercial aircraft unless he holds a Flight Engineer Licence with the appropriate class and type rating.

Flight  
Engineer  
licence  
requirements

(2) When a separate Flight Engineer station is incorporated in the design of an aircraft, the flight crew shall comprise at least one Flight Engineer unless those duties can, with the approval of the Authority, be satisfactorily performed by another flight crew member without interfering with that flight crew member's regular duties.

***Alternate to Perform Flight Engineer Functions***

227. A national air operator shall ensure that, on all flights requiring a Flight Engineer, there is assigned at least one other flight crew member competent to perform the flight duties in the event the Flight Engineer becomes incapacitated.

Requirements  
for Flight  
Engineer  
competency

***Persons Qualified to Flight Release***

228. A person shall not act as a Flight Operations Officer in releasing a scheduled passenger-carrying commercial air transport operation unless he has a valid Flight Operations Officer Authorization issued in accordance with the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004.

Requirements  
for Flight  
Operations  
Officer

***Company Procedures Indoctrination***

229. (1) A person shall not serve and a national air operator shall not use a person as a crew member or Flight Operations Officer unless that person has completed the company procedures indoctrination training programme approved by the Authority, which shall include a complete review of the Operations Manual procedures pertinent to the crew member or duties of the Flight Operations Officers and other items outlined in Part A of Schedule 9.

Requirement  
for crew  
member or  
Flight  
Operations  
officer to  
complete  
Company  
Procedures  
Indoctrination

(2) A national air operator shall provide a minimum of forty programmed hours of instruction for company procedures indoctrination training unless a reduction in the number of programmed hours is approved by the Authority.

Schedule 9  
Part A

***Initial Dangerous Goods Training***

230. A person shall not serve and a national air operator shall not use a person as a crew member unless he has completed the appropriate initial dangerous goods training programme approved by the Authority and described in the Technical Instructions.

Requirement  
for initial  
dangerous  
goods  
training

***Initial Security Training***

Initial security training

231. A person shall not serve and a national air operator shall not use a person as a crew member unless such person has completed the initial security training programme approved by the Authority.

***Initial Crew Resource Management Training***

Requirement for initial crew resource training

232. (1) A person shall not serve and a national air operator shall not use a person as a crew member or Flight Operations Officer in commercial air transport operations unless such person has completed the initial Crew Resource Management Training Programme including—

- (a) proper flight crew co-ordination and incapacitation procedures;
- (b) effective flight crew and cabin crew co-ordination; and
- (c) knowledge about human performance relating to passenger cabin safety duties, as approved by the Authority.

Schedule 9 Part B

(2) The Crew Resource Management Training programme under subregulation (1), shall meet the requirements of Part B of Schedule 9.

***Initial Emergency Equipment Drills***

Initial emergency equipment drills

233. (1) A person shall not serve and a national air operator shall not use a person as a crew member unless that person has satisfactorily completed the appropriate initial emergency and life saving equipment drills for the crew member position and approved by the Authority for the emergency equipment available on the aircraft to be operated, including—

- (a) life vests;
- (b) life rafts;
- (c) evacuation slides;
- (d) emergency exits, portable fire extinguishers;
- (e) oxygen equipment and first aid kits.

Schedule 9 Part C

(2) The emergency and life saving equipment drills under subregulation (1), shall meet the requirements set out in Part C of Schedule 9.

***Initial Aircraft Ground Training***

234. (1) A person shall not serve and a national air operator shall not use a person as a crew member or Flight Operations Officer unless that person has satisfactorily completed the initial ground training approved by the Authority for the aircraft type.

Required  
initial  
aircraft  
ground  
training

(2) Initial aircraft ground training under this regulation for flight crew members shall—

(a) include the pertinent portions of the Operations Manuals relating to aircraft-specific performance, mass and balance, operational policies, systems, limitations, normal, abnormal and emergency procedures on the aircraft type to be used; and

(b) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members.

(3) A national air operator may have separate initial aircraft ground training programmes of varying lengths and subject emphasis approved by the Authority, which recognize the experience levels of flight crew members.

(4) Initial aircraft ground training under this regulation for cabin crew shall—

(a) include the pertinent portions of the approved Operations Manuals relating to specific aircraft configuration, equipment, including those used in emergencies and normal and emergency procedures for the aircraft types within the fleet;

(b) ensure each person is competent to execute those safety duties and functions which the cabin crew member is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;

(c) when serving on aircraft operated above 10,000 feet, include knowledge on the effect of lack of oxygen and, in the case of pressurized aircraft, physiological phenomena accompanying a loss of pressurization;

(d) include awareness of other crew members assignments and functions in the event of an emergency so far as is necessary for the fulfillment of the duties of the crew member.

(5) Aircraft initial ground training for Flight Operations Officers shall include the pertinent portions of the Operations Manuals relating to specific aircraft flight preparation procedures, performance, mass and balance systems, limitations specific to the aircraft types operated.

Schedule 9  
Part D

(6) The syllabi for Initial Aircraft Ground Training under this regulation are set out in Part D of Schedule 9.

