



**NIGERIA CIVIL AVIATION AUTHORITY
REGULATIONS**

PART 2

PERSONNEL LICENSING

2023



NIGERIA CIVIL AVIATION
REGULATIONS



NIGERIA CIVIL AVIATION REGULATIONS

PART 2

PERSONNEL LICENSING

APRIL 2023



Record of Amendment

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Made this 17 day of May, 2023.

A handwritten signature in red ink, which appears to be "Captain Musa Shuaibu Nuhu".

Captain Musa Shuaibu Nuhu
Director General of Civil Aviation



NIGERIA CIVIL AVIATION REGULATIONS

PERSONNEL LICENSING

APRIL 2023



NIGERIA CIVIL AVIATION
REGULATIONS

Part 2 – Personnel Licensing

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INTRODUCTION

Part 2 addresses the licensing of personnel. Article 32 of the Chicago Convention requires Nigeria to issue certificates of competency and licences or validate such certificates or licenses issued by other Contracting States to the pilot of every NIGERIA-registered aircraft and to other members of the operating crew of every NIGERIA-registered aircraft engaged in international navigation. The licensing of personnel in accordance with international standards promotes safe and regular aircraft operations.

Part 2 of the Regulations presents detailed personnel licensing requirements that meet the standards contained in ICAO Annex 1, through Amendment 178; Annex 2, Rules of the Air, Amendments 46; Annex 6, Part 1, International Commercial Air Transport- Aeroplanes, Amendment 45; Annex 6, Part III, International Operations- helicopters; Amendment 23; Annex 10, Aeronautical Telecommunications, Volume II and other national licences. The licensing and rating requirements cover the following personnel: pilots, flight instructors, flight engineers, flight dispatchers, aircraft maintenance engineers, air traffic controllers, air traffic safety electronics personnel, cabin crewmembers, aviation repair specialists, aeronautical station operators and designees. Part 2 also addresses medical assessments of flight crew and air traffic controllers and licences not addressed in ICAO Annex 1, such as air traffic safety electronics personnel, cabin crewmembers, parachute riggers, aviation repair specialists, and designees.



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Part 2 – Personnel Licensing

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Part 2 – Personnel Licensing

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PART 2 – PERSONNEL LICENSING

2.1 GENERAL

2.1.1.1 APPLICABILITY

- (a) This part prescribes the:
- (1) Requirements for the issue, renewal, reissue, validation, and conversion of aviation personnel licences, ratings, authorisations, endorsements, certificates, and designations;
 - (2) Conditions under which those licences, ratings, authorisations, endorsements, certificates, and designations are necessary; and
 - (3) Privileges and limitations granted to the holders of those licences, ratings, authorisations, endorsements, certificates, and designations.

2.1.1.2 DEFINITIONS

- (a) For the purpose of this Part 2, in addition to the definitions set forth in section 117 of the Civil Aviation Act 2022 and in [Part 1](#) of the Regulations, the following definitions shall apply:

Accredited medical conclusion means the conclusion reached by one or more medical experts acceptable to the Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary

Aeroplane mean a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight

Aircraft means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft avionics means a term designating any electronic device — including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument.

Aircraft — category means classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.

Aircraft certificated for single-pilot operation means a type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot

Aircraft certificated for multi-pilot operation means a type of aircraft which the state of design has determined, during the certification process, can be operated safely with a minimum crew of two pilots. During the certification process, the Authority may issue a certificate of airworthiness designating an aircraft for single-pilot operation based upon the Type Certificate issued by the state of design, but it also might require the same aircraft be operated by more than one pilot under certain conditions,



such as use in air transportation

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

Aircraft — type means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.

Airman this term refers to-

- (i) Any individual who engages, as the person in command or as pilot, mechanic, or member of the crew, or who navigates an aircraft while the aircraft is underway;
- (ii) Any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, and any individual in charge of the inspection, maintenance, overhauling, or repair of aircraft, aircraft engines, propellers, or appliances; or
- (iii) Any individual who serves in the capacity of flight dispatcher.

Airmanship means the consistent use of good judgment and well-developed knowledge, skills and attitudes to accomplish flight objectives.

Airship means a power-driven lighter-than-air aircraft.

Approved maintenance organization means an organization approved by a Contracting State, in accordance with the requirements of Annex 6, Part I, Chapter 8 — Aeroplane Maintenance, to perform maintenance of aircraft or parts thereof and operating under supervision approved by that State.

Approved training means training conducted under special curricula and supervision approved by a Contracting State.

Approved training organization means an organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.

Authorised Aviation Medical Examiner means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Authority to conduct medical examination of fitness of applicants for licences or ratings for which medical requirement are prescribed.

ATS surveillance service means a term used to indicate a service provided directly by means of an ATS surveillance system.

ATS surveillance system means a generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.

Balloon means a non-power-driven lighter-than-air aircraft.

Calendar month means a period of a month beginning and ending with the dates that are conventionally accepted as marking the beginning and



end of a numbered month (as January 1 through January 31 in the Gregorian calendar).

Calendar year means a period of a year beginning and ending with the dates that are conventionally accepted as marking the beginning and end of a numbered year (as January 1 through December 31 in the Gregorian calendar).

Certify as airworthy (to). To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.

Command and control (C2) link means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

C2 Link means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

Commercial Air Transport Operation means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

Competency means a dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.

Competency-based training and assessment means training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.

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

Conditions means anything that may qualify a specific environment in which performance will be demonstrated.

Competency Element means an action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome.

Competency Unit means a discrete function consisting of a number of competency elements.

Complex Aeroplane means an aeroplane that has retractable landing gear, flaps, and a controllable pitch propeller; or in the case of seaplane, flaps and a controllable pitch propeller.

Conversion means is the action taken by state in issuing its own licence on the basis of a licence issued by another contracting state for use on aircraft registered in State.



Co-pilot means a licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.

Credit means recognition of alternative means or prior qualifications.

Cross-country means a flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.

Dual instruction time means flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft.

Error means an action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.

Error management means the process of detecting and responding to errors with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.

Examiner means any person designated by the Authority to act as a representative of the Authority in examining, inspecting, and testing persons and aircraft for the purpose of issuing licences, ratings and certificates.

Flight Crew member means a licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.

Flight plan means specified information provided to air traffic services unit, relative to an intended flight or portion of a flight of an aircraft.

Flight simulator training device also known as synthetic flight trainer means any one of the following three types of apparatus in which flight conditions are simulated on the ground;

(i) **Flight simulator** means an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated.

(ii) **Flight procedures trainer** means a realistic flight deck environment, and simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

Basic instrument flight trainer means equipped with appropriate instruments and simulates the flight deck environment of an aircraft in flight in instrument flight conditions.

Flight time – aeroplanes means the total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.

Flight time – helicopters means the total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are



stopped.

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

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

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

Human performance means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.

Instrument flight time mean time during which a pilot is piloting an aircraft solely by reference to instruments and without external reference points.

Instrument ground time means time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Authority.

Instrument time means instrument flight time or instrument ground time.

Licensing Authority means the department of the Civil Authority designated by Nigeria as responsible for the Licensing of personnel.

Likely means in the context of the medical provisions in Chapter 6, likely means with a probability of occurring that is unacceptable to the medical assessor.

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

Medical Assessment means the evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.

Medical Assessor means a physician, appointed by the authority, qualified and experienced in the practice of Aviation Medicine and competent in evaluating and assessing medical conditions of flight safety significance.

Medical certificate means the evidence issued by the Authority that the licence holder meets specific requirements of medical fitness. It is issued following an evaluation by the Authority of the report submitted by the designated Medical examiner who conducted the examination of the applicant for the licence.

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



Night means the hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.

Observable behaviour (OB) means a single role-related behaviour that can be observed and may or may not be measurable.

Performance criteria means simple, evaluative statements on the required outcome of the competency element and a description of the criteria used to judge whether the required level of performance has been achieved.

Pilot (to) means to manipulate the flight controls of an aircraft during flight time.

Pilot-in-command means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.

Pilot-in-command under supervision means co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Authority.

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

Powered-lift means a heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.

Problematic use of substances. The use of one or more psychoactive substances by aviation personnel in a way that: (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or b) causes or worsens an occupational, social, mental or physical problem or disorder.

Psychoactive substances means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psycho stimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.

Quality system means documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.

Rated air traffic controller means an air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.

Rating means an authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.

Re-issue of a licence, rating authorization or certificate means the administrative action taken after a licence, rating, authorization or



certificate has lapsed that re-issues the privileges of the licence, rating, authorization or certificate for a further specified period consequent upon the fulfillment of specified requirements.

Rendering (a licence) valid means the action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.

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

Renewal of Licence, rating, authorization or certificate means the administrative action taken within the period of validity of a licence, rating, authorization or certificate that allows the holder to continue to exercise the privileges of a licence, rating, authorization or certificate for a further specified period consequent upon the fulfilment of specified requirements.

Route sector means a flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases.

Safety Management System means a systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.

Sign a maintenance release (to) means to certify that maintenance work has been completed satisfactorily in accordance with the applicable Standards of airworthiness, by issuing the maintenance release referred to in Annex 6.

Significant mean in the context of the medical provisions in Chapter 6, significant means to a degree or of a nature that is likely to jeopardize flight safety.

Solo flight time means flight time during which a student pilot is the sole occupant of an aircraft.

Solo flight time means remotely piloted aircraft systems. Flight time during which a student remote pilot is controlling the remotely piloted aircraft system acting solo.

State safety programme (SSP) means an integrated set of regulations and activities aimed at improving safety.

Synthetic flight trainer See flight simulation training device.

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

Threat management means the process of detecting and responding to threats with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.

Undesired aircraft state. Occurs when the flight crew places the aircraft in a situation of unnecessary risk.



Validation means the action taken by Nigeria as an alternative to issuing its own licence, in accepting a licence issued by another contracting state as the equivalent of its own licence for use on aircraft registered in Nigeria.

2.1.1.3 ABBREVIATIONS

(a) The following abbreviations are used in this part:

- (1) **AFIS** – Aerodrome Flight Information Service
- (2) **AGI** – advanced ground instructor
- (3) **AIP** – Aeronautical Information Publication
- (4) **AAME** – Authorised Aviation Medical Examiner
- (5) **AME** – Aircraft maintenance engineer
- (6) **AMO** – approved maintenance organisation
- (7) **AMT** – aviation maintenance technician
- (8) **ARS** – aviation repair specialist
- (9) **AS** – airship
- (10) **ASO** – aeronautical station operator
- (11) **ATC** – air traffic control
- (12) **ATCO** – air traffic controller
- (13) **ATO** – approved training organisation
- (14) **ATPE** – airline transport pilot examiner
- (15) **ATPL** – airline transport pilot licence
- (16) **ATS** – air traffic service
- (17) **BGI** – basic ground instructor
- (18) **C2** – command and control
- (19) **CAT II** – Category II
- (20) **CAT III** – Category III
- (21) **CE** – commercial pilot examiner
- (22) **CIE** – International Commission on Illumination
- (23) **CIRE** – commercial instrument rating examiner
- (24) **CP** – co-pilot
- (25) **CPL** – commercial pilot licence
- (26) **CRM** – crew resource management
- (27) **DCA** – Director of Civil Aviation
- (28) **DFEE** – designated flight engineer examiner
- (29) **DATCE** – designated Air Traffic Controller Examiner



- (30) **DH** – decision height
- (31) **DAME** – Designated Aircraft Maintenance Examiner
- (32) DFDE - Designated Flight Dispatcher Examiner
- (33) DFEE - Designated Flight Engineer Examiner
- (34) **DPE** – designated pilot examiner
- (35) **DPRE** – designated parachute rigger examiner
- (36) **FE** – flight engineer
- (37) **FEI** – flight engineer instructor **FI** – flight instructor
- (38) **FN** – flight navigator
- (39) **FOO** – flight operations officer
- (40) **FSTD** – flight simulation training device
- (41) **GI** – ground instructor
- (42) **HIV** – human immunodeficiency virus
- (43) **IA** – inspection authorisation
- (44) **ICAO** – International Civil Aviation Organization
- (45) **IFR** – instrument flight rules
- (46) **IGI** – instrument ground instructor
- (47) **ILS** – instrument landing system
- (48) **IMC** – instrument meteorological conditions
- (49) **IR** – instrument rating
- (50) **IS** – Implementing Standard
- (51) **ISO** – International Organization for Standardization
- (52) **MCM** – Maintenance Control Manual
- (53) **MEL** – minimum equipment list
- (54) **MPA** – multi-pilot aeroplane
- (55) **MPH** – multi-pilot helicopter
- (56) **MPL** – multi-crew pilot licence
- (57) **MSL** – mean sea level
- (58) **NDT** – non-destructive testing
- (59) **NOTAM** – Notice to Airmen
- (60) **OJTI** – on-the-job training instructor
- (61) **OM** – Operations Manual
- (62) **PIC** – pilot-in-command



- (63) **PL** – powered-lift
- (64) **PPE** – private pilot examiner
- (65) **PPL** – private pilot licence
- (66) **PR** – parachute rigger
- (67) **RP** – remote pilot
- (68) **RPA** – remotely piloted aircraft
- (69) **RPAS** – remotely piloted aircraft systems
- (70) **RPL** – remote pilot licence
- (71) **RPS** – remote pilot station
- (72) **RT** – radiotelephony
- (73) **RVR** – runway visual range
- (74) **SOP** – standard operating procedure
- (75) **SPA** – single-pilot aeroplane
- (76) **SPH** – single-pilot helicopter
- (77) **SSP** – State safety programme
- (78) **STS** – skill test standard
- (79) **VFR** – visual flight rules
- (80) **VMC** – visual meteorological conditions
- (81) **ARS** – Aviation repair specialist

2.2 GENERAL REQUIREMENTS FOR LICENCES, RATINGS, AUTHORISATIONS, ENDORSEMENTS, CERTIFICATES, AND DESIGNATIONS

2.2.1 ISSUE, RENEWAL, AND REISSUE OF LICENCES, RATINGS, AUTHORISATIONS, ENDORSEMENTS, CERTIFICATES, AND DESIGNATIONS

2.2.1.1 LICENCES

(a) The Authority may issue the following licences under this part to an applicant who satisfactorily accomplishes the requirements of this part for the licence sought:

- (1) Pilot licence:
 - (i) Private Pilot Licence – aeroplane, helicopter, glider, free balloon, airship, or powered-lift categories
 - (ii) Commercial Pilot Licence – aeroplane, helicopter, glider, free balloon, airship, or powered-lift categories
 - (iii) Multi-Crew Pilot Licence – aeroplane
 - (iv) Airline Transport Pilot Licence – aeroplane, helicopter, or powered-lift categories



- (v) Remote Pilot Licence - aeroplane, rotorcraft, glider, free balloon, airship, or powered-lift, categories
- (2) Flight Engineer licence
- (3) Flight Dispatcher licence
- (4) Flight Instructor Rating
- (5) Ground Instructor Authorisation or rating
- (6) Aircraft Maintenance Engineer licence
- (7) Air Traffic Controller licence
- (8) Air Traffic Safety Engineer Personnel Licence
- (9) Cabin Crew Licence
- (10) Aeronautical Station Operator licence
- (11) Flight Radio Telephony Operator's Restricted Licence

2.2.1.2 RATINGS

(a) The Authority may issue the following ratings to place on a pilot licence or Flight Instructor licence when an applicant satisfactorily accomplishes the requirements of this part for the rating sought:

- (1) Category ratings in the following aircraft:
 - (i) Aeroplane
 - (ii) Helicopter
 - (iii) Glider
 - (iv) Free balloon
 - (v) Airship
 - (vi) Powered-lift
 - (vii) RPAS
- (2) Class ratings in the following aircraft:
 - (i) Single-engine land – aeroplane
 - (ii) Single-engine sea – aeroplane
 - (iii) Multi-engine land – aeroplane
 - (iv) Multi-engine sea – aeroplane
 - (v) A class rating shall be issued for those helicopters and powered-lifts certificated for single-pilot operations and which have comparable handling, performance and other characteristics



- (vi) Hot air – balloon
- (vii) Gas – balloon
- (viii) RPAS
- (ix) Any rating considered necessary by the Authority

- (3) Type ratings in the following aircraft:
 - (i) Each type of aircraft certificated for operation with a minimum crew of at least two pilots
 - (ii) Each type of helicopter certificated for single-pilot operation except where a class rating has been established under paragraph 2.2.1.2(a)(2)(v) of this subsection
 - (iii) Any aircraft considered necessary by the Authority

- (4) Instrument ratings in the following aircraft:
 - (i) Instrument – aeroplane
 - (ii) Instrument – helicopter
 - (iii) Instrument – powered-lift

Note: The IR is included in CPL – airship, ATPL – aeroplane, and powered-lift.