***Initial Aircraft Flight Training***

Initial  
aircraft flight  
training

235. (1) A person shall not serve nor shall any national air operator use a person as a flight crew member unless he has completed the initial flight training approved by the Authority for the aircraft type, which ensures that all flight crew members are trained to perform their assigned duties.

(2) Initial flight training shall focus on the manoeuvring and safe operation of the aircraft in accordance with normal, abnormal and emergency procedures of the national air operator.

(3) A national air operator may have separate initial flight training programmes which recognize the experience levels of flight crew members approved by the Authority.

Schedule 9  
Part E

(4) The initial aircraft flight training under this regulation shall meet the requirements of Part E of Schedule 9.

***Initial Specialized Operations Training***

Initial  
specialized  
operations  
training

236. (1) A person shall not serve and a national air operator shall not use a person as a flight crew member in commercial air transport operations unless he has completed the appropriate initial specialized operations training programme approved by the Authority.

(2) Specialized operations under subregulation (1), for which initial training curricula shall be developed include—

- (a) low minimums operations, including low visibility take-offs and Category II and III operations;
- (b) extended range operations;
- (c) specialized navigation; and
- (d) pilot in command right seat qualification.

Schedule 9  
Part F

(3) Notwithstanding the generality of subregulation (2), the initial specialized operations training under this regulation shall meet the requirements of Part F of Schedule 9.

*Difference and Familiarization Training*

237. (1) A national air operator shall ensure that a flight crew member completes—

- (a) differences training which requires additional knowledge and training on appropriate training device or the aircraft:
  - (i) when operating another variant of an aircraft of the same type or another type of the same class currently operated; or
  - (ii) when changing equipment or procedures on types or variants currently operated;
- (b) familiarization training which requires the acquisition of additional knowledge—
  - (i) when operating another aircraft of the same type; or
  - (ii) when changing equipment or procedures on types or variants currently operated.

Requirement for flight crew member to complete difference and familiarization training

(2) A national air operator shall specify in his Operations Manual when differences training or familiarization training under subregulation (1), is required.

*Use of Flight Simulators*

238. A national air operator shall ensure that an aircraft simulator and other training device used for flight crew qualification shall—

- (a) be specifically approved by the Authority for—
  - (i) the national air operator;
  - (ii) the type aircraft, including type variations, for which the training or check is being conducted; and
  - (iii) the particular manoeuvre, procedure, and flight crew member function involved;
- (b) maintain the performance, functional and other characteristics that are required for approval;
- (c) be modified to conform with any modification to the aircraft being simulated that results in changes to performance, functional or other characteristics required for approval;

Requirements when aircraft simulators are used

- (d) be given a daily functional pre-flight check before use; and
- (e) have a daily discrepancy log.

***Conversion Training and Checking***

Requirements  
for flight crew  
conversion  
training and  
checking

239. (1) A national air operator shall ensure that—

- (a) flight crew complete a Type Rating course which satisfies the applicable requirements of the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004 when changing from one type of aircraft to another type or class for which a new type or class rating is required;
- (b) flight crew complete the approved conversion course before commencing unsupervised line flying—
  - (i) when changing to an aircraft for which a type or class rating is required; or
  - (ii) when changing national air operators;
- (c) conversion training acceptable to the Authority is conducted by a suitably qualified person in accordance with a detailed course syllabus included in the Operations Manual;
- (d) the amount of training required by his conversion course is determined after due note has been taken of the previous training of the flight crew member from records prescribed by the Act or Regulations made thereunder;
- (e) the minimum standards of qualification and experience required for flight crew before undertaking conversion training are specified in the Operations Manual;
- (f) flight crew undergo the operator proficiency check and emergency and safety equipment training and checks before commencing line flying under supervision;
- (g) upon completion of line flying under supervision, successfully completes the line check;
- (h) once a flight crew member has commenced the conversion course of the national air operator he does not undertake flying duties on another type or class until the course is completed or terminated; and
- (i) crew resource management training is incorporated in the conversion course.

(2) The conversion course of the national air operator and the Type or Class Rating course required for the issue of flight crew licences may be combined.

(3) A national air operator shall ensure that his cabin crew has completed the appropriate training, as specified in the Operations Manual, before undertaking assigned duties.

(4) The training required under subregulation (3), shall comprise—

(a) conversion training which shall be completed before being—

(i) first assigned by the national air operator to operate as a cabin crew member; or

(ii) assigned to operate another aircraft type; and

(b) differences training which shall be completed before operating—

(i) on a variant of an aircraft type currently operated; or

(ii) with different safety equipment, safety equipment location, or normal and emergency procedures on currently operated aircraft types or variants.

(5) A national air operator shall ensure that—

(a) conversion training is conducted in a structured and realistic manner;

(b) differences training is conducted in a structured manner; and

(c) conversion training and where necessary differences training, include the use of all safety equipment and all normal and emergency procedures applicable to the type and variant of aircraft and involves training and practice on either an approved training device or on the actual aircraft.

(6) A national air operator in determining the content of the conversion or differences training under subregulation (3), shall take account of the previous training of the cabin crew member, recorded in his training records.