- (5) Flight Instructor ratings:
 - (i) The appropriate aircraft category, class, instrument, and/or type rating according to the instruction to be taught.
- (6) The Authority may issue the following ratings to place on a Ground Instructor rating /authorisation when an applicant satisfactorily accomplishes the requirements of this part for the rating sought:
 - (i) Basic
 - (ii) Advanced
 - (iii) Instrument
- (7) The Authority may issue the following ratings to place on a Flight Engineer licence when an applicant satisfactorily accomplishes the requirements of this part for the rating sought:
 - (i) Reciprocating engine powered
 - (ii) Turbo propeller powered
 - (iii) Turbojet powered
- (8) The Authority may issue the following ratings to place on an Air Traffic Controller licence when an applicant satisfactorily accomplishes the requirements of this part for the rating sought:
 - (i) Aerodrome control rating



- (ii) Approach control rating
 - (iii) Approach radar control rating
 - (iv) Approach precision radar control rating
 - (v) Area procedural control rating
 - (vi) Area radar control rating
- (9) The Authority may issue the following ratings to place on an Aircraft Maintenance Engineer licence when an applicant satisfactorily accomplishes the requirements of this part for the rating sought:
- (i) Airframe
 - (ii) Powerplant
 - (iii) Avionics
- (10) The Authority may issue ratings as appropriate to place on an Aviation Repair Specialist Authorisation
- (11) The Authority may issue ratings as appropriate to place on a flight dispatcher licence.
- (12) The Authority may issue ratings as appropriate to place on an Air Traffic Safety Electronics Personnel licence.
- (13) The Authority may issue ratings as appropriate to place on a Cabin Crew licence.

2.2.1.3 AUTHORISATIONS

- (a) The Authority may issue the following authorisations when an applicant satisfactorily accomplishes the requirements of this part for the authorisation sought:
 - (1) Student pilot authorisation
 - (2) Instructor Authorisation for training in an FSTD
 - (3) Ground Instructor authorisation.
- (b) The Authority may issue the following authorisations to place on a pilot licence when an applicant satisfactorily accomplishes the requirements of this part for the authorisation sought:
 - (1) CAT II pilot authorisation
- (c) The Authority may issue the following authorisation to place on an Aircraft Maintenance Engineer licence when an applicant satisfactorily accomplishes the requirements of this part for the authorisation sought:
 - (1) Inspection Authorisation
 - (2) Aviation Repairs Specialist Authorisation



2.2.1.4 ENDORSEMENTS

- (a) An airman may receive an English language proficiency endorsement from the Authority when such an applicant has satisfactorily met the requirements of this part.

2.2.1.5 CERTIFICATES

- (a) The Authority may issue the following medical certificates when an applicant satisfactorily accomplishes the requirements of this part for the medical certificate sought:
 - (1) Medical certificate, Class 1, for CPL, MPL, ATPL, FI licence, and DPE
 - (2) Medical certificate, Class 2, for student pilot authorisation, PPL, FE licence;
 - (3) Medical certificate, Class 3, for ATCO licence and, RPL.
- (b) The Authority may issue validation certificates to pilots, Aircraft Maintenance Engineers, Flight Dispatchers and Flight Engineers holding a licence from another Contracting State.
- (c) The Authority may issue certificates of designation to representatives of the Director General as identified in 2.2.1.6 of this part.

2.2.1.6 DESIGNATION OF REPRESENTATIVES OF THE DIRECTOR GENERAL OF CIVIL AVIATION

- (a) The Authority may issue the following designations to private persons to act on behalf of the Director General, as specified in this part:
 - (1) DPE;
 - (2) DFEE;
 - (3) DFDE;
 - (4) DAME;
 - (5) DATCE;
 - (6) AAME; or
 - (7) Other designees as may be determined by the Authority

2.2.1.7 VALIDITY OF LICENCES, RATINGS, AUTHORISATIONS, CERTIFICATES, AND DESIGNATIONS,

- (a) The validity period of the licences, ratings, authorisations, designations, certificates of validation, and medical certificates and the renewal and reissue conditions are indicated in the applicable requirements of this part.
- (b) The issue, renewal, and reissue of licences, ratings, authorisations, designations, and certificates will be performed by the Authority.



- (1) Renewal of ratings and CAT II or III pilot authorisations may be performed by the examiner, when delegated by the Authority.
- (2) Renewal of medical certificates may be performed by the AAME, when delegated by Authority.
- (c) Application for the issue, renewal, and reissue of licences, ratings, authorisations, designations, and certificates by the Authority shall be done by submitting to the Authority a properly completed form, which can be obtained from the Authority.
- (d) For Renewal -Application shall be made to the Authority at least 14 days before the expiration date.
 - (1) The licence, rating, authorisation, designation, or certificate, including any required medical certificate, shall be valid.
- (e) Privileges -The holder of a licence, rating, certificate, authorisation, or designation shall not exercise privileges other than those granted by the licence, certificate, authorisation, or designation.
- (f) The privileges granted by a licence, or by related ratings, may not be exercised unless the holder maintains competency and meets the requirements of this part for recent experience.
- (g) Maintenance of Competency-
 - (1) Maintenance of competency shall be indicated in the flight crew members personal licence or record (e.g., logbook).
 - (2) The maintenance of competency of flight crew members engaged in commercial air transport operations shall be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Part 8 of these regulations.
 - (3) The maintenance of competency of flight crew and remote flight crew members engaged in commercial air transport operations shall be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Part 8 of these regulations.
 - (4) The maintenance of competency shall be satisfactorily recorded in the operator's records or in the flight crew member's personal logbook or licence.
 - (5) The maintenance of competency shall be satisfactorily recorded in the operator's records or in the flight crew or remote flight crew member's personal logbook or licence.
 - (6) A flight crew member shall, to the extent deemed feasible, demonstrate his or her continuing competency in FSTDs approved by the Authority.
 - (7) A flight crew or remote flight crew member shall, to the extent deemed feasible by the Nigeria, or by the Authority of the State of the Operator, respectively, demonstrate his or her continuing competency in FSTDs approved by that State.



- (h) Medical Fitness- An applicant for the following licences, authorisations, and designations shall hold a current and appropriate medical certificate issued under the requirements of this part in order for his or her licence, authorisation, or designation to be valid:
- (1) Student pilot authorisation
 - (2) Pilot licence
 - (3) Flight Engineer licence
 - (5) Flight Instructor rating
 - (6) Designated Pilot Examiner
 - (7) Designated Flight Engineer Examiner
 - (8) Air Traffic Controller licence
 - (10) Cabin Crew Licence
- (i) The Authority having issued a licence shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.

2.2.2 LANGUAGE PROFICIENCY

- (a) Pilots, Flight Engineers, Air Traffic Controllers, Aeronautical Station Operators, and Remote Pilots, shall demonstrate the ability to speak and understand English language used for radio telephony communications.
- (b) The airmen identified in paragraph 2.2.2(a) of this subsection shall demonstrate the ability to speak and understand Radio Telephony communications in the English language to at least the Operational Level (Level 4) with the aim to speak at the Expert Level (Level 6) as specified in the language proficiency requirements in [IS 2.2.2](#).
- (c) The language proficiency of the airmen identified in paragraph 2.2.2(a) of this subsection shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level as follows:
- (1) Those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated at intervals not greater than 3 years;
 - (2) Those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated at intervals not greater than 6 years; and
 - (3) Those demonstrating language proficiency at the Expert Level (Level 6) shall be exempt from further language evaluation.
 - (4) Detailed requirements for language proficiency are contained in [IS:2.2.2](#)

2.2.3 CREDIT FOR MILITARY COMPETENCY

2.2.3.1 CREDIT FOR MILITARY PILOTS

- (a) PILOT LICENCES. Except for a rated military pilot or former rated military pilot who has been removed from flying status for lack of proficiency or because of disciplinary action involving aircraft operations, a rated military pilot or former rated military pilot who meets the requirements of [IS 2.2.3.1](#) may apply,



on the basis of his or her military training, for:

- (1) A CPL;
 - (2) A rating in the category and class of aircraft for which that military pilot is qualified;
 - (3) An IR with the appropriate category rating for which that military pilot is qualified; and
 - (4) A type rating, if appropriate.
- (b) The testing required for a military pilot seeking a licence or rating is as follows:
- (1) If the applicant has been on active flight status within the 12 months prior to application for a licence or rating, the applicant shall pass a knowledge test on:
 - (i) Air law;
 - (ii) Meteorology;
 - (iii) Operational procedures; and
 - (iv) Radio Communication.
 - (c) If the applicant has not been on active flight status within the 12 months prior to application for a licence or rating, the applicant shall pass both a knowledge and skill test.

2.2.3.2 RESERVED

2.2.4 VALIDATION AND CONVERSION OF FOREIGN LICENCES, RATINGS, AUTHORISATIONS, AND CERTIFICATES

2.2.4.1 VALIDATION OF FLIGHT CREW LICENCES

(a) General Requirements For Validation

- (1) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with the Chicago convention on International Civil Aviation may apply for validation of such Licence for use on aircraft registered in Nigeria.
- (2) The applicant for the validation certificate shall present to the Authority the foreign licence and the record (e.g, logbook) of evidence of required experience.
- (3) The applicant for the validation certificate shall present to the Authority evidence that he or she holds either a current medical certificate issued under this part or a current medical certificate issued by the Contracting State that issued the applicant's licence.
 - (i) The Authority may allow the applicant to use foreign medical certificate with the validation certificate, provided that the medical certification requirements on which the foreign medical certificate was issued meet the requirements of this part, relevant to the licence held.



- (4) The applicant for the validation certificate shall present to the Authority evidence of language proficiency in English, as specified in 2.2.2 of this part or shall demonstrate to the Authority the language proficiency skills as specified in 2.2.2 of this part.
 - (5) The Authority will verify the authenticity of the licence, ratings, authorisations, and medical certificate with the State of Licence prior to issuing the validation.
 - (6) The Authority will only validate ratings or authorisations on the foreign licence together with the validation of a licence.
 - (7) The Authority may issue a validation certificate which will be valid for 1 year, provided the foreign licence, ratings, or authorisations and the medical certificate remain valid.
- (b) VALIDATION CERTIFICATE WITH PPL PRIVILEGES. In addition to the requirements of paragraph 2.2.4.1(a) of this subsection, the applicant for a validation certificate with PPL privileges shall have a foreign licence with at least PPL privileges.
- (c) VALIDATION CERTIFICATE WITH PPL/IR, CPL, CPL/IR, MPL, ATPL, OR FE PRIVILEGES. In addition to the requirements in paragraph 2.2.4.1(a) of this subsection, the applicant for a validation certificate with PPL/IR, CPL, CPL/IR, MPL, ATPL, or FE privileges shall have a foreign licence with at least those privileges and shall meet the following requirements:
- (1) The applicant for the validation certificate shall demonstrate, to the satisfaction of the Authority and relevant to the licence to be validated knowledge of Nigeria:
 - (i) Air law;
 - (ii) Meteorology;
 - (iii) Operational procedures; and
 - (iv) Radio Communication.
 - (2) The applicant for the validation certificate shall complete a skill test for the relevant licence and ratings that to be validated relevant to the privileges of the licence held; and
 - (3) The applicant shall comply with the experience requirements set out in the table below:



Licence	Experience	Validation Privileges
ATPL(A)	>1500 hours as PIC in multi-pilot* certificated aeroplanes	Commercial air transport in MPAs as PIC
ATPL(PL)	>1500 hours as PIC in multi-pilot certificated powered-lift or >1500 hours in multi-pilot operations in a combination of powered-lift, aeroplane, and helicopter aircraft, as acceptable to the Authority	Commercial air transport in multi-pilot powered-lift as PIC
ATPL(H)	>1000 hours as PIC in MPHs	Commercial air transport in MPHs as PIC
ATPL(A) or CPL(A)/IR	>500 hours as PIC or CP in MPAs	Commercial air transport in MPAs as CP
ATPL(PL) or CPL(PL)/IR	>500 hours as PIC or CP in multi-pilot powered-lift	Commercial air transport in multi-pilot powered-lift as CP
ATPL(H) or CPL(H)/IR	>500 hours as PIC or CP in MPHs	Commercial air transport in MPHs as CP
CPL(A)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in SPAs as PIC
CPL(H)/IR	>1000 hours as PIC in commercial air transport since gaining an IR	Commercial air transport in SPHs as PIC
CPL(A)	>700 hours in aeroplanes other than gliders, including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in aeroplanes other than commercial air transport
CPL(H)	>700 hours in helicopters, including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in helicopters other than commercial air transport
CPL(PL)	>700 hours in powered-lift (or combination of powered-lift, aeroplane, and helicopter, as acceptable to the Authority), including 200 hours in the activity role for which validation is sought, and 50 hours in that role in the last 12 months	Activities in powered-lift other than commercial air transport
CPL(AS)	>250 hours as PIC in commercial air transport, including 50 hours in airships within the last 12 months	Commercial air transport in airships as PIC under IFR and VFR conditions
CPL(B)	>50 hours as PIC in commercial air transport, including 35 hours in balloons within the last 12 months	Commercial air transport in balloons as PIC
CPL(G)	>250 hours as PIC in commercial air transport, including 50 hours in gliders within the past 12 months	Commercial air transport in gliders as PIC
MPL(A)		Commercial air transport in



Licence	Experience	Validation Privileges
		turbine -powered air transport aeroplanes certificated for operations with a minimum crew of at least two pilots as CP
PPL(A)/IR	>100 hours PIC instrument flight time	Private flights under IFR
PPL(H)/IR	>100 hours PIC instrument flight time	>250 hours as check pilot of turbine-powered air transport aeroplanes certificated for operations with a minimum crew of at least two pilots operated in commercial air transport within the past 12 months
PPL(PL)/IR	>100 hours PIC instrument flight time	Private flights under IFR
FE	>1500 hours as FE on aeroplanes in commercial air transport	Commercial air transport in aeroplanes as FE
FE	>1000 hours as FE on aeroplanes in other than commercial air transport	Other than commercial air transport in aeroplanes as FE

2.2.4.2 CONVERSION OF FLIGHT CREW LICENCES

- (a) Conversion of a foreign pilot licence for issuance of a PPL by Nigeria.
- (1) A person who holds a current and valid pilot licence with at least PPL privileges issued by another Contracting State in accordance with the Chicago Convention on International Civil Aviation may apply for a conversion and be issued with a PPL for use on aircraft registered in Nigeria provided the following requirements are met.
- (b) The holder shall:
- (1) Present to the Authority the foreign licence, the evidence of experience required by presenting the record (e.g., logbook), and a current medical certificate;
- (2) Present to the Authority evidence of proficiency in English language as specified in 2.2.2 or shall demonstrate to the Authority the language proficiency skills as specified in 2.2.2;
- (3) obtain a Class 2 medical certificate issued under this part;
- (4) Demonstrate, to the satisfaction of the Authority and relevant to the licence to be converted, knowledge of:
- (i) Air law;
- (ii) Meteorology;
- (iii) Operational procedures; and
- (vi) Radio Communication; and



- (5) Complete a PPL skill test.
- (c) The Authority will verify the authenticity of the licence, ratings, authorisations, and medical certificate with the State of Licence Issue prior to converting the licence.
- (1) Conversion of PPLs/IR, CPLs, CPLs/IR, MPLs, ATPLs, and FE licences, which have been validated in accordance with 2.2.4.1 of this part.
 - (2) The holder of a current and valid foreign CPL, CPL/IR, MPL, ATPL, or FE licence, issued by another Contracting State in accordance with ICAO Annex 1, and an appropriate medical certificate, may apply for conversion to the appropriate licence and ratings issued by Nigeria, provided the following requirements are met:
 - (i) The applicant is the holder of a current validation certificate issued under 2.2.4.1 of this part;
 - (ii) The applicant has completed 1000 flight hours in a Nigeria registered aircraft which is operated by an operator established in Nigeria] exercising the privileges granted by the validation certificate;
 - (iii) The applicant for the conversion shall present to the Authority the foreign licence and evidence of the 1000 flight hours by presenting the record (e.g., logbook); and
 - (iv) The applicant shall hold or obtain a medical certificate issued under this part, appropriate to the level of licence to be converted.
- (d) The holder of a current and valid foreign PPL/IR issued by another Contracting State, in accordance with the Chicago Convention on International Civil Aviation, and an appropriate medical certificate, may apply for conversion to the appropriate licence and ratings issued by Nigeria, provided the following requirement are met:
- (i) The applicant is the holder of a current validation certificate issued under 2.2.4.1 of this part;
 - (ii) The applicant has completed 75 flight hours in a Nigeria registered aircraft in Nigeria exercising the privileges granted by the validation certificate;
 - (iii) The applicant for the conversion shall present to the Authority the foreign licence and evidence of the 75 flight hours by presenting the record (e.g., logbook); and
 - (iv) The applicant shall hold or obtain a medical certificate issued under this part, appropriate to the level of licence to be converted.
 - (v) Ratings listed on a person's foreign pilot licence that have been validated in accordance with 2.2.4.1 of this part may be placed on that person's converted licence.



2.2.4.3 VALIDATION AND CONVERSION OF OTHER LICENCES

- (a) Nigeria does not validate or convert Air Traffic Controller , Cabin Crew and Air Traffic Safety Electronic Personnel Licences and ratings.

2.2.4.4 RESERVED

2.2.4.5 VALIDATION IN CASE OF LEASED, CHARTERED, OR INTERCHANGED AIRCRAFT

- (a) The requirements stated in 2.2.4.1 shall not apply where NIGERIA-registered aircraft are leased to, chartered by or interchanged by an operator of another Contracting State, provided that during the term of the lease the State of the Operator has accepted the responsibility for the personnel licencing responsibility pursuant to an agreement with Nigeria under Article 83 bis of the Chicago Convention.
- (b) The licences of the flight crew of the other Contracting State may be validated by the Authority, provided that the privileges of the flight crew licence validation are restricted for use during the lease, charter, or interchange period only on nominated aircraft in specified operations not involving a Nigeria operator, directly or indirectly through a wet lease or other commercial arrangement.
- (c) The Authority will verify the authenticity of the licence, ratings, authorisations, including the English language proficiency endorsement of at least Level 4, and medical certificate with the State of Licence Issue prior to issuing the validation.

2.2.4.6 TEMPORARY VALIDATION OF NON-NIGERIA PILOT LICENCES HELD BY MANUFACTURER PILOTS

- (a) In circumstances where validation of a non-Nigeria pilot licence is needed to fulfil specific tasks of finite duration, the Authority may issue a temporary validation of such a licence for those tasks as described in this paragraph.
- (b) Notwithstanding the requirements contained in 2.2.4.1, 2.2.4.2, 2.2.4.3, or 2.2.4.4 of this part, the Authority may temporarily validate a licence issued by another Contracting State in accordance with the provisions of the Chicago Convention on International Civil Aviation, including an instructor rating or examiner authorisation issued by that State, provided that the holder of the licence shall:
 - (1) Possess the appropriate licence, medical certificate, type ratings, and qualifications, to include instructor or examiner qualifications, valid in the State of Licence Issue for the duties proposed;
 - (2) Demonstrate, to the satisfaction of the Authority and relevant to the licence to be validated knowledge of Nigeria:
 - (i) Air law;
 - (ii) Meteorology;
 - (iii) Operational procedures; and



- (iv) Human Performance;
- (3) Provide evidence of language proficiency in English as specified in 2.2.2 of this part or shall demonstrate to the Authority the language skills as specified in 2.2.2 of this part;
- (4) Be employed by an aircraft manufacturer or ATO located outside Nigeria and performing training on behalf of an aircraft manufacturer; and
- (5) Be limited to performing flight instruction and testing for initial issue of type ratings, the supervision of initial line flying by the pilots of an operator in Nigeria delivery or ferry flights, initial line flying, flight demonstrations, or test flights.
- (6) Whenever conducting or supervising line flying, the pilot shall also be required to meet the relevant requirements of Part 8 of these regulations.
- (7) The Authority will verify the authenticity of the licence, ratings, authorisations, and medical certificate with the State of Licence Issue prior to issuing the temporary validation.
- (8) The duration of the temporary validation shall be 1 year.

2.2.4.7 VALIDATION OF AIRCRAFT MAINTENANCE ENGINEER LICENCES

(a) GENERAL REQUIREMENTS FOR VALIDATION

- (1) A person who holds a current and valid Aircraft Maintenance Engineer licence issued by another Contracting State in accordance with the Chicago Convention on International Civil Aviation may apply for the validation of such licence for use on aircraft registered in Nigeria provided the following requirements are met:
 - (i) The applicant for the validation certificate shall present to the Authority the foreign licence and evidence of the experience required by presenting the personal record;
 - (ii) The applicant for the validation certificate shall demonstrate to the Authority evidence of proficiency in English language;
 - (iii) The Authority will verify the authenticity of the licence, ratings, and authorisations with the State of Licence Issue prior to issuing the validation;
 - (iv) The Authority will only validate ratings or authorisations on the foreign licence together with the validation of a licence;
 - (v) The Authority may issue a validation certificate which shall be valid for one (1) year, provided the foreign licence, ratings, or authorisations remain valid.
- (2) The applicant for the validation certificate shall demonstrate, to the satisfaction of the Authority and relevant to the licence to be



validated knowledge of:

- (i) Air law;
 - (ii) Applicable airworthiness requirements governing certification and continuing airworthiness; and
 - (iii) Approved Maintenance Organisations and procedures.
- (3) The applicant for the validation certificate shall complete a skill test for the relevant licence and ratings that he or she wants to have validated, relevant to the privileges of the licence held.
- (4) The applicant for the validation certificate shall have a minimum of Four (4) years of Aircraft Maintenance Engineer experience.

2.2.4.8 CONVERSION OF AIRCRAFT MAINTENANCE ENGINEER LICENCES

- (a) **GENERAL REQUIREMENTS FOR CONVERSION.** A person, who holds a current and valid AME licence issued by another Contracting State in accordance with Annex 1 to the Chicago Convention on International Civil Aviation may apply for conversion of such licence for use on aircraft registered in Nigeria provided the following requirements are met:
- (1) The applicant for the conversion shall present to the Authority the foreign licence and evidence of the experience required by presenting the personal record.
 - (2) The applicant for the conversion shall demonstrate to the Authority evidence of proficiency in English language.
 - (3) Demonstrate to the satisfaction of the Authority the knowledge of the following elements relevant to the licence to be validated:
 - (i) Air Law;
 - (ii) Applicable Airworthiness requirements governing certification and continuing airworthiness;
 - (iii) Approved maintenance organisations and procedures; and
 - (iv) Human Performance;
 - (4) The applicant for the Conversion may be required to complete a skill test for the relevant licence and ratings to be converted relevant to the privileges of the licence held; and
 - (5) Have a minimum of four years AME experience.
 - (6) The Authority will verify the authenticity of the licence, ratings authorisations with the state of licence issue prior to issuing the converted licence.
 - (7) The Authority will only convert ratings or authorisations on the



foreign licence together with the conversion of a licence.

- (b) Conversion of AME licences that have been validated in accordance with 2.2.4.7. The holder of a current and valid AME licence issued by another Contracting State in accordance with Annex 1 to the Chicago Convention on International Civil Aviation, who has a validation in accordance with 2.2.4.7 and can show evidence of 12 months performing maintenance on aircraft registered in Nigeria may convert his/her AME AME licence with no further formality.

2.2.4.9 RESERVED

2.2.4.10 RESERVED

2.2.4.11 VALIDATION OF FLIGHT DISPATCHER LICENCES

- (a) General requirements for validation.
- (1) A person, who holds a current and valid Flight Dispatcher licence issued by another Contracting State in accordance with Annex 1 to the Chicago Convention on International Civil Aviation may apply for a validation of such licence for use on aircraft registered in Nigeria.
 - (2) The applicant for the validation certificate shall present to the Authority the foreign licence and evidence of the experience required by presenting the personal record.
 - (3) The applicant for the validation certificate shall demonstrate to the Authority evidence of proficiency in English language.
 - (4) The Authority will verify the authenticity of the licence, ratings authorisations with the state of licence issue prior to issuing the validation.
 - (5) The Authority may issue a validation certificate which will be valid for one year, provided the foreign licence, ratings or authorisations remains valid.
- (b) The applicant for the validation certificate shall demonstrate to the satisfaction of the Authority by passing the knowledge test covering the following elements relevant to the licence to be validated:
- (1) Air law;
 - (2) Meteorology;
 - (3) Flight performance and planning;
 - (4) Human performance; and
 - (5) Any other knowledge area considered necessary by the Authority.
- (c) The applicant for the validation certificate may be required to complete a skill test for the relevant licence and ratings relevant to the privileges of the licence held.



2.2.4.12 CONVERSION OF FLIGHT DISPATCHER LICENCES

(a) General requirements for conversion. A person, who holds a current and valid Flight Dispatcher licence issued by another Contracting State in accordance with Annex 1 to the Chicago Convention on International Civil Aviation may apply for conversion of such licence for use on aircraft registered in Nigeria provided the following requirement are met:

- (1) The applicant for the conversion shall present to the Authority the foreign licence and evidence of the experience required by presenting the personal record.
- (2) The applicant for the conversion shall demonstrate to the Authority evidence of proficiency in English language.
- (3) Demonstrate to the satisfaction of the Authority by passing the knowledge covering the following elements relevant to the licence.
 - (i) Air Law;
 - (ii) Meteorology;
 - (iii) Flight performance and planning
 - (iv) Human Performance; and
 - (v) Any other knowledge area considered necessary by the Authority
- (4) The applicant may be required to complete a skill test for the relevant licence and ratings converted; that is relevant to the privileges of the licence held;
- (5) The Authority will verify the authenticity of the licence, ratings authorisations with the state of licence issue prior to issuing the converted licence.
- (6) Conversion of Flight Dispatcher licences that have been validated in accordance with 2.2.4.11. The holder of a current and valid Flight Dispatcher licence issued by another Contracting State in accordance with ICAO Annex 1 who has a validation in accordance with 2.2.4.11 and can show evidence of 12 months exercising the privileges of the validation certificate on aircraft registered in Nigeria may convert the Flight Dispatcher licence with no further formality.

2.2.4.13 AUTOMATIC VALIDATION OF LICENCES ISSUED BY CONTRACTING STATES WITH A FORMAL AGREEMENT UNDER COMMON LICENSING REGULATIONS

- (a) Notwithstanding the provision of 2.2.4.1 of this part, the Authority may automatically validate licences issued by other Contracting States, provided that the Authority and the other Contracting States shall have:



- (1) Adopted common licensing regulations that are compliant with ICAO Annex 1;
 - (2) Entered into a formal agreement recognising the automatic validation process;
 - (3) Established a surveillance system to ensure the continuing implementation of the common licensing regulations; and
 - (4) Registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.
- (b) The Authority, when issuing a licence, rating, or certificate under the requirements of paragraph 2.2.4.13(a) of this subsection, will:
- (1) Endorse the licence, rating, or certificate to indicate that it is rendered valid through registered agreement with ICAO in accordance with paragraph 2.2.4.13(a)(4) of this subsection;
 - (2) Issue a numbered attachment to the licence, rating, or certificate with the information required by [IS 2.2.4.11](#).

2.2.5 TRAINING AND TESTING REQUIREMENTS:

2.2.5.1 DOCUMENTATION OF TRAINING AND AERONAUTICAL EXPERIENCE

- (a) Each person shall document and record the following in a manner acceptable to the Authority:
 - (1) The training and/or experience used to meet the requirements for a licence, rating, endorsement, and/or authorisation of this part; and
 - (2) The experience required to show maintenance of recency of aeronautical experience according to the requirements of this part.

2.2.5.2 TRAINING CONDUCTED IN AN ATO

- (a) Approved training for aviation personnel licences shall be conducted within an ATO.
- (b) The Authority may approve a training programme for a licence, rating, authorisation, or endorsement that allows an alternative means of compliance with the experience requirements prescribed in this part when training is conducted within an ATO under special curricula approved by the Authority under Part 3 of these regulations.
- (c) Prior to authorising an alternative means of compliance that permits an ATO to conduct training that does not meet the normal prescribed experience requirements, the Authority will ensure that the approved training programme provides a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved special curricula.
- (d) Part 3 of these regulations prescribes the requirements for certifying and administering ATOs for conducting approved training.
- (e) Competency-based approved training for aircraft maintenance personnel shall be conducted within an ATO.
- (f) Competency-based approved training for remote flight crew and RPAS maintenance personnel shall be conducted within an ATO.