(7) Conversion and differences training programmes shall be approved by the Authority.

(8) A conversion and differences training programme under this regulation shall meet the requirements of Part G of Schedule 9.

Schedule 9  
Part G

***Aircraft and Instrument Proficiency Checks***

Restrictions on the use by the national air operator of persons as flight crew

240. (1) A person shall not serve and a national air operator shall not use a person as a pilot flight crew member unless, since the beginning of the sixth calendar month before such service, such person has passed the proficiency check prescribed by Authority in the make and model of aircraft on which his services is required.

(2) A person shall not serve and a national air operator shall not use a person as a pilot under Instrument Flight Rules operations unless, since the beginning of the sixth month before that service, such person has passed the instrument proficiency check prescribed by the Authority.

(3) The proficiency check under subregulation (2), shall ensure that piloting technique and the ability to execute emergency procedures are checked in such a way so as to assess the competency of the pilot.

(4) A pilot may complete the requirements of subregulations (1) and (2) simultaneously in a specific aircraft type.

(5) The proficiency check under subregulation (1) shall be in the areas set out in Part H of Schedule 9.

Schedule 9  
Part H

***Nomination as Pilot in Command***

Nomination as pilot in command

241. (1) A national air operator shall ensure that for a pilot to be upgraded from co-pilot to pilot in command and for those joining as pilot in command—

- (a) a minimum level of experience, acceptable to the Authority, is specified in the Operations Manual; and
- (b) for multi-crew operations, the pilot completes a command course acceptable to the Authority.

(2) The command course required by subregulation (1)(b), shall be specified in the Operations Manual and include at least the following:

- (a) training in Flight Simulator including line orientated flying training and flying training;
- (b) an operator proficiency check for operations as pilot in command;
- (c) responsibilities of the pilot in command;
- (d) line training under supervision as a pilot in command for a minimum of ten sectors for pilots already qualified on the aircraft type;

- (e) completion of a pilot in command line check and route and airport qualification check; and
- (f) elements of Crew Resource Management training programme specified under regulations 232 and 239, respectively.

***Qualifications to Operate in either Pilot's Seat***

242. (1) A national air operator shall ensure that a pilot who may be assigned to operate in either pilot's seat prior to such assignment completes the appropriate training and checking programme specified in the Operations Manual of the national air operator.

Required qualifications to operate in either pilot's seat

(2) In developing the training and checking programmes under subregulation (1), the national air operator shall take into consideration the matters set out in Part I of Schedule 9.

Schedule 9 Part I

***Re-establishing Recency of Experience by a Pilot***

243. (1) In addition to meeting all applicable training and checking requirements of these Regulations, a required pilot flight crew member who, in the preceding ninety days has not made at least three take-offs and landings in the type of aircraft in which he is to serve, shall, under the supervision of a check airman, re-establish recency of experience by making at least three take-offs and landings in the type of aircraft on which such person is to serve or in a flight simulator.

Reestablishing recency of experience by a pilot

(2) When using a flight simulator to accomplish any of the take-off and landing training requirements necessary to re-establish recency of experience, flight crew position shall be occupied by an appropriately qualified pilot and the flight simulator shall be operated as if in a normal in-flight environment without use of the repositioning features of the flight simulator.

(3) A check airman who observes the take-offs and landings of a pilot flight crew member shall certify that the person being observed is proficient and qualified to perform flight duty in line flight operations.

***Operations on More than One Type or Variant of Aircraft***

244. (1) An national air operator shall ensure that a flight crew member does not operate more than one type or variant of aircraft unless he is competent to do so and has been approved by the Authority to so conduct.

Requirements for operations on more than one type or variant of aircraft

(2) When considering operations of more than one type or variant of aircraft, a national air operator shall ensure that the differences and similarities of the aircraft concerned, justify such operations, taking into account the following:

- (a) the level of technology;

- (b) operational procedures; and
- (c) handling characteristics.

(3) A national air operator shall ensure that a flight crew member operating more than one type or variant complies with all the requirements prescribed by the Act or Regulations made thereunder for each type or variant of aircraft unless the Authority has approved the use of credit related to the training, checking and recency requirements.

(4) A national air operator shall specify in his Operations Manual appropriate procedures and operational restrictions, approved by the Authority, for any operation on more than one type or variant covering—

- (a) the minimum experience level of flight crew on one type or variant before beginning training for and operation of another type or variant of aircraft;
- (b) the process by which flight crew qualified on one type or variant of aircraft shall be trained and qualified on another type or variant of aircraft; and
- (c) all applicable recency experience requirements for each type or variant of aircraft.

### *Operation of Helicopters and Aeroplanes*

245. A national air operator shall ensure that where a flight crew member is qualified to operate both helicopters and aeroplane—

- (a) his operation of such helicopters and aeroplanes are limited to one type of each;
- (b) appropriate procedures and operational restrictions, approved by the Authority, are specified in the Operations Manual of the national air operator.