- (g) Competency-based approved training for flight dispatcher shall be conducted within an Approved Training Organization.

2.2.5.3 USE OF FLIGHT SIMULATION TRAINING DEVICES

- (a) Except as specified in paragraph 2.2.5.3(b) of this subsection, no airman may receive credit for use of any FSTD for satisfying any training, testing, or checking requirement of this part unless that flight simulator or flight training device is approved by the Authority for:
- (1) The training, testing, and checking for which it is used;
 - (1) Each particular manoeuvre, procedure, or crew member function performed; and
 - (2) The representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft, or set of aircraft for certain flight training devices.
- (b) The Flight Simulation Training Device shall have the same technology for the basic flight instruments (attitude indicator, airspeed, altimeter, and heading reference) as those of the aircraft used by the operator.
- (1) Operators that have electronic/glass displays shall use simulators that have electronic/glass displays;
 - (2) Operators that have standard instruments shall use simulators that have standard instruments;
 - (3) Operators shall not conduct differences training or variant training on aircraft that have electronic glass displays with aircraft that have standard instruments.
- (c) The Authority may approve a device other than an FSTD for specific purposes.
- (d) The use of an FSTD for performing training, testing, and checking for which a flight crew member is to receive credit shall be approved by the Authority, which will ensure that the FSTD is appropriate to the task.
- (e) The Authority will not permit a person to carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorization from the Authority.

2.2.5.4 KNOWLEDGE AND SKILL TESTS AND CHECKS – TIME, PLACE, DESIGNATED PERSONS, AND FORMAT

- (a) Knowledge and skill tests and checks prescribed by or under this part shall be given at times, at places, and by persons authorised and designated by the Authority.



- (b) The knowledge test shall be performed in written or computer format, except for the knowledge test for an instructor licence or an additional instructor rating within the same aircraft category, which may be performed orally.
- (c) In addition to the written knowledge test, candidates may be questioned orally during the skill test, as appropriate.

2.2.5.5 KNOWLEDGE AND SKILL TESTS AND CHECKS – PREREQUISITES, PASSING GRADES, AND RETESTING AFTER FAILURE

- (a) An applicant for a knowledge test or a skill test shall have received any required endorsement as specified in this part for the applicable licence, rating, or authorisation to show that the applicant has met the training and/or experience requirements to take the knowledge or skill test.

Note: The endorsement requirements may differ between licences and will appear in each licence section in this part, as applicable.

- (b) An applicant for a knowledge or skill test shall receive written authorisation from the Authority to take, or retake, the test.
- (c) An applicant for a knowledge or skill test shall show proper identification at the time of application, in the form of a government-issued identification document that contains the applicant's:
 - (1) Photograph;
 - (2) Signature;
 - (3) Date of birth, which shows the applicant meets or will meet the age requirements of this part for the licence sought before the expiration date of the airman knowledge test report; and
 - (4) Actual residential address, if different from the applicant's mailing address.
- (d) The Authority will specify the minimum passing grades.
- (e) An applicant shall, before attempting the skill test for a licence or rating:
 - (1) Have passed the required knowledge test within the 24-calendar-month period preceding the month the applicant successfully completes the skill test; or
 - (2) If an applicant for an ATPL, have passed the ATP knowledge test within a period of 7 years before successfully completing the ATP skill test, provided that the applicant is, and has been continuously, employed as a flight crew member by a certificate holder under Part 9 of these regulations at the time of the ATP skill test.
 - (3) When an applicant is required to provide an aircraft for a skill test, that aircraft shall:
 - (i) Be airworthy and certificated;
 - (ii) Be capable of performing all areas of operation appropriate to the rating sought and shall have no operating limitations that prohibit its use in any of the areas of operation required for the skill test;
 - (iii) Have no operating limitations that prohibit the tasks required for the skill test;



- (iv) Be of national, foreign, or military registry of the same category, class, and type, if applicable, for the licence and/or rating for which the applicant is applying, with appropriate letter of authorisation for aircraft use in a skill test if the applicant is not the owner of the foreign-registered or military aircraft;
 - (A) Have:
 - (i) Fully functioning dual controls;
 - (ii) At least two pilot stations with adequate visibility for each person to operate the aircraft safely; and
 - (iii) Flight deck and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.
- (f) If the applicant is required to take a segmented skill test using an FSTD and an aircraft, the FSTD shall be approved by the Authority.
- (g) RETESTING AFTER FAILURE OF A TEST.
 - (1) An applicant for a knowledge or skill test who fails that test may apply to retake the test only after the applicant has received:
 - (i) The necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test; and
 - (ii) An endorsement from the authorised instructor who gave the applicant the additional training.
 - (2) An applicant for an FI licence with an aeroplane category rating, or for an FI licence with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall:
 - (i) Comply with the requirements of paragraph 2.2.5.5(f) of this subsection before being retested;
 - (ii) Bring an aircraft to the retest that is of the appropriate aircraft category for the rating sought and is certified for spins; and
 - (iii) Demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.
- (h) CHEATING OR OTHER UNAUTHORISED CONDUCT.
 - (1) An applicant for a knowledge test may not:
 - (i) Copy or intentionally remove any knowledge test;
 - (ii) Give to another applicant or receive from another applicant any part or copy of a knowledge test;
 - (iii) Give assistance on, or receive assistance on a knowledge test during the period that test is being given;



- (iv) Take any part of a knowledge test on behalf of another person;
 - (v) Be represented by, or represent another person for a knowledge test;
 - (vi) Use any material or aid during the time the test is being given, unless specifically authorized to do so by the Authority; and
 - (vii) Intentionally cause, assist, or participate in any act prohibited by this paragraph.
- (2) An applicant who the Authority finds has committed an act prohibited by paragraph (a) of this section is prohibited, for 1 year after the date of committing that act, from:
- (i) Applying for any licence, rating, or authorization issued under part 2 of these Regulations; and
 - (ii) Applying for and taking any test under part 2 these Regulations;
 - (iii) Any licence or rating held by the applicant may be suspended or revoked if the Authority finds that person has committed an act prohibited by this section.

2.2.5.6 RELIANCE ON TRAINING AND TESTING IN ANOTHER CONTRACTING STATE

- (a) The Authority may rely on the training and/or testing system administered by another Contracting State as the basis for its own approved training curriculum, including the administration of written and/or skill test requirements for airman licences, provided that the Authority has an agreement with the other Contracting State whose training and/or testing system is used.
- (b) The applicant shall apply for and receive written approval from the Authority prior to receiving training and/or testing in a system administered by another Contracting State.

2.2.6 INSTRUCTOR REQUIREMENTS – GENERAL

- 2.2.6.1 (a) An applicant for an instructor ratings or authorisations shall, in addition to specific requirements contained in this part, have received and logged training from an authorised instructor in an Approved Training Organisation on the fundamentals of instructing and shall have passed a knowledge test administered by the Authority on the following areas of instructing:
- (1) Techniques of applied instruction;
 - (2) Assessment of student performance in those subjects in which ground instruction is given;
 - (3) The learning process;
 - (4) Elements of effective teaching;
 - (5) Student evaluation and testing, training philosophies;
 - (6) Training programme development;
 - (7) Lesson planning;



- (8) Classroom instructional techniques;
 - (9) Use of training aids, including FSTDs as appropriate;
 - (10) Analysis and correction of student errors;
 - (11) Human performance relevant to flight instruction;
 - (12) Hazards involved in simulating system failures and malfunctions in the aircraft; and
 - (13) Principles of threat and error management.
- (b) The following applicants do not need to comply with paragraph 2.2.6.1(a) of this subsection; if:
- (1) The holder of an instructor rating or authorisation issued under this part or by an ICAO Contracting State who has already passed the knowledge test in the areas of instructing;
 - (2) The holder of a current teacher's certificate issued by a national or local authority that authorises the person to teach at a secondary educational level or higher.

2.2.7 DESIGNATED EXAMINERS

- 2.2.7.1 (a) The Authority may designate private individuals to act as representatives of the Director General, Civil Aviation in examining, inspecting, and testing persons and aircraft for the purpose of issuing airman and aircraft licences, ratings, and certificates.
- (b) The specific requirements for each type of designated examiner are contained in the appropriate licensing section of this part related to the licensing requirements of the persons to be examined.
- (c) The Authority will issue each designated examiner a letter of designation authority and specifying the kinds of designation for which the individual is qualified and the duration of the designation.

2.2.8 SPECIFICATIONS AND FORMAT OF THE LICENCE

- 2.2.8.1 (a) The licence shall:
- (1) Be issued on first quality paper or other suitable material including plastic cards as listed in [IS 2.2.8](#) of this part.
 - (2) Be issued in a form and manner as contained in [IS 2.2.8 \(a\)](#) contain the expiration date of the licence and ratings.
 - (3) The licence shall be issued in the English language.
- (b) **SPECIFICATIONS FOR ELECTRONIC PERSONNEL LICENCES**
- (1) The Electronic Personnel Licences shall be issued in accordance with the specifications as contained in [IS 2.2.8 \(b\)](#)
 - (2) The licence information shall replicate the information contained in the



Personnel Licensing electronic records and contain a common form as contained in IS 2.2.8 (b);

- (3) The licence shall have the digital signature of the Authority's issuing Officer, date and time of issue;
- (4) Digital signatures on the Electronic Personnel licences shall conform to recognized international standards and have an appropriate level of security.
- (5) The licence details shall be displayed on self-contained mobile electronic visual display devices;
- (6) The image of the licence displayed shall contain suitable active security features to differentiate it from a static image;
- (7) The licence shall include the acronym "ICAO" as a hyperlink to an electronic display of the licence in the English language accordance with the common form as contained in IS: 2.2.8 (b)
- (8) The licence shall contain a view that replicates the wording and arrangement, in the English language, of the common form as contained in IS: 2.2.8 (b)
- (9) The Authority shall verify the authenticity and validity of the licence electronically online when an internet connection is available. When internet connection is not available, verification will be through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence;
- (10) Medical Assessments: The licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant by the Authority.

2.2.9.1 SUSPENSION OR REVOCATION OF A LICENCE, RATING, AUTHORISATION, OR CERTIFICATE

- a) If, in accordance with the Civil Aviation Act 2022, the Authority determines that the interests of safety require that a licence, rating, authorisation, or certificate must be suspended, the Authority may act as follows:
 - (1) If the Authority discovers facts indicating either a lack of competency or lack of qualification, the Authority may require an applicant for, or the holder of, any licence, rating, authorisation, or validation certificate to retake all or part of the knowledge or practical tests required for any licence, rating, authorisation, or validation certificate at issue, renewal, or reissue. The Authority may suspend the validity of any such licence, rating, authorisation, and/or validation certificate pending the results of such retesting.
 - (2) The Authority will provide to a person whose licence, rating, authorisation, or certificate has been amended, modified, suspended, or revoked, written notice of the amendment, modification, suspension, or revocation and an opportunity to be heard in accordance with 1.3 of these regulations.



- (3) The Authority may also, after notifying in writing the person involved, stating the reasons for such action, suspend the validity of any licence, rating, authorisation, and/or validation certificate in the following cases:
 - (i) During the investigation of an aircraft disaster or incident;
 - (ii) In cases of proven misconduct, recklessness, or excessive carelessness;
 - (iii) If the holder has acted in contradiction to his or her privileges; and/or
 - (iv) Pending the investigation of a suspected violation of these regulations or the aviation law under which these regulations are affected.
- (4) Once the suspension is effective, the person involved shall immediately cease exercising the privileges of the affected licence, certificate, rating, or authorisation. The person involved shall surrender to the Authority within 8 days of receiving the notification of the order all licences or validation certificates in his or her possession that are subject to the suspension. If the person fails to surrender the documents under suspension, the Authority may revoke all such certificates held by that person.
- (5) When a suspension is limited to one or more ratings mentioned on the licence or validation certificate, the Authority will provide the person involved with a new licence or validation certificate omitting all ratings which are subject to the suspension.
- (6) The Authority may cancel a suspension in the following cases:
 - (i) If the person under suspension has taken and passed the knowledge or practical tests required for any licence, rating, or authorisation indicated in paragraph 2.2.9.1 of this subsection;
 - (ii) If the person involved has gained the required additional experience; or
 - (iii) By revocation of the licence, rating, authorisation, and/or validation certificate.
- (7) Once the suspension has been cancelled, other than by revocation, the Authority will issue the person involved a new licence or validation certificate.

2.2.9.2 SUSPENSION OF A MEDICAL CERTIFICATE

- (a) In case of doubt concerning the medical fitness of the holder of a medical certificate, the Authority may determine that the person involved shall again repeat a complete or partial medical examination and may suspend the validity of that medical certificate until the repeat examination is completed with favourable results.
- (b) The Authority may also suspend the validity of a medical certificate in case of a temporary rejection on medical grounds.



- (c) The Authority will provide written notification of the suspension, stating the reasons for the suspension, to the person holding the medical certificate.
- (d) The person holding the suspended medical certificate shall surrender the medical certificate in his or her possession to the Authority within 8 days after the date of receiving the notification.
- (e) In cases in which the medical fitness of the person involved allows it, the Authority may provide the person with a suspended medical certificate of a particular class with a new medical certificate of a lower class.
- (f) The Authority may lift a suspension if the medical examination indicated in paragraph 2.2.9.2 of this subsection has been passed satisfactorily. If a suspension is lifted, the person involved shall receive a new medical certificate unless the medical certificate was revoked.

2.2.9.3 REVOCATION OF LICENCES, RATINGS, AUTHORISATIONS, OR CERTIFICATES

- (a) A licence, rating, authorisation, or certificate shall be revoked if the holder has lost the skills for exercising the privileges mentioned in the document or fails to meet the appropriate medical standards as shown by the results of a medical examination or a test.
- (b) A licence, rating, authorisation, or certificate may be revoked if the holder has made a statement contrary to the truth in obtaining or maintaining that licence, rating, authorisation, or certificate, or has provided incorrect data at a medical examination and/or test required for the issue, maintenance, or renewal of the licence, rating, authorisation, or certificate.
- (c) A licence, rating, authorisation, or certificate shall be revoked in the case of proven misconduct, recklessness, or excessive carelessness. The holder of the licence will be notified in writing of the revocation with the reasons therefore.
- (d) A person who has had a licence or certificate revoked shall be obliged to hand over to the Authority all the licences or certificates in his or her possession applicable to the revocation within 8 days after the date of receiving notification from the Authority.
- (e) The person who has been denied the privilege to manipulate the controls of an aircraft by judgment of a court shall be equally obliged to hand over to the Authority all licences and certificates in his or her possession within 8 days after he or she has taken cognisance of the judgment or after it can be reasonably assumed that he or she has taken cognisance thereof.



2.3 PILOT LICENCES, CATEGORIES, RATINGS, AUTHORISATIONS, ENDORSEMENTS, INSTRUCTORS FOR PILOT LICENSING, AND DESIGNATED PILOT EXAMINERS

2.3.1.1 (a) General Applicability: This section prescribes the requirements for the issue, renewal, and reissue, if applicable of pilot licences, ratings, and authorisations.