### *Training Records*

246. (1) A national air operator shall maintain records of—

- (a) all training and checking undertaken by; and
- (b) qualifications of,

all flight and cabin crew members and Flight Operations Officers which meet the requirements of the Act and Regulations made thereunder.

(2) Records under subregulation (1), shall be made available to the relevant crew member or Flight Operations Officer upon request.

Restrictions on operation of helicopters and aeroplanes

Requirement for the maintenance of training records

***Pairing of Low Experience Crew members***

247. (1) Where a co-pilot has fewer than one hundred hours of flight time in the aircraft type being flown in commercial air transport operations, and the pilot in command is not an appropriately qualified check airman, the pilot in command shall make all take-offs and landings in situations designated as critical by the Authority.

Requirement for the pairing of low experience crew members

(2) A pilot in command or co-pilot shall not conduct commercial air transport operations in a particular type aircraft in commercial air transport operations unless either pilot has at least seventy-five hours of line operating flight time, either as pilot in command or co-pilot.

(3) Where a national air operator wishes to deviate from subregulation (2), he shall follow the deviation procedures set out in the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004.

(4) Notwithstanding the sixty days notification requirement under the Civil Aviation [(No.1) General Application and Personnel Licensing] Regulations, 2004, where the Director General is in receipt of an application for a Deviation Certificate which requires the immediate implementation of the deviation and where he is satisfied that such deviation would not affect the safety of flight, he may recommend the Authority authorize a deviation from subregulation (2), by an appropriate amendment to the operations specifications.

***Flight Engineer Proficiency Checks***

248. (1) A person shall not serve and a national air operator shall ensure that a person does not serve as a Flight Engineer on an aircraft unless within the preceding six calendar months he has—

Requirement of Flight Engineer proficiency checks

- (a) successfully completed a proficiency check in accordance with the requirements prescribed by the Authority; or
- (b) recorded fifty hours flight time for the national air operator as flight engineer in the type aircraft.

(2) The proficiency check required by this regulation shall include an examination of the procedures listed in Part J of Schedule 9.

Schedule 9 Part J

***Competency Checks for Cabin crew***

249. (1) A person shall not serve and a national air operator shall not use a person as a cabin crew unless, since the beginning of the twelfth calendar month before such service, such person has passed the competency check prescribed by the Authority performing the emergency duties appropriate to the assignment of such person.

Requirement for competency checks for cabin crew

(2) A national air operator shall ensure that during or following completion of the required training, each cabin crew member undergoes a competency check covering the training received in order to verify proficiency in carrying out normal and emergency duties.

(3) Competency checks under this regulation shall be performed by cabin crew instructors acceptable to the Authority.

(4) A national air operator shall ensure that each cabin crew member undergoes checks for initial conversion, differences and recurrent training.

(5) The competency check under this regulation shall test the cabin crew knowledge in the areas set out in Part K of Schedule 9.

Schedule 9  
Part K

### ***Competency Checks for Flight Operations Officers***

Requirement  
for  
competency  
checks for  
Flight  
Operations  
Officers

250. (1) A person shall not serve and a national air operator shall not use a person as a Flight Operations Officer unless, since the beginning of the twelfth calendar month before such service, such person has passed the competency check, prescribed by the Authority, performing the flight preparation and supervision appropriate to the assignment of such person.

(2) The competency check under this regulation shall be—

(a) performed by a suitably qualified Flight Operations Officer Instructor acceptable to the Authority; and

(b) test the Flight Operations Officer on the areas specified in Part L of Schedule 9.

Schedule 9  
Part L

### ***Supervised Line Flying for Pilots***

Requirements  
for supervised  
line flying for  
pilots

251. (1) A pilot initially qualifying as pilot in command shall operate a minimum of ten sectors performing the duties of pilot in command under the supervision of a check airman.

(2) A pilot in command transitioning to a new aircraft type shall complete a minimum of five sectors performing the duties of a pilot in command under the supervision of a check airman.

(3) A pilot qualifying for duties other than pilot in command shall complete a minimum of five sectors performing those duties under the supervision of a check airman.

(4) During the time that a qualifying pilot in command is acquiring operating experience, a check airman who is also serving as the pilot in command shall occupy a pilot seat.

(5) In the case of pilot transitioning to pilot in command, a check airman serving as pilot in command shall occupy the observer's seat where—

- (a) the transitioning pilot has made at least two take-offs and landings in the aircraft type used; and
- (b) has satisfactorily demonstrated to the check airman that he is qualified to perform the duties of a pilot in command for that aircraft type.

***Supervised Line Flying for Flight Engineers***

252. A person qualifying as a Flight Engineer for a particular aircraft type shall perform in such capacity for a minimum of five flights under the supervision of a check airman.

Requirements for supervised line flying for Flight Engineers

***Supervised Line Experience for Cabin Crew***

253. (1) A person qualifying as a cabin crew shall perform in such capacity for a minimum of two sectors under the supervision of a senior cabin crew.

Requirements for supervised line experience for cabin crew

(2) In qualifying as a cabin crew under subregulation (1), the areas of operations required for supervised line experience are set out in Part M of Schedule 9.

Schedule 9 Part M

***Cabin Crew Familiarization***

254. A national air operator shall ensure that cabin crew upon—

Familiarization requirements for cabin crew

- (a) completion of conversion training; and
- (b) prior to operating as one of the minimum member of the required cabin crew, undergo aircraft familiarization training.

***Line Observations for Flight Operations Officers***

255. A person shall not serve and a national air operator shall not use a person as a Flight Operations Officer unless, since the beginning of the twelfth month before such service, such person has observed, on the cockpit, the conduct of a one way flight over routes representative of those for which such person is assigned duties.

Line observations for Flight Operations Officers

***Area, Route and Aerodrome Qualification for Pilot in Command***

256. (1) An air operator shall not utilize a pilot as pilot in command of an aircraft on a route segment for which such pilot is not currently qualified until such pilot has complied with this regulation.

Route and airport qualification for pilot in command

(2) A pilot under subregulation (1), shall demonstrate to the national air operator an adequate knowledge of—

- (a) the route to be flown and the aerodromes which are to be used, including—
  - (i) the terrain and minimum safe altitudes;
  - (ii) the seasonal meteorological conditions;
  - (iii) the meteorological, communication and air traffic facilities, services and procedures;
  - (iv) the search and rescue procedures; and
  - (v) the navigational facilities and procedures, including any long-range navigation procedures, associated with the route along which the flight is to take place; and
- (b) procedures applicable to flight paths over heavily populated areas and areas of high air traffic density, obstructions, physical layout, lighting, approach aids and arrival, departure, holding and instrument approach procedures, and applicable operating minima.

(3) Where a pilot in command has not made an actual approach into an aerodrome of landing on the route, an initial approach to such aerodrome by such pilot in command must be made with a pilot who is qualified for that aerodrome, as a member of the flight crew or as an observer on the cockpit.

(4) The provisions of subregulation (3), in respect of the presence of a pilot who is qualified for the aerodrome shall not apply where—

- (a) the approach to the aerodrome is not over difficult terrain and the instrument approach procedures and aids available are similar to those with which the pilot is familiar, and a margin to be approved by the Authority is added to the normal operating minima, or there is reasonable certainty that approach and landing can be made in visual meteorological conditions; or
- (b) the descent from the initial approach altitude can be made by day in visual meteorological conditions; or
- (c) the national air operator qualifies the pilot in command to land at the aerodrome concerned by means of adequate pilot in command pictorial presentation; or
- (d) the aerodrome concerned is adjacent to another aerodrome at which the pilot in command is currently qualified to land.

(5) A national air operator shall not continue to utilize a pilot in command on a route unless, within the preceding twelve months, the pilot in command has made at least one trip between the terminal points of that route as a pilot member of the flight crew, or as a check airman, or as an observer in the flight crew compartment –

(a) within that specified area; and

(b) if appropriate, on any route where procedures associated with that route with any aerodromes intended to be used for take-off or require the application or special skills or knowledge.

(6) Where a pilot in command has not within the preceding twelve months made a trip under subregulation (5), on a route in close proximity and over similar terrain within such a specified area, route or aerodrome; and has not practiced the necessary procedures in a training device which is adequate for the purpose of training, prior to serving as pilot in command within that area or on that route, that pilot shall re-qualify in accordance with this regulation.

(7) In addition to the records required under this regulation, a national air operator shall maintain a record acceptable to the Authority, of the qualification of the pilot in command and of the manner in which such qualification has been achieved for satisfying the requirements of this regulation.

### ***Route and Area Checks for Pilot Qualification***

257. (1) A person shall not serve and a national air operator shall not use a person as a pilot in commercial air transport operations unless, within the preceding twelve months, such person has passed a route check in which he satisfactorily performed his assigned duties in one of the types of aeroplanes he is to fly.

Required  
route and  
area checks  
for pilot  
qualification

(2) A person shall not perform pilot in command duties in commercial air transport operations—

(a) over a designated special operational area that requires a special navigation system or procedures; or

(b) in Extended Range Twin Engine Operations, unless his competency with the systems and procedures has been demonstrated to the national air operator within the preceding twelve months.

(3) A pilot in command shall demonstrate special operational competency by navigation over the route or area as a pilot in command under the supervision of a check airman and on a continuing basis, on flights while performing duties as a pilot in command.

***Pilot in Command Low Minima Authorization***

Pilot in  
command low  
minimums  
authorization

258. (1) A national air operator shall ensure that when planning for an instrument approach where the ceiling may be less than 300 feet and the visibility may be less than 1 statute mile, the pilot in command assigned on such flight has prior to flight performed fifteen sectors performing pilot in command duties in the aircraft type which shall include five approaches to land using Category I or Category II procedures.

(2) A pilot in command shall not plan for or initiate an instrument approach when the ceiling is less than 300 feet and the visibility is less than one statute mile unless he has, prior to such flight completed fifteen sectors performing the duties of pilot in command in the aircraft type which included five approaches to land using Category I or Category II procedures.