- (1) A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot licence issued in accordance with the provisions of this Section:
- (i) aeroplane
 - (ii) airship of a volume of more than 4 600 cubic metres
 - (iii) free balloon
 - (iv) glider
 - (v) helicopter
 - (vi) powered-lift.

2.3.1.2 GENERAL RULE CONCERNING LICENCES, RATINGS, AND AUTHORISATIONS, AND DESIGNATIONS

- (a) An applicant shall, before being issued any pilot licence, rating, authorisation, or designation, meet such requirements with respect to age, knowledge, experience, flight instruction, skill, medical fitness, and language proficiency as are specified for that licence, rating, or authorisation.
- (b) A person shall not act as PIC or Co-Pilot or, as remote PIC or remote Co-Pilot of an aircraft in any of the categories unless that person is the holder of a pilot licence issued in accordance with the requirements of this part.
- (c) An applicant shall, for renewal or reissue of a licence, rating, authorisation, or designation, meet the requirements specified for that licence, rating, authorisation, or designation.

2.3.1.3 AUTHORITY TO ACT AS A FLIGHT CREW MEMBER

- (a) A person shall not act as a pilot flight crew member of an aircraft, or, as a remote flight crew member of an RPAS, registered in Nigeria unless a valid licence or a validation certificate is held showing compliance with the requirements of this part and appropriate to the duties to be performed by that person.
- (b) No person may act as the PIC or Co-Pilot of an aircraft unless that person holds the appropriate category, class, and type rating for the aircraft to be flown.
- (c) During a skill test, the applicant acts as PIC but the safety pilot will intervene in safety situations.



2.3.1.4 CREDITING OF FLIGHT TIME

- (a) A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction, and PIC flight time towards the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.
- (b) The holder of a pilot licence, when acting as CP at a pilot station of an aircraft certificated for operation by a single pilot but required by Nigeria to be operated with a Co-Pilot, shall be entitled to be credited with not more than 50 per cent of the Co-Pilot flight time towards the total flight time required for a higher grade of pilot licence Nigeria may authorise that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a Co-Pilot and the aircraft is operated in a multi-crew operation.
- (c) The holder of a pilot licence, when acting as Co-Pilot at a pilot station of an aircraft certificated to be operated with a Co-Pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.
- (d) The holder of a pilot licence, when acting as PIC under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

2.3.1.5 LIMITATION OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 60TH BIRTHDAY AND CURTAILMENT OF PRIVILEGES OF PILOTS WHO HAVE ATTAINED THEIR 65TH BIRTHDAY

- (a) No person who holds a pilot licence issued under this part shall serve as a PIC in single-pilot operations on a civil aircraft of Nigeria registry engaged in commercial air transport operations if the person has reached his or her 60th birthday.
- (b) For commercial air transport operations on a civil aircraft of NIGERIA registry requiring more than one pilot, one pilot may be up to 65 years of age provided the other pilot is less than 60 years of age.
- (c) Notwithstanding the requirement of 2.3.1.5(a), a person who holds a pilot licence issued under this part may serve as a PIC in single-pilot operations on civil aircraft of Nigeria registry engaged in non-commercial air transport operations if the person has reached his or her 65th birthday but not exceeding the 67th birthday.
- (d) for non-commercial air transport operations on a civil aircraft of Nigeria registry requiring more than one pilot, one pilot may serve as a required flight crew member above 65 years of age provided:
 - (i) the pilot holds a valid class 1 medical certificate and meets any additional medical requirements that may be prescribed by the Authority,
 - (ii) the pilot does not exceed 67 years of age,
 - (iii) the other pilot is less than 60 years of age,



2.3.1.6 RECENT EXPERIENCE AND PROFICIENCY REQUIREMENTS FOR NON-COMMERCIAL AIR TRANSPORT OPERATIONS

Note: For commercial air transport operations, see 8.4 of these regulations.

- (a) In order to maintain recency and proficiency, all pilots shall meet the applicable requirements in paragraphs 2.3.1.6(b) through (g) of this subsection.
- (b) No person shall operate as PIC of an aircraft unless that pilot has, within 24 months, accomplished a flight review that includes:
 - (1) A review of the current general operating and flight rules of Part 8 of these regulations;
 - (2) A review of those manoeuvres and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot licence;
 - (3) A proficiency check in the appropriate aircraft for the licence, ratings, or authorisations held unless, within the past 24 months, the pilot has satisfactorily completed one of the following:
 - (i) Pilot proficiency check or practical test, conducted by a designated examiner, for a pilot certificate, rating, or operating privilege; or
 - (ii) A practical test conducted by a designated examiner for the issuance of a Flight Instructor certificate or an additional rating on a Flight Instructor certificate, the renewal of a Flight Instructor certificate, or the reinstatement of a Flight Instructor certificate; and
 - (4) A logbook endorsement from an authorised instructor who gave the review, certifying that the person has satisfactorily completed the review required in paragraphs 2.3.1.6(b)(3)(i) and (ii) and has completed the applicable proficiency check.
- (c) AIRCRAFT TYPE CERTIFICATED FOR MORE THAN ONE PILOT.
 - (1) No person may act as PIC of an aircraft type certificated for more than one pilot or a turbojet aircraft unless, since the beginning of the past 12 calendar months, he or she has passed a proficiency check in an aircraft, or in an FSTD approved for the purpose, with an authorised representative of the Authority.
 - (2) No person may act as CP of an aircraft type certified for more than one pilot unless, since the beginning of the past 12 calendar months, he or she has logged three take-offs and landings as the sole manipulator of the controls in the aircraft of the same type, or in an FSTD approved for the purpose, with each take-off and landing to full stop, and has satisfactorily completed ground training appropriate to the aircraft type.
- (d) AIRCRAFT TYPE CERTIFICATED FOR SINGLE PILOT AND REQUIRING A TYPE RATING ON THE PILOT LICENCE.
 - (1) No person may act as PIC of an aircraft type certified for a single pilot unless, since the beginning of the past 12 calendar months, he or she has passed a proficiency check with an authorised



representative of the Authority in the category, class, and type of aircraft to be operated, or in an FSTD approved for the purpose.

- (e) RECENCY FOR CARRIAGE OF PASSENGERS. No person may act as PIC or Co-Pilot of an aircraft carrying passengers unless, within the preceding 90 days, that pilot has:
- (1) Made three take-offs and landings as the sole manipulator of the flight controls in an aircraft of the same category and class and, if a type rating is required, of the same type or in an FSTD approved for the purpose.
 - (2) For a tailwheel aeroplane, made the three take-offs and landings in a tailwheel aeroplane, with each take-off and landing to a full stop.
 - (3) For night operations, made the three take-offs and landings required by paragraph 2.3.1.6(e)(1) of this subsection at night, with each take-off and landing to a full stop.
- (f) IFR OPERATIONS. A pilot shall not operate as PIC of an aircraft under IFR or in weather conditions less than the minimums prescribed for VFR flight unless, within the preceding 6 months, that pilot has:
- (1) Had an instrument proficiency check on the manoeuvres in the IR Skill Test and Proficiency Check contained in the applicable CAA STSs; or
 - (2) Has logged, in actual or simulated conditions, 6 hours of instrument flight time including at least 3 hours in flight in the category of aircraft, to include:
 - (i) Six instrument approaches;
 - (ii) Holding procedures and tasks; and
 - (iii) Intercepting and tracking courses through the use of navigational electronic systems.
- (g) NIGHT VISION GOGGLE OPERATIONS. No person may act as PIC in a night vision goggle operation unless that pilot has:
- (1) Performed and logged the following tasks as the sole manipulator of the controls on a flight during a night vision goggle operation within the preceding 60 days to carry passengers on board or, within the preceding 120 days, to act as PIC without passengers on board:
 - (i) Three take-offs and landings, with each take-off and landing including a climbout, a cruise, a descent, and an approach phase of flight, if the pilot intends to use night vision goggles during the take-off and landing phase of flight;
 - (ii) Three hovering tasks, if the pilot intends to use night vision goggles when operating helicopters or powered-lifts during the hovering phase;
 - (iii) Three area departure and area arrival tasks;



- (iv) Three tasks of transitioning from aided night flight to unaided night flight and back to aided night flight;
- (v) Three-night vision goggle operations or, when operating helicopters or powered-lifts, six-night vision goggle operations; or
- (vi) Has successfully completed a proficiency check with an authorised representative of the Authority.

2.3.1.7 RECORDING OF FLIGHT TIME

- (a) Each person shall document and record the following time in a manner acceptable to the Authority, as prescribed in [IS 2.3.1.7](#):
 - (1) Training and experience used to meet the requirements for a licence, rating, or authorisation issued in accordance with this part; and
 - (2) The experience required to show recent flight experience according to the requirements of this part.

2.3.2 CATEGORY, CLASS, AND TYPE RATINGS, CATEGORY II/III AUTHORISATIONS, AND ENDORSEMENTS

2.3.2.1 GENERAL

- (a) The holder of a pilot licence shall not be permitted to act as PIC or CP of an aircraft unless the holder has received the applicable ratings, authorisations, and/or endorsements as follows:
 - (1) The appropriate aircraft category rating specified in this part;
 - (2) The appropriate class rating when required in accordance with this part;
 - (3) A type rating when required in accordance with this part;
 - (4) An authorisation when required in accordance with this part; or
 - (5) An endorsement when required in accordance with this part.
- (b) The applicant shall meet the appropriate requirements of this part for the aircraft rating, authorisation, or endorsement sought.
- (c) When an applicant demonstrates skill and knowledge for the initial issue or reissue of a pilot licence, the category and ratings appropriate to the class or type of aircraft used in the demonstration will be entered on the licence.
- (d) For the purpose of training, testing, or specific special purpose non-revenue, non-passenger- carrying flights, special authorisation may be provided in writing to the licence holder by the Authority in place of issuing the class or type rating in accordance with paragraph 2.3.2.1(a) of this subsection. This authorisation shall be limited in validity to the time needed to complete the specific flight.



2.3.2.2 CATEGORY RATINGS

- (a) The category of aircraft shall be endorsed on the licence as a rating.
- (b) INITIAL CATEGORY RATING:
 - (1) An applicant for a pilot licence, after successfully meeting all the requirements for the issuance of the licence as contained in this part, shall receive the appropriate licence with the aircraft category and, if applicable, the class or type rating endorsed on the licence.
- (c) ADDITIONAL CATEGORY RATINGS:
 - (1) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.
 - (2) The holder of a pilot licence seeking an additional category rating shall:
 - (i) Meet the requirements of this part appropriate to the privileges for which the category rating is sought;
 - (ii) Have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (iii) Pass the required knowledge test; and
 - (iv) Pass the required skill test for the aircraft category and, if applicable, the class rating being sought.
- (d) PRIVILEGES: Subject to compliance with the requirements specified in this part, the privileges of the holder of a class rating are to act as a pilot on the class of aircraft specified in the rating.
- (e) The validity, renewal, or reissue of the category rating will coincide with the requirements for the validity, renewal, or reissue of the licence and, if applicable, the class or type rating contained in this part.

2.3.2.3 CLASS RATINGS

- (a) The class of aircraft, if applicable, shall be endorsed on the licence as a rating.
- (b) INITIAL CLASS RATING.
 - (1) An applicant for a pilot licence, after successfully meeting all the requirements for the issuance of the licence as contained in this part, shall receive the appropriate licence with the aircraft category, class, and, if applicable, type rating endorsed on the licence.
- (c) ADDITIONAL CLASS RATINGS.
 - (1) Any additional class rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the class rating is granted.
 - (2) The holder of a pilot licence seeking an additional class rating shall:



- (i) Meet the requirements of this part appropriate to the privileges for which the class rating is sought;
 - (ii) Have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (iii) Pass the required knowledge test, unless the applicant holds a class rating within the same category of aircraft at the same level of pilot licence at either the private or commercial levels; and
 - (iv) Pass the required skill test for the aircraft class rating being sought.
- (d) **PRIVILEGES.** Subject to compliance with the requirements specified in this part, the privileges of the holder of a class rating are to act as a pilot on the class of aircraft specified in the rating.
- (e) **VALIDITY.** Subject to compliance with the requirements specified in this part, the validity period of:
- (1) A multi-engine class rating is 1 calendar year; and
 - (2) A single-engine class rating, balloon gas rating, or balloon hot air rating is 2 calendar years.
- (f) **RENEWAL TIME FRAME:**
- (1) For the renewal of a single-engine class rating, a balloon gas rating, or a balloon hot air rating, the pilot shall:
 - (i) Within the preceding 24 calendar months, complete a proficiency check on areas of operation listed in the skill test that is applicable to the level of licence, category, and class rating; and
 - (ii) Have completed 12 hours of flight time within the 12 months preceding the expiry date.
 - (2) For the renewal of a multi-engine class rating the pilot shall:
 - (i) Within the preceding 12 calendar months, complete a proficiency check on the subjects listed in the skill test that is applicable to the level of licence, category, and class rating; and
 - (ii) Have completed 10 route sectors within the 3 months preceding the expiry date.
 - (3) Where applicable, the proficiency check shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal, and emergency conditions, including simulated engine failure.
 - (4) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.



(g) REISSUE.

- (1) If the class rating has expired, the applicant shall:
 - (i) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (ii) Pass the required skill test for the applicable aircraft category and/or class.
- (2) Where applicable, the skill test shall include instrument procedures, including instrument approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure.

2.3.2.4 TYPE RATINGS

- (a) The type rating shall be endorsed on the licence as a rating, including any limitations.
- (b) The holder of a pilot licence seeking an additional aircraft type rating shall:
 - (1) Have received training from an authorised instructor in the applicable type of aircraft and/or approved FSTD, including the following:
 - (i) Normal flight procedures and manoeuvres during all phases of flight;
 - (ii) Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems, and airframe;
 - (iii) Where applicable, instrument procedures, including instrument approach, missed approach, and landing procedures under normal, abnormal, and emergency conditions, including simulated engine failure;
 - (iv) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation, and use of checklists; and
 - (v) For the issue of an aeroplane category type rating, upset prevention and recovery training.
 - (2) Hold or concurrently obtain an IR that is appropriate to the aircraft category, class, or type rating sought;
 - (3) Have an endorsement in his or her logbook or training record from an authorised instructor that the applicant has been found competent in the required aeronautical knowledge and flight instruction areas;
 - (4) Demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a PIC or a CP; and



- (5) Demonstrate, at the ATPL level, an extent of knowledge as specified in paragraph 2.3.7.1(c) of this part.
 - (6) Pass the required skill test at the ATPL level, applying CRM concepts, applicable to the aircraft category, class, and type rating being sought;
 - (i) Applicants seeking a private or commercial licence in an aircraft that requires a type rating shall also complete the applicable portions of either the PPL or CPL skill test in conjunction with the ATPL skill test.
 - (7) Perform the skill test under IFR unless the aircraft used for the skill test is not capable of the instrument manoeuvres and procedures required for the skill test, in which case the applicant may:
 - (i) Obtain a type rating limited to “VFR only;” and
 - (ii) Remove the “VFR only” limitation for each aircraft type in which the applicant demonstrates compliance with the ATPL skill test under instrument conditions.
- (c) **PRIVILEGES.** Subject to compliance with the requirements specified in this part, the privileges of the holder of a type rating are to act as a pilot on the type of aircraft specified in the rating. When a type rating is issued limiting the privileges to act as CP or limiting the privileges to act as pilot only during the cruise phase of flight, such limitation shall be endorsed on the rating.
- (d) **VALIDITY.** Subject to compliance with the requirements in this part, the validity period of a type rating is 1 calendar year.
- (e) **RENEWAL.**
- (1) For the renewal of a type rating, the pilot shall:
 - (i) Within the preceding 12 calendar months, complete a proficiency check on the areas of operation listed in the skill test for the appropriate category, type, and, if applicable, class of aircraft; and
 - (ii) Have completed 10 route sectors within the 3 months preceding the expiry date
 - (2) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.
- (f) **REISSUE.** If the type rating has expired the applicant shall:
- (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and



(2) Pass the required skill test for the appropriate category, type, and, if applicable, class of aircraft.

2.3.2.5

CATEGORY II AND III AUTHORISATION

- (a) The Authority will issue a CAT II or CAT III pilot authorisation by letter, to accompany the pilot licence, when the pilot meets the requirements contained in this subsection and in [IS 2.3.2.5](#).
- (b) GENERAL.
 - (1) A person, not flying for an AOC holder under Part 9 of these regulations, may not act as pilot of an aircraft during CAT II or III operations unless that person holds a CAT II or III pilot authorisation for that category, class, or type of aircraft.
 - (2) The applicant for a CAT II or III pilot authorisation shall:
 - (i) Hold a pilot licence with an IR or an ATPL; and
 - (ii) Hold a category and class or type rating for the aircraft for which the authorisation is sought.
- (c) KNOWLEDGE. The applicant for a CAT II or III pilot authorisation shall have completed the theoretical knowledge instruction on the subjects listed in [IS 2.3.2.5](#).
- (d) EXPERIENCE. The applicant for a CAT II or III pilot authorisation shall have at least:
 - (1) 50 hours of night flight time as PIC;
 - (2) 75 hours of instrument time under actual or simulated instrument conditions; and
 - (3) 250 hours of cross-country flight time as PIC.
- (e) FLIGHT INSTRUCTION. The applicant for a CAT II or III pilot authorisation shall have completed the flight instruction on the areas of operation listed in [IS 2.3.2.5](#).
- (f) SKILL. The applicant for a CAT II or III pilot authorisation shall pass a skill test including the areas of operation listed in [IS 2.3.2.5](#).
- (g) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of a CAT II or III authorisation is 6 months.
- (h) RENEWAL. For the renewal of a CAT II or III pilot authorisation, the pilot shall have completed a proficiency check including the areas of operation listed in [IS 2.3.2.5](#).
- (i) REISSUE. If the CAT II or III has expired, the applicant shall:
 - (1) Have received refresher training from an authorised instructor, with an endorsement that the person is prepared for the required skill test; and



- (2) Pass the required skill test on the subjects listed in [IS 2.3.2.5](#).

2.3.2.6 RESERVED

2.3.2.7 RESERVED

2.3.2.8 RESERVED

2.3.2.9 NIGHT VISION GOGGLES ENDORSEMENT

- (a) No person shall act as pilot of an aircraft using night vision goggles unless that person has received training from an authorised instructor and has received an endorsement in the logbook from the instructor certifying the person has satisfactorily accomplished at least the following ground training:
- (1) Applicable requirements of this part and [Part 8](#) of these regulations that relate to night vision goggle limitations and flight operations;
 - (2) Aeromedical factors related to the use of night vision goggles, including how to protect night vision, how the eyes adapt to night, self-imposed stresses that affect night vision, effects of lighting on night vision, cues used to estimate distance and depth perception at night, and visual illusions;
 - (3) Normal, abnormal, and emergency operations of night vision goggle equipment;
 - (4) Night vision goggle performance and scene interpretation; and
 - (5) Night vision goggle operation flight planning, including night terrain interpretation and factors affecting terrain interpretation.
- (b) No person shall act as pilot of an aircraft using night vision goggles unless that person has received training from an authorised instructor and has received an endorsement in the logbook from the instructor certifying the person has satisfactorily accomplished at least the following flight training:
- (1) Pre-flight and use of internal and external aircraft light systems for night vision goggle operations;
 - (2) Pre-flight preparation of night vision goggles for night vision goggle operations;
 - (3) Proper piloting techniques when using night vision goggles during the take-off, climb, en route, descent, and landing phases of flight; and
 - (4) Normal, abnormal, and emergency flight operations using night vision goggles.
- (c) The requirements under paragraphs 2.3.2.9(a) and (b) of this subsection do not apply if a person can document satisfactory completion of any of the following pilot proficiency checks using night vision goggles in an aircraft:
- (1) A pilot proficiency check on night vision goggle operations conducted by the military;
 - (2) A pilot proficiency check on night vision goggle operations under this part



- or Part 8 of these regulations conducted by an examiner or check pilot; or
- (3) A pilot proficiency check on night vision goggle operations conducted by a night vision goggle manufacturer or authorised instructor, when the pilot:
- (i) Is employed by a government or law enforcement agency; and
 - (ii) Has logged at least 20 hours as PIC in night vision goggle operations.

2.3.3 STUDENT PILOTS

2.3.3.1 GENERAL REQUIREMENTS

- (a) AGE. The applicant for a student pilot authorisation shall be at least 16 years of age.
- (b) KNOWLEDGE. The applicant for a student pilot authorisation shall receive and log ground training from an authorised instructor on the following subjects:
 - (1) Applicable sections of this part for the category of aircraft to be flown and of [Part 8](#) of these regulations;
 - (2) Airspace rules and procedures for the aerodrome where the student will perform solo flight; and
 - (3) Flight characteristics and operation limitations for the make and model of aircraft to be flown.
- (c) PRE-SOLO FLIGHT INSTRUCTION. Prior to conducting a solo flight, a student pilot shall have:
 - (1) Received and logged flight training for the manoeuvres and procedures applicable to the aircraft category, including flight training in those manoeuvres and procedures at night, if the solo flight is to be conducted at night; and
 - (2) Demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the manoeuvres and procedures for the appropriate category and class, if applicable, of aircraft.
- (d) SOLO FLIGHT REQUIREMENTS. A student pilot shall not fly solo:
 - (1) Unless holding at least a Class 2 medical certificate;
 - (2) Unless under the supervision of, or with the authority of, a licensed Flight Instructor; and
 - (3) In international flight unless there is a special or general arrangement between Nigeria and the intended State of flight.
- (e) A student pilot shall meet the requirements prescribed by the Authority. The Authority shall ensure that the privileges granted shall not permit student pilots to constitute a hazard to air navigation.



2.3.3.2 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – AEROPLANE CATEGORY

- (a) An applicant for a student pilot authorisation in the aeroplane category shall receive training in the manoeuvres and procedures contained in [IS 2.3.3.2](#).

2.3.3.3 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – HELICOPTER CATEGORY

- (a) An applicant for a student pilot authorisation in the helicopter category shall receive training in the manoeuvres and procedures contained in [IS 2.3.3.3](#).

2.3.3.4 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – POWERED-LIFT CATEGORY

- (a) An applicant for a student pilot authorisation in the powered-lift category shall receive training in the manoeuvres and procedures contained in [IS 2.3.3.4](#).

2.3.3.5 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – AIRSHIP CATEGORY

- (a) An applicant for a student pilot authorisation in the airship category shall receive training in the manoeuvres and procedures contained in [IS 2.3.3.5](#).

2.3.3.6 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – BALLOON CATEGORY

- (a) An applicant for a student pilot authorisation in the balloon category shall receive training in the manoeuvres and procedures contained in [IS 2.3.3.6](#).

2.3.3.7 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – GLIDER CATEGORY

- (a) An applicant for a student pilot authorisation in the glider category shall receive training in the manoeuvres and procedures contained in [IS 2.3.3.7](#).

2.3.4 PRIVATE PILOT LICENCE

2.3.4.1 GENERAL REQUIREMENTS

- (a) AGE.
- (1) The applicant for a PPL in all categories other than balloon and glider shall be at least 17 years of age.
 - (2) The applicant for a PPL in the balloon or glider category shall be at least 16 years of age.
- (b) MEDICAL FITNESS. The applicant for a PPL shall hold a current Class 2 medical certificate as issued under this part.
- (c) KNOWLEDGE AREAS. The applicant for a PPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges granted to the holder of a PPL and appropriate to the category of aircraft to be included on the licence:



- (1) AIR LAW.
 - (i) Rules and regulations relevant to the holder of a PPL; rules of the air; appropriate ATS practices and procedures;
- (2) AIRCRAFT GENERAL KNOWLEDGE.
 - (i) Principles of operation and functioning of engines, systems, and instruments;
 - (ii) Operating limitations of aeroplanes and the relevant category of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;
 - (iii) For helicopter and powered-lift, transmission (power trains) where applicable;
 - (iv) For airship and balloon, physical properties and practical application of gases;
- (3) FLIGHT PERFORMANCE AND PLANNING.
 - (i) Effects of loading and mass distribution on flight characteristics; mass and balance calculations;
 - (ii) Use and practical application of take-off or launching, landing, and other performance data;
 - (iii) Pre-flight and en route flight planning appropriate to private operations under VFR; preparation and filing of ATS flight plans; appropriate ATS procedures; position reporting procedures; altimeter setting procedures; and operations in areas of high-density traffic;
- (4) HUMAN PERFORMANCE.
 - (i) Human performance relevant to the appropriate category of aircraft;
 - (ii) Principles of threat and error management;
- (5) METEOROLOGY.
 - (i) Application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;
- (6) NAVIGATION.
 - (i) Practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;
- (7) OPERATIONAL PROCEDURES.
 - (i) Application of threat and error management to operational procedures;
 - (ii) Altimeter setting procedures;



- (iii) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (iv) Appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence, and other operating hazards;
 - (v) In the case of helicopter and, if applicable, powered-lift, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight under VMC;
- (8) PRINCIPLES OF FLIGHT.
- (i) Principles of flight relating to the appropriate category of aircraft; and
- (9) Radio Communication.
- (i) Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.
- (d) KNOWLEDGE TESTING. The applicant for a PPL shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge subjects; and
 - (ii) Certifies that the person is prepared for the required knowledge test; and
 - (2) Pass the required written knowledge test on the knowledge areas listed in paragraph 2.3.4.1(c) of this subsection.
- (e) EXPERIENCE AND FLIGHT INSTRUCTION. An applicant for a PPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this part.
- (f) SKILL. The applicant for a PPL shall have:
- (1) Received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test;
 - (2) Demonstrated by passing a skill test the ability to perform as PIC of an aircraft, within the appropriate category areas of operation described in the appropriate STS listed below, with a degree of competency appropriate to the privileges granted to the holder of a PPL; and
 - (3) Demonstrated the ability to:
 - (i) Recognise and manage threats;
 - (ii) Operate the aircraft within its limitations;
 - (iii) Complete all manoeuvres with smoothness and accuracy;



- (iv) Exercise good judgement and airmanship;
 - (v) Apply aeronautical knowledge; and
 - (vi) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.
- (g) **PRIVILEGES.** Subject to compliance with the requirements specified in this part, the privileges of the holder of a PPL shall be to act, but not for remuneration, as PIC or Co -Pilot of an aircraft within the appropriate aircraft category engaged in non-revenue flights.
- (h) **VALIDITY.** Subject to compliance with the requirements specified in this part, the validity period of the licence is 5 years.
- (i) **RENEWAL.** A PPL that has not expired may be renewed for an additional 5 years if the holder presents to the Authority satisfactory evidence that the licence, medical certificate, and recency of experience are current.
- (j) **REISSUE.** If the PPL has expired, the applicant shall have received refresher training acceptable to the Authority and shall pass the private pilot skill test.

2.3.4.2 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE PPL – AEROPLANE CATEGORY

(a) EXPERIENCE.

- (1) The applicant for a PPL (A) shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought. The Authority will determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 or 35 hours, as the case may be. Credit for such experience shall be limited to a total of 5 hours if completed under instruction in an FSTD approved by the Authority.
- (2) The applicant for a PPL (A) shall have completed in aeroplanes not less than 10 hours of solo flight time under the supervision of an authorised FI, including 5 hours of solo cross- country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.
- (3) The holder of pilot licences in other categories may be credited with 10 hours of the total flight time as PIC towards a PPL (A).

(b) FLIGHT INSTRUCTION.

- (1) The applicant for a PPL (A) shall have received and logged not less than 20 hours of dual instruction from an authorised instructor on the subjects listed in the CAA STSs for PPL (A). These 20 hours may include 5 hours completed in an FSTD. The 20 hours of dual instruction shall include at least 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of



which full-stop landings at two different aerodromes shall be made.

- (2) The instructor shall ensure that the applicant for a PPL(A) has operational experience in at least the following areas to the level of performance required for the private pilot:
 - (i) Recognise and manage threats and errors;
 - (ii) Pre-flight operations, including mass and balance determination, aeroplane inspection, and servicing;
 - (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (iv) Control of the aeroplane by external visual reference;
 - (v) Flight at critically slow airspeeds; recognition of and recovery from incipient and full stalls;
 - (vi) Flight at critically high airspeeds; recognition of and recovery from spiral dives;
 - (vii) Normal and crosswind take-offs and landings;
 - (viii) Maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (ix) Flight by reference solely to instruments, including the completion of a level 180 degrees turn;
 - (x) Cross-country flying using visual reference, dead reckoning, and, where available, radio navigation aids;
 - (xi) Emergency operations, including simulated aeroplane equipment malfunctions;
 - (xii) Operations to, from, and transiting controlled aerodromes; compliance with ATS procedures;
 - (xiii) Radio communication procedures and phraseology; and
 - (xiv) As further specified in the CAA STS for PPL (A).
- (3) If the privileges of the PPL (A) are to be exercised at night, the applicant shall have received 4 hours of dual instruction in aeroplanes in night flying, including take-offs, landings, and 1 hour of navigation.



2.3.4.3 PPL SKILL TEST-AEROPLANE CATEGORY

- (a) The requirements for the skill test for the PPL (A) are included in the CAA STS for PPL (A)

2.3.4.4 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE PPL – HELICOPTER CATEGORY

(a) EXPERIENCE.

- (1) The applicant for a PPL (H) shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of helicopters. The Authority will determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 or 35 hours, as the case may be. Credit for such experience shall be limited to a total of 5 hours if completed under instruction in an FSTD approved by the Authority.
- (2) The applicant for a PPL (H) shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorised FI, including 5 hours of solo cross- country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.
- (3) The holder of pilot licences in other powered aircraft categories may be credited with 10 hours of the total flight time as PIC towards a PPL (H).

(b) FLIGHT INSTRUCTION.