(3) A national air operator shall ensure that where planning for approach when the ceiling may be less than 100 feet or the visibility may be less than 1,200 Runway Visual Range, the pilot in command assigned to such flight has prior to flight completed twenty sectors performing pilot in command duties in the aircraft type which shall include 5 approaches to land using Category III procedures.

(4) A pilot in command shall not plan for or initiate an approach when the ceiling is less than 100 feet or the visibility is less than 1,200 Runway Visual Range unless he has prior to such flight completed twenty sectors performing pilot in command duties in the aircraft type, which included completing five approaches and landings using Category III procedures.

***Pilot in Command Qualification for Designated Special Aerodromes and Heliports***

Required  
pilot in  
command  
qualifications  
for  
designated  
special  
aerodromes  
and heliports

259. (1) A person shall not serve nor shall any national air operator use a person as pilot in command in commercial air transport operations at designated special aerodromes and heliports unless within the preceding twelve months—

- (a) the pilot in command has received a briefing from the national air operator on such operations for that aerodrome, through pictorial means acceptable to the Authority; or
- (b) the pilot in command or the assigned second in command has made a take-off and landing at that aerodrome while serving as a flight crew member for the national air operator.

(2) Designated special aerodrome and heliport limitations under subregulation (1), are not applicable where the operation will occur—

- (a) during daylight hours;

- (b) when the visibility is at least 3 statute miles; and
- (c) when the ceiling at that aerodrome is at least 1,000 feet above the lowest initial approach altitude prescribed for an instrument approach procedure.

***Flight crew Members Recurrent Training and Checking***

260. (1) A national air operator shall ensure that—

Required  
recurrent  
training and  
checking for  
flight crew  
members

- (a) each flight crew member undergoes recurrent training and checking and that all such training and checking are relevant to the type or variant of aircraft on which such flight crew member operates;
- (b) a recurrent training and checking programme is established in the Operations Manual of the national air operator, and approved by the Authority;
- (c) ground and recurrent training are conducted by suitably qualified personnel;
- (d) emergency and safety equipment training is conducted by suitably qualified personnel; and
- (e) all personnel conducting recurrent training for crew are suitably qualified to integrate the elements of Crew Resource Management into such training;
- (f) modular Crew Resource Management training is conducted by at least one Crew Resource Management trainer, acceptable to the Authority, who may be assisted by experts in order to address specific specialized areas; and
- (g) recurrent checking is conducted as follows:
  - (i) operator proficiency check shall be conducted by a check airman trained in Crew Resource Management concepts and the assessment of Crew Resource Management skills;
  - (ii) line check shall be conducted by a suitably qualified pilot in command nominated by the a national air operator and acceptable to the Authority; and
  - (iii) emergency and safety equipment checks shall be conducted by suitably qualified personnel.

(2) A national air operator shall ensure that—

- (a) flight crew undergo proficiency checks of piloting technique and the ability to execute emergency procedures in such a way as to demonstrate the pilot's competence on each type or variant of a type of aeroplane or helicopter to assess competency in carrying out normal, abnormal and emergency procedures;

(b) the proficiency check under paragraph (a) is conducted without external visual reference when the flight crew member will be required to operate under Instrument Flight Rules; and

(c) flight crew undergo proficiency checks as part of a normal flight crew complement.

(2A) Where the operation may be conducted under instrument flight rules, an operator shall ensure that the competency of the pilot to comply with such rules is demonstrated to either a check pilot of the operator or a representative of the Authority.

(2B) Where the operator schedules flight crew on several variant of the same type of aeroplane or helicopter or different types of aeroplanes or helicopters with similar characteristics in terms of operating procedures, systems and handling, the Director General shall decide under which conditions the requirements of subregulation (2A) for each variant or each type of aeroplane or helicopter can be combined.

(3) The period of validity of a proficiency check shall be six months in addition to the remainder of the month in which the proficiency check expires.

(3A) Where a proficiency check is issued within the final three months of validity of a previous proficiency check, the period of validity of the new proficiency check shall extend from the date of issue until six months from the expiry date of that previous proficiency check.

(4) A proficiency check shall be performed twice within any period of one year and any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.

(5) A national air operator shall ensure that each flight crew member undergoes a line check on the aircraft to demonstrate his competence in carrying out normal line operations as described in the Operations Manual of the national air operator.

(6) The period of validity of a line check under subregulation (5), shall be the remainder of the month of which such check is issued plus twelve months thereafter.

(7) Where a new line check is issued within the final three months of validity of a previous line check, the period of validity of the new line check shall extend from the date of issue until twelve months from the expiry date of the previous line check.

(8) A national air operator shall ensure that each crew member undergoes training and checking on the location and use of all emergency and safety equipment carried.

(9) The period of validity of an emergency and safety equipment check under subregulation (8), shall be the remainder of the month in which the check is issued plus twelve months thereafter.

(10) Where an emergency and safety equipment check is issued within the final three months of validity of a previous emergency and safety check, the period of validity of the new emergency and safety equipment check shall extend from the date of issue to twelve months from the expiry date of that previous emergency and safety equipment check.