- (1) The applicant for a PPL (H) shall have received and logged not less than 20 hours of dual instruction from an authorised instructor on the subjects listed in the CAA STSs for PPL (H). These 20 hours may include 5 hours completed in an FSTD. The 20 hours of dual instruction shall include at least 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.
- (2) The instructor shall ensure that the applicant for a PPL(H) has operational experience in at least the following areas to the level of performance required for the private pilot:
 - (i) Recognise and manage threats and errors;
 - (ii) Pre-flight operations, including mass and balance determination, helicopter inspection, and servicing;
 - (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;



- (iv) Control of the helicopter by external visual reference;
 - (v) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (vi) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind, and sloping ground;
 - (vii) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (viii) Cross-country flying using visual reference, dead reckoning, and, where available, radio navigation aids, including a flight of at least 1 hour;
 - (ix) Emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing;
 - (x) Operations to, from, and transiting controlled aerodromes; compliance with ATS procedures;
 - (xi) Radio Communication procedures and phraseology; and
 - (xii) As furthered specified in the CAA STSs for PPL (H).
- (3) If the privileges of the PPL(H) are to be exercised at night, the applicant shall have received 4 hours of dual instruction in helicopters in night flying, including take-offs, landings, and 1 hour of navigation.

2.3.4.5 PPL SKILL TEST – HELICOPTER CATEGORY

- (a) The requirements for the skill test for the PPL(H) are included in the CAA STSs for PPL(H).

2.3.4.6 EXPERIENCE AND FLIGHT INSTRUCTION FOR THE PPL POWERED LIFT CATEGORY.

- (a) The applicant for a PPL (PL) shall have completed not less than 40 hours of flight time as pilot of powered-lifts. The Authority will determine whether such experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours. Credit for such experience shall be limited to a total of 5 hours if completed under instruction in an FSTD approved by the Authority.
 - (1) When the applicant for a PPL(PL) has flight time as a pilot of aircraft in other categories, the Authority will determine whether such experience is acceptable and, if so, the extent to which the flight time in paragraph 2.3.4.4(a) of this subsection may be reduced.



(2) The applicant for a PPL (PL) shall have completed in a powered-lift aircraft not less than 10 hours of solo flight time under the supervision of an authorised FI, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.

(b) FLIGHT INSTRUCTION. The applicant for a PPL(PL) shall have received not less than 20 hours dual instruction in powered-lifts from an authorised instructor in at least the following areas:

- (1) Recognise and manage threats and errors;
- (2) Pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
- (3) Aerodrome and traffic operations, collision avoidance precautions and procedures;
- (4) Control of the powered-lift by external visual reference;
- (5) Ground manoeuvring and run-ups; hover and rolling take-offs and climbout; hover and rolling approach and landings – normal, out of wind, and sloping ground;
- (6) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (7) Cross-country flying using visual reference, dead reckoning, and, where available, radio navigation aids, including a flight of at least 1 hour;
- (8) Emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;
- (9) Operations to, from, and transiting controlled aerodromes, compliance with ATS procedures;
- (10) Radio Communication procedures and phraseology; and
- (11) As further specified in the CAA STSs for PPL (PL).
- (12) The requirements for the skill test for the PPL (PL) are included in the CAA STSs for PPL (PL).



2.3.4.7. PPL SKILL TEST - POWER-LIFT CATEGORY

RESERVED

2.3.4.8. EXPERIENCE AND FLIGHT INSTRUCTION FOR THE PPL (AS) CATEGORY.

- (a) The applicant for a PPL (AS) shall have completed not less than 25 hours of flight time as pilot of airships, including at least:
 - (1) 3 hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);
 - (2) Five take-offs and five landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;
 - (3) 3 hours of instrument time; and
 - (4) 5 hours as pilot assuming the duties of the PIC under the supervision of the PIC.
- (b) FLIGHT INSTRUCTION. The applicant for a PPL (AS) shall have received dual instruction from an authorised instructor in at least the following areas:
 - (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, airships inspection and servicing;
 - (3) Ground reference manoeuvres;
 - (4) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (5) Techniques and procedures for the take-off, including appropriate limitations, emergency procedures, and signals used;
 - (6) Control of the airship by external visual reference;
 - (7) Take-offs, landings, and go-arounds;
 - (8) Maximum performance (obstacle clearance) take-offs;
 - (9) Flight by reference solely to instruments, including the completion of a level 180 degree turn;
 - (10) Navigation, cross-country flying using visual reference, dead reckoning, and radio navigation aids;
 - (11) Emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and
 - (12) Radio Communication procedures and phraseology.
 - (13) The requirements for the skill test for the PPL (AS) are included in the CAA STSs for PPL (AS).



2.3.4.9. PPL SKILL TEST - AIRSHIP CATEGORY

- (a) The requirements for the skill test for the PPL (AS) are included in the CAA STSs for PPL (AS).

2.3.4.10 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE PPL – BALLOON CATEGORY

- (a) **EXPERIENCE.** The applicant for a PPL (B) shall have completed not less than 16 hours of flight time as pilot of free balloons, including at least 8 launches and ascents, at least one of which shall be solo.
- (b) **FLIGHT INSTRUCTION.** The applicant for a PPL (B) shall have received dual instruction in free balloons from an authorised instructor in at least the following areas:
- (1) Pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
 - (2) Aerodrome operations, transiting controlled aerodromes, compliance with ATS procedures; Radio Communication procedures and phraseology;
 - (3) Techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures, and signals used;
 - (4) Collision avoidance precautions;
 - (5) Control of the free balloon by external visual references;
 - (6) Recognition of and recovery from rapid descents;
 - (7) Cross-country flying using visual reference and dead reckoning;
 - (8) Approaches and landings, including ground handling; and
 - (9) Emergency procedures.
 - (10) The requirements for the skill test for the PPL(B) category are included in the CAA STSs for PPL(B).

2.3.4.11. PPL SKILL TEST-BALLOON CATEGORY.

2.3.4.12. EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE PPL – GLIDER CATEGORY

- (a) **EXPERIENCE.** The applicant for a PPL(G) shall have completed not less than 6 hours of flight time as a pilot of gliders, including 2 hours of solo flight time during which not less than 20 launches and landings have been performed.
- (b) **FLIGHT INSTRUCTION.** The applicant for a PPL(G) shall have received dual instruction in gliders from an authorised instructor in at least the following areas:
- (1) Pre-flight operations, including glider assembly and inspection;
 - (2) Techniques and procedures for the launching method used, including



- appropriate airspeed limitations, emergency procedures, and signals used;
- (3) Traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the glider by external visual reference;
 - (5) Flight throughout the flight envelope;
 - (6) Recognition of and recovery from incipient and full stalls and spiral dives;
 - (7) Normal and crosswind launches, approaches, and landings;
 - (8) Cross-country flying using visual reference and dead reckoning; and
 - (9) Emergency procedures.
- (10) The requirements for the skill test for the PPL(G) category are included in the CAA STSs for PPL(G).
- (c) CREDITING OF TIME IN OTHER AIRCRAFT CATEGORIES. The holder of a pilot licence in the aeroplane category may be credited with 3 hours towards the 6 hours of flight time required for the glider licence.

2.3.4.13 PPL SKILL TEST – GLIDER CATEGORY

- (a) The requirements for the skill test for the PPL(G) category are included in the CAA STSs for PPL(G).

2.3.5 COMMERCIAL PILOT LICENCE

2.3.5.1 GENERAL REQUIREMENTS

- (a) AGE. The applicant for a CPL shall be at least 18 years of age.
- (b) MEDICAL FITNESS. The applicant for a CPL shall hold a current Class 1 medical certificate issued under this part.
- (c) KNOWLEDGE AREAS. The applicant for a CPL shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges granted to the holder of a CPL and appropriate to the category of aircraft to be included on the licence:
 - (1) AIR LAW.
 - (i) Rules and regulations relevant to the holder of a CPL; rules of the air; appropriate ATS practices and procedures.
 - (2) AIRCRAFT GENERAL KNOWLEDGE:
 - (i) Principles of operation and functioning of powerplants, systems, and instruments;
 - (ii) Operating limitations of the appropriate category of aircraft and powerplants; relevant operational information from the flight manual or other appropriate document;
 - (iii) Use and serviceability checks of equipment and systems of



- appropriate aircraft;
 - (iv) Maintenance procedures for airframes, systems, and powerplants of appropriate aircraft;
 - (v) For helicopters and powered-lifts, transmission (power-trains) where applicable;
 - (vi) For airships and balloons, physical properties and practical application of gases;
- (3) FLIGHT PERFORMANCE, PLANNING, AND LOADING.
- (i) Effects of loading and mass distribution on aircraft handling, flight characteristics, and performance; mass and balance calculations;
 - (ii) Use and practical application of take-off or launching, landing, and other performance data;
 - (iii) Pre-flight and en route flight planning appropriate to commercial operations under VFR; preparation and filing of ATS flight plans; appropriate ATS procedures;
 - (iv) In the case of airships, helicopter, and powered-lift, effects of external loading on handling;
- (4) HUMAN PERFORMANCE.
- (i) Human performance relevant to the appropriate aircraft type;
 - (ii) Principles of threat and error management;
- (5) METEOROLOGY.
- (i) Interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
 - (ii) Aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en route, and landing conditions;
 - (iii) Causes, recognition, and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (6) NAVIGATION.
- (i) Air navigation, including the use of aeronautical charts, instruments, and navigation aids;
 - (ii) An understanding of the principles and characteristics of appropriate navigation systems;
 - (iii) Operation of airborne equipment;



- (iv) In the case of airships;
 - (v) Use, limitation, and serviceability of avionics and instruments necessary for control and navigation;
 - (vi) Use, accuracy, and reliability of navigation systems used in departure, en route, approach, and landing phases of flight, identification of radio navigation aids;
 - (vii) Principles and characteristics of self-contained and external referenced navigation systems; operation of airborne equipment;
- (7) OPERATIONAL PROCEDURES.
- (i) Application of threat and error management to operational performance;
 - (ii) Use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (iii) Altimeter setting procedures;
 - (iv) Appropriate precautionary and emergency procedures;
 - (v) Operational procedures for carriage of freight; potential hazards associated with dangerous goods;
 - (vi) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
 - (vii) In the case of helicopters, and, if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight under VMC;
- (8) PRINCIPLES OF FLIGHT.
- (i) Principles of flight relating to the appropriate category of aircraft;
- (9) RADIO COMMUNICATION.
- (i) Communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure; and
 - (ii) As further specified in the applicable CAA STSs.
- (10) KNOWLEDGE TESTING. The applicant for a CPL shall:
- (i) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (A) Conducted the training on the knowledge subjects;



and

- (B) Certifies that the person is prepared for the required knowledge test; and
 - (C) Pass the required knowledge test on the knowledge subjects listed in the applicable CAA knowledge test guide.
- (11) **EXPERIENCE AND FLIGHT INSTRUCTION.** An applicant for a CPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this part.
- (12) **SKILL.** The applicant for a CPL shall have:
- (i) Received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test; and
 - (ii) Demonstrated by passing a skill test the ability to perform as PIC of an aeroplane the areas of operation described in the applicable CAA STSs with a degree of competency appropriate to the privileges granted to the holder of a CPL, and to:
 - (A) Operate the aeroplane within its limitations;
 - (B) Complete all manoeuvres with smoothness and accuracy;
 - (C) Exercise good judgement and airmanship;
 - (D) Apply aeronautical knowledge; and
 - (E) Maintain control of the aeroplane at all times in a manner such that the successful outcome of a procedure or manoeuvre is never seriously in doubt.
- (13) **PRIVILEGES.** Subject to compliance with the requirements specified in this part, the privileges of the holder of a CPL shall be:
- (i) To exercise all the privileges of the holder of a PPL in an aircraft within the appropriate aircraft category;
 - (ii) To act as PIC of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation;
 - (iii) To act as PIC in commercial air transportation of an aircraft within the appropriate aircraft category and certificated for single-pilot operation;
 - (iv) To act as CP of an aircraft within the appropriate aircraft category required to be operated with a CP; and
 - (v) For the airship category, to pilot an airship under IFR.



- (14) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the licence is 5 years.
- (15) RENEWAL. A CPL that has not expired may be renewed for an additional 5 years if the holder presents to the Authority satisfactory evidence that the licence, medical certificate, and recency of experience are current.
- (16) REISSUE. If the CPL has expired, the applicant shall meet the requirement specified in IS: 2.3.5.1(c)(16) for the CPL to be re-issued

2.3.5.2 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE CPL – AEROPLANE CATEGORY

(a) EXPERIENCE.

- (1) The applicant for a CPL(A) shall have completed not less than 200 hours of flight time, or 150 hours if completed during Authority-approved training course provided by an ATO under Part 3 of these regulations, as a pilot of aeroplanes, of which 20 hours may have been completed in an FSTD.
- (2) The applicant for a CPL(A) shall have completed in aeroplanes not less than:
 - (i) 100 hours as PIC or, in the case of a course of approved training, 70 hours as PIC;
 - (ii) 20 hours of cross-country flight time as PIC including a cross-country flight totalling not less than 540 km (300 NM), in the course of which full-stop landings at two different aerodromes shall be made;
 - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
 - (iv) If the privileges of the licence are to be exercised at night, 5 hours of night flight time including five take-offs and five landings as PIC.
- (3) The holder of a pilot licence in another category may be credited towards the 200 hours of flight time as follows:
 - (i) 10 hours as PIC in a category other than helicopters;
 - (ii) 30 hours as PIC holding a PPL(H) in helicopters; or
 - (iii) 100 hours as PIC holding a CPL(H) in helicopters.
- (4) The applicant for a CPL(A) shall hold a PPL(A) issued under this part.

(b) FLIGHT INSTRUCTION.

- (1) The applicant for a CPL (A) shall have received and logged not less than 25 hours of dual instruction from an authorised instructor.



These 25 hours may include 5 hours completed in an FSTD.

- (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:
- (i) Recognise and manage threats and errors;
 - (ii) Pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;
 - (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (iv) Control of the aeroplane by external visual reference;
 - (v) Flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
 - (vi) Flight with asymmetrical power for multi-engine class or type ratings;
 - (vii) Flight at critically high airspeeds; recognition of and recovery from spiral dives;
 - (viii) Normal and crosswind take-offs and landings;
 - (ix) Maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (x) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
 - (xi) Cross-country flying using visual reference, dead reckoning, and radio navigation aids; diversion procedures;
 - (xii) Abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;
 - (xiii) Operations to, from, and transiting controlled aerodromes, compliance with ATS procedures;
 - (xiv) RT procedures and phraseology; and
 - (xv) Upset prevention and recovery training in actual flight.
- (3) If the privileges of the CPL (A) are to be exercised at night, the applicant shall have received 4 hours of dual instruction in aeroplanes in night flying, including take-offs and landings, and 1 hour of navigation.
- (c) SKILL TEST. The requirements for the skill test for the CPL (A) category are included in the CAA STSs for CPL (A).



2.3.5.3 RESERVED

2.3.5.4 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE CPL – HELICOPTER CATEGORY

(a) EXPERIENCE.