(11) A national air operator shall ensure that—

(a) elements of Crew Resource Management training are integrated in all appropriate phases of the recurrent training; and

(b) each flight crew member undergoes specific modular Crew Resource Management training;

(c) all major topics of Crew Resource Management training shall be covered over a period not exceeding three years.

(12) A national air operator shall ensure that each flight crew member undergoes appropriate recurrent training every twelve months.

(13) Where the training under subregulation (12), is conducted within three months prior to the expiry of the twelve months period, the next recurrent training shall be completed within twelve months of the original expiry date of the previous ground and recurrent training.

(14) A national air operator shall ensure that each flight crew member undergoes flight training in an aircraft or flight simulator every twelve months.

(15) Where the training under subregulation (14), is conducted within three months prior to the expiration of the previous twelve months period, the next flight training shall be completed within twelve months of the original expiration date of the previous flight training.

(16) Recurrent training for flight crew required by this regulation shall meet the requirements of Part N of Schedule 9.

### ***Recurrent Training for Cabin Crew***

261. (1) A national air operator shall ensure that each cabin crew member undergoes recurrent training and checking covering the actions assigned to each crew member in normal and emergency procedures and drills relevant to the type and variant of aircraft on which he operates.

Recurrent  
training for  
cabin crew

(2) A national air operator shall ensure that the recurrent training and checking programme is approved by the Authority and includes theoretical and practical instructions, together with individual practice.

(3) The period of validity of recurrent training and the associated checking shall be the remainder of the month in which the training occurs plus twelve months thereafter.

(4) Where a new check was issued within the final three months of validity of a previous check, the period of validity of the new check shall extend from the date of issue until twelve months from the expiration of that previous check.

(5) A national air operator shall ensure that all recurrent training and checking for cabin crew is conducted by suitably qualified cabin crew.

(6) A cabin crew shall undergo recurrent training and emergency procedures and drills relevant to his assigned positions and type and variant of aircraft on which he operates on the areas and for the intervals set out in Part O of Schedule 9.

***Re-establishing Recency of Experience for Cabin Crew***

262. (1) A national air operator shall ensure that each cabin crew member who has been absent from all flying duties for more than six months, and still remains within the period of validity of the previous check, completes recurrent training specified in the Operations Manual of the national air operator.

(2) A national air operator shall ensure that when a cabin crew member who, during the preceding six months had not undertaken duties as a cabin crew member on a particular type of aircraft, before undertaking such duties on that aircraft type such cabin crew member-

- (a) completes recurrent training on the type; or
- (b) operates two re-qualification sectors.

(3) A national air operator shall ensure that recurrent training is conducted by suitably qualified persons and, for each cabin crew member, includes at least the following:

- (a) emergency procedures including pilot incapacitation;
- (b) evacuation procedures including crowd control techniques;
- (c) the operation and actual opening of all normal and emergency exits for passenger evacuation in an aircraft or representative training device;
- (d) demonstration of the operation of all other exits including flight deck windows; and
- (e) the location and handling of emergency equipment, including oxygen systems, and the donning of life vests, portable oxygen and protective breathing equipment.

Schedule 9  
Part O

Refresher  
training for  
cabin crew  
recurrent  
training is  
still valid

***Recurrent Training for Flight Operations Officers***

263. (1) A person shall not serve and a national air operator shall not use a person in commercial air transport operations as a Flight Operations Officer unless within the preceding twelve months that person has completed the recurrent ground training programme approved by the Authority.

Required recurrent training for Flight Operations Officers

(2) The recurrent ground training programme under subregulation (1), shall include training on—

- (a) aircraft-specific flight preparation;
- (b) emergency assistance to flight crew;
- (c) crew resource management; and
- (d) recognition of and transportation of dangerous goods.

(3) A national air operator shall ensure that all recurrent ground training is conducted by a suitably qualified Flight Operations Officer.

***Flight Instructor Training***

264. (1) A person shall not serve and a national air operator shall not use a person in commercial air transport operations as a Flight Instructor unless he—

Required Flight Instructor Training

- (a) holds a Flight Instructor Rating under the Civil Aviation [(No. 1) General Application and Personnel Licensing] Regulations, 2004;
- (b) meets the following requirements:
  - (i) holds the pilot licences and rating required to serve as a pilot in command or a Flight Engineer;
  - (ii) has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required in order to serve as a pilot in command or Flight Engineer;
  - (iii) has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a pilot in command or Flight Engineer;
  - (iv) has satisfactorily completed the applicable initial or transitional training requirements and the in-flight competency check; and
  - (v) holds the appropriate medical certificate.

Schedule 9  
Part P

(2) A national air operator shall ensure that a person meeting the requirements of subregulation (1)(b) completes the requirements set out in Part P of Schedule 9.

***Flight Instructor Qualifications***

Qualification  
Requirements  
for Flight  
Instructors

265. A national air operator shall not use a person nor may any person serve as a Flight Instructor in an approved training program unless, with respect to the aircraft type involved, that person—

- (a) holds the airman licences and rating required to serve as a pilot in command or a flight engineer, as applicable;
- (b) has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a pilot in command or flight engineer, as applicable;
- (c) has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a pilot in command or flight engineer, as applicable;
- (d) has satisfactorily completed the applicable initial or transitional training requirements and the Authority has observed in-flight competency check; and
- (e) holds at least a Class III medical certificate unless serving as a required flight crew member, in which case holds a Class I or a Class II medical certificate as appropriate.

***Check Airman***

Restrictions  
on use of  
person as  
check airman

266. (1) A person shall not serve and a national air operator shall not use a person as a check airman unless he has completed the curricula approved by the Authority for those functions for which he is to serve.

Schedule 9  
Part Q

(2) A national air operator shall ensure that the initial and transition training for a check airman under subregulation (1) includes the areas set out in Part Q of Schedule 9.

***Check Airman Approval***

Restriction on  
use of check  
airmen

267. Subject to regulations 268 and 269, a person shall not serve nor may any national air operator use a person as a check airman for any flight check unless that person has been designated by such national air operator and approved by the Authority as a check airman for a specific function, within the preceding twelve months.

***Check Airman Qualifications***

268. A person shall not serve and a national air operator shall not use a person as a check airman in an established training programme unless, with respect to the aircraft type involved, such person—

Required  
check airman  
qualifications

- (a) holds the pilot licences and ratings required to serve as a pilot in command or a Flight Engineer;
- (b) has satisfactorily completed the appropriate training phases for the aircraft, including recurrent training, that are required to serve as a pilot in command or Flight Engineer;
- (c) has satisfactorily completed the appropriate proficiency, competency and recency of experience checks that are required to serve as a pilot in command or Flight Engineer;
- (d) has satisfactorily completed the applicable training requirements and the Authority has observed in-flight competency check;
- (e) holds the appropriate medical certificate; and
- (f) has been approved by the Authority for the check airman duties involved.

***Check Airman Limitations***

269. A person shall not serve nor shall any national air operator use a person as a check airman on commercial air transport operations for any check—

Check airman  
limitations

- (a) in an aircraft as a required pilot flight crew member unless that person holds the required pilot licences and ratings and has completed all applicable training, qualification and currency requirements of these Regulations applicable to the crew position and the flight operations being checked;
- (b) in an aircraft as an observer check airman unless such person holds the pilot licences and ratings and has completed all applicable training, qualification and line observation requirements of these Regulations applicable to the position and the flight operations being checked; or
- (c) in a flight simulator unless such person has completed or observed all training, qualification and line observation requirements of these regulations applicable to the position and flight operations being checked.

***Substitution of Simulator Experience***

Substitution of simulator experience

270. (1) A national air operator shall not use a flight simulator for training or checking unless such flight simulator has been specifically approved for the national air operator in writing, by the Authority.

(2) A national air operator shall not use a flight simulator for any purpose other than that specified in the approval of the Authority.

***Line Qualification for Check Airman and Instructor***

Required line qualification for check airman and instructor

271. A person shall not serve nor shall any national air operator use a person as a check airman or Simulator Flight Instructor in commercial air transport operations unless, since the beginning of the twelfth month before that service, such person has—

- (a) flown at least five sectors as a required crew member for the type of aircraft involved; or
- (b) observed, on the flight deck, the conduct of two complete flights in the aircraft type to which the person is assigned.

***Termination of a Proficiency, Competency or Line Check***

Termination of a proficiency, competence or line check

272. Where it is necessary to terminate a check for any reason, a national air operator shall not use the crew member or Flight Operations Officer involved in such check in commercial air transport operations until the completion of a satisfactory re-check.

***Recording of Crew member Qualifications***

Recording of crew member qualifications

273. (1) The national air operator shall record in his records for each crew member and Flight Operations Officer, the completion of each of the qualifications required by these Regulations in a manner acceptable to the Authority.

(2) A pilot may complete the curricula required by these Regulations concurrently or intermixed with other required curricula, but completion of each curriculum shall be recorded separately in sufficient detail to satisfy the Authority.

***Monitoring of Training and Checking Activities***

Monitoring of training and checking activities

274. (1) To enable adequate supervision of his training and checking activities, a national air operator shall forward to the Authority at least seven days prior to the scheduled activity, the dates, times and locations of all—

- (a) training in the training programme of the national air operator which required the approval of the Authority; and

(b) proficiency, competency and line checks.

(2) Failure to provide the information required by subregulation (1), may invalidate the training or check and the Authority may require that it be repeated for observation purposes.

***Reductions in Requirements***

275. (1) A national air operator may submit a request to the Director General in writing for the reduction or waiver of any training requirement or portion thereof, and such request shall be accompanied by a detailed justification.

Procedure for  
the reduction  
in training  
requirements

(2) The Director General on receipt of a request under subregulation (1), may recommend the Authority authorize the reductions in, or waiver of certain portions of the training requirements of this Part, taking into account the previous experience of the crew members.

(3) Where a request under subregulation (1), is for a specific crew member, the written authorization, including the supporting justification, shall be filed in the records which the national air operator maintains for that crew member.

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