- (1) The applicant for a CPL (H) shall have completed not less than 150 hours of flight time, or 100 hours if completed during an integrated course of approved training provided by an ATO under Part 3 of these regulations, as a pilot of helicopters, of which 10 hours may have been completed in an FSTD.
- (2) The applicant for a CPL(H) shall have completed in helicopters not less than:
 - (i) 35 hours as PIC;
 - (ii) 10 hours of cross-country flight time as PIC including a cross-country flight, in the course of which full-stop landings at two different points shall be made;
 - (iii) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
 - (iv) If the privileges of the licence are to be exercised at night, 5 hours of night flight time including five take-offs and five landings as PIC.
- (3) The holder of a pilot licence in another category may be credited towards the 150 hours of flight time as follows:
 - (i) 20 hours as PIC holding a PPL (A) in aeroplanes; or
 - (ii) 50 hours as PIC holding a CPL (A) in aeroplanes.
- (4) The applicant for a CPL (H) shall hold a PPL (H) under this part.

(b) FLIGHT INSTRUCTION.

- (1) The applicant for a CPL (H) shall have received and logged not less than 30 hours of dual instruction in helicopters from an authorised instructor on the subjects listed in the CAA STSs for CPL (H).
- (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:
 - (i) Recognise and manage threats and errors;
 - (ii) Pre-flight operations, including mass and balance determination, helicopter inspection and servicing;



- (iii) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
- (iv) Control of the helicopter by external visual reference;
- (v) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
- (vi) Ground manoeuvring and run-ups; hovering; take-offs and landings – normal, out of wind, and sloping ground; steep approaches;
- (vii) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
- (viii) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
- (ix) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
- (x) Cross-country flying using visual reference, dead reckoning, and radio navigation aids; diversion procedures;
- (xi) Abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;
- (xii) Operations to, from, and transiting controlled aerodromes, compliance with ATS procedures;
- (xiii) Radio Communication procedures and phraseology; and
- (xiv) As further specified in the CAA STSs for CPL(H).

(3) If the privileges of the licence are to be exercised at night, the applicant shall have received 4 hours of dual instruction in helicopters in night flying, including take-offs, landings, and 1 hour of navigation.

(C) SKILL TEST. The requirements for the skill test for the CPL (H) category are included in the CAA STSs for CPL (H).

2.3.5.5 RESERVED

2.3.5.6 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE CPL – POWERED-LIFT CATEGORY

(a) EXPERIENCE.

(1) The applicant for a CPL(PL) shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training provided for in an ATO under Part 3 of these regulations, as a pilot of aircraft. The Authority may determine whether experience as a pilot under instruction in an FSTD is



acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be.

- (2) The applicant for a CPL(PL) shall have completed in a powered-lift aircraft not less than:
- (i) 50 hours as PIC;
 - (ii) 10 hours of cross-country flying as PIC including a cross-country flight totalling not less than 540 km (300 NM), in the course of which full-stop landings at two different aerodromes shall be made;
 - (iii) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and
 - (iv) If the privileges are to be exercised at night, 5 hours of night flight including five take-offs and landings as PIC.
- (3) When the applicant for a CPL(PL) has flight time as a pilot of aircraft in other categories, the Authority may determine whether such experience is acceptable and, if so, the extent to which the flight time requirements in paragraph 2.3.5.4(a) of this subsection may be reduced.
- (b) **FLIGHT INSTRUCTION.** The applicant for a CPL (PL) shall have received dual instruction in powered-lift from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot:
- (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the powered-lift by external visual reference;
 - (5) Recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
 - (6) Ground manoeuvring and run-ups; hover and rolling take-offs and climbout; hover and rolling approach and landings – normal, out of wind, and sloping ground; steep approaches;
 - (7) Take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
 - (8) Hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
 - (9) Basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
 - (10) Cross-country flying using visual reference, dead reckoning, and,



- where available, radio navigation aids, including a flight of at least 1 hour;
- (11) Emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable; and
 - (12) Operations to, from, and transiting controlled aerodromes, compliance with ATS procedures; and
 - (13) RT procedures and phraseology.
- (c) SKILL TEST. The requirements for the skill test for the CPL (PL) category are included in the CAA STSs for CPL (PL).

2.3.5.7 RESERVED

2.3.5.8 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE CPL – AIRSHIP CATEGORY

- (a) EXPERIENCE.
 - (1) The applicant for a CPL (AS) shall have completed not less than 200 hours of flight time as a pilot.
 - (2) The applicant for a CPL(AS) shall have completed not less than:
 - (i) 50 hours as a pilot in airships;
 - (ii) 30 hours as PIC or PIC under supervision in airships, to include not less than:
 - (i) 10 hours of cross-country flight time; and
 - (ii) 10 hours of night flight;
 - (iii) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
 - (iv) 20 hours of flight training in airships on the areas of operation listed in paragraph 2.3.5.8(b) of this subsection.
- (b) INSTRUCTION. The applicant for a CPL (AS) shall have received dual instruction in airships from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot:
 - (1) Recognise and manage threats and errors;
 - (2) Pre-flight operations, including mass and balance determination, airships inspection and servicing;
 - (3) Aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Techniques and procedures for the take-off, including appropriate limitations, emergency procedures, and signals used;



- (5) Control of the airship by external visual reference;
 - (6) Recognition of leaks;
 - (7) Normal take-offs and landings;
 - (8) Maximum performance (short field and obstacle clearance) take-offs; short-field landings;
 - (9) Flight under IFR;
 - (10) Cross-country flying using visual reference, dead reckoning, and, where applicable, radio navigation aids;
 - (11) Emergency operations, including simulated airship equipment malfunctions;
 - (12) Operations to, from, and transiting controlled aerodromes, compliance with ATS procedures; and
 - (13) RT procedures and phraseology.
- (c) SKILL TEST. The requirements for the skill test for CPL (AS) are included in the CAA STSs for CPL (AS).

2.3.5.9 RESERVED

2.3.5.10 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE CPL – BALLOON CATEGORY

- (a) EXPERIENCE. The applicant for a CPL (B) shall have completed at least:
 - (1) 35 hours of flight time as a pilot, including at least:
 - (i) 20 hours as a pilot of free balloons;
 - (ii) 10 flights in a free balloon; and
 - (iii) 2 flights in a free balloon as the PIC.
 - (2) 10 hours of flight training that includes at least 10 training flights in a free balloon on the areas of operation listed in paragraph 2.3.5.10(b) of this subsection, including at least:
 - (i) For a gas balloon rating:
 - (A) Two training flights of 2 hours each in a gas balloon on the areas of operation appropriate to a gas balloon within 60 days prior to application for the rating;
 - (B) Two flights performing the functions of PIC in a gas balloon on the appropriate areas of operation; and
 - (C) One flight involving a controlled ascent to 5 000 ft above the launch site.



- (ii) For a hot air balloon rating:
- (A) Three training flights of 1 hour each in a balloon with an airborne heater on the areas of operation appropriate to a balloon with an airborne heater within 60 days prior to application for the rating;
 - (B) Two solo flights in a balloon with an airborne heater on the appropriate areas of operation; and
 - (C) One flight involving a controlled ascent to 3 000 ft above the launch site.
- (b) FLIGHT INSTRUCTION. The applicant for a CPL (B) shall have received dual instruction in balloons from an authorised instructor in at least the following areas to the level of performance required for the commercial pilot:
- (1) Recognise and manage threats and errors;
 - (2) Technical subjects;
 - (3) Pre-flight operations, including balloon assembly, rigging, inflation, mooring, and inspection;
 - (4) Pre-flight lesson on a manoeuvre to be performed in flight;
 - (5) Aerodrome operations, transiting controlled aerodromes, compliance with ATS procedures;
 - (6) Radio Communication procedures and phraseology;
 - (7) Techniques and procedures for launching and ascent, including appropriate limitations, emergency procedures, and signals used;
 - (8) Collision avoidance precautions;
 - (9) Control of the free balloon by external visual reference;
 - (10) Recognition of and recovery from rapid descents;
 - (11) Navigation and cross-country flying using visual reference and dead reckoning;
 - (12) Approaches and landings, including ground handling;
 - (13) Emergency procedures; and
 - (14) Post-flight procedures.
- (C) SKILL TEST. The requirements for the skill test for CPL (B) are included in the CAA STSs for CPL(B).

2.3.5.11 RESERVED

2.3.5.12 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE CPL – GLIDER CATEGORY

- (a) EXPERIENCE. The applicant for a CPL (G) shall have completed at least:
- (1) 25 hours of flight time as pilot in a glider, including at least 100



flights in a glider as PIC and at least:

- (i) 3 hours of flight training or 10 training flights in gliders on the areas of operation listed in paragraph 2.3.5.7(b) of this subsection; and
 - (ii) 2 hours of solo flight that includes not less than 10 solo flights in gliders on the areas of operation listed in paragraph 2.3.5.12(b) of this subsection; or
- (2) 200 hours of flight time as a pilot in aeroplane, helicopter, or powered-lift aircraft, and 20 flights in gliders as PIC, including at least:
- (i) 3 hours of flight training or 10 training flights in gliders on the areas of operation listed in paragraph 2.3.5.12(b) of this subsection; and
 - (ii) 5 solo flights in a glider on the areas of operation listed in paragraph 2.3.5.12(b) of this subsection.
- (b) FLIGHT INSTRUCTION. The applicant for a CPL (G) shall have received dual instruction in a glider from an authorised instructor in at least the following areas of operation to the level of performance required for a commercial pilot:
- (1) Pre-flight operations, including glider assembly and inspection;
 - (2) Techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures, and signals used;
 - (3) Traffic pattern operations, collision avoidance precautions and procedures;
 - (4) Control of the glider by external visual reference;
 - (5) Flight throughout the flight envelope;
 - (6) Recognition of, and recovery from, incipient and full stalls and spiral dives;
 - (7) Normal and crosswind launches, approaches, and landings;
 - (8) Cross-country flying using visual reference and dead reckoning; and
 - (9) Emergency procedures.
- (C) SKILL TEST. The requirements for the skill test for CPL (G) are included in the CAA STSs for CPL(G).

2.3.6 MULTI-CREW PILOT LICENCE – AEROPLANE

Note: The holder of an MPL is authorised by 2.3.6.1 of this part to act as CP of an aeroplane required to be operated with a CP. Such holder will be eligible to obtain an ATPL appropriate to the aeroplane category, after fulfilling the requirements for that



licence, to be restricted to multi-crew operations unless the requirements of 2.3.6.1(g)(1)(i), 2.3.6.1(g)(2), and 2.3.6.1(g)(3), as appropriate, are met.

2.3.6.1 GENERAL REQUIREMENTS

- (a) AGE. The applicant for an MPL (A) shall be at least 18 years of age.
- (b) MEDICAL FITNESS. The applicant for an MPL (A) shall hold a current Class 1 medical certificate issued under this part.
- (c) COMPETENCIES. The applicant shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as Co-Pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots. The adapted competency model shall be approved by the Authority, using as a basis the ICAO aeroplane pilot competency framework contained in ICAO Doc 9868, *Procedures for Air Navigation Services – Training (PANS-TRG)*.

Note 1: Knowledge, skills, and attitudes underpin these competencies as described in ICAO Doc 9868, Procedures for Air Navigation Services – Training (PANS-TRG). The knowledge and skills described in 2.3.6.1(d) and 2.3.6.1(f) of this part provide minimum requirements for the issuance of the MPL.

Note 2: The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management are contained in ICAO Doc 9868, Procedures for Air Navigation Services – Training (PANS-TRG).

- (d) KNOWLEDGE.
 - (1) The applicant for an MPL(A) shall:
 - (i) Meet the requirements specified in paragraph 2.3.7.1(c) of this part for the ATPL(A); and
 - (ii) Meet the additional requirements underpinning the approved adapted competency model including fully integrated knowledge and skill requirements.
 - (2) The applicant for an MPL(A) knowledge test shall:
 - (i) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (ii) Conducted the training on the knowledge subjects; and
 - (3) Certifies that the person is prepared for the required knowledge test.
 - (i) Pass the required written knowledge test on the knowledge areas specified in paragraph 2.3.7.1(c) of this part.

Note: Depending upon the particular MPL(A) curriculum, the knowledge test for the MPL(A) may need to be an integrated test in that it contains elements of PPL, CPL, IR, and/or ATPL knowledge.



- (e) EXPERIENCE AND FLIGHT INSTRUCTION. The applicant for an MPL(A) shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this part.
- (f) SKILL. The applicant for an MPL(A) shall demonstrate the underpinning skills required for the competencies of the approved adapted competency model as pilot flying and pilot monitoring, to the level required to perform as a Co-Pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR.
- (g) PRIVILEGES. The privileges of the holder of an MPL(A) shall be as follows:
 - (1) Subject to compliance with the requirements specified in this part, the privileges of the holder of an MPL(A) shall be:
 - (i) To exercise all the privileges of the holder of a PPL in the aeroplane category provided the private pilot experience requirements of 2.3.4.2 of this part have been met;
 - (ii) To exercise the privileges of the IR in a multi-crew operation; and
 - (iii) To act as Co-Pilot of an aeroplane required to be operated with a Co-Pilot.
 - (2) Before exercising the privileges of the IR in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as PIC in a single-pilot operation exercised by reference solely to instruments and shall have met the IR skill requirement specified in 2.3.8.2 of this part appropriate to the aeroplane category.
 - (3) Before exercising the privileges of a CPL in a single-pilot operation in aeroplanes, the licence holder shall have:
 - (i) Completed in aeroplanes 70 hours, either as PIC or made up of not less than 10 hours as PIC and the necessary additional flight time as PIC under supervision;
 - (ii) Completed 20 hours of cross-country flight time as PIC, or made up of not less than 10 hours as PIC and 10 hours as PIC under supervision, including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made; and
 - (iii) Met the requirements for the CPL specified in paragraphs 2.3.5.1(c), 2.3.5.1(f), and 2.3.5.2(a)(2) of this part (with the exception of 2.3.5.2(a)(2)(i)) appropriate to
- (4) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the licence is 5 years.

Note 1: Certain privileges of the licence are curtailed by licence holders when they reach their 65th birthday.



- (5) RENEWAL. An MPL (A) that has not expired may be renewed for an additional 5 years if the holder presents to the Authority satisfactory evidence that the licence, medical certificate, and recency of experience are current.
- (6) REISSUE. If the MPL has expired, the applicant shall meet the requirement specified in [IS: 2.3.6.1\(g\)\(6\)](#) for the MPL to be re-issued

2.3.6.2 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE MULTI-CREW PILOT LICENCE – AEROPLANE CATEGORY

- (a) EXPERIENCE. The applicant for an MPL(A) shall have completed an approved training course not less than 240 hours which includes actual and simulated flight as pilot flying and pilot monitoring. The flight experience in actual flight shall include at least the experience requirements of 2.3.7.2(a) of this part for the ATPL (A), upset prevention and recovery training, night flying, and flight by reference solely to instruments.
- (b) In addition to meeting the provisions of paragraph 2.3.6.2(a) of this subsection, the applicant shall have gained, in a turbine-powered aeroplane certificated for operations with a minimum crew of at least two pilots, or in an FSTD approved for that purpose by the Authority, the experience necessary to achieve the final competency standard of the approved adapted competency model, as defined in the CAA STSs for MPL (A).
- (c) FLIGHT INSTRUCTION. The applicant shall have:
 - (i) Completed a course of approved training covering the experience requirements in 2.3.6.2(a) of this part; and
 - (ii) Received dual flight instruction in order to achieve the final competency standard in all the competencies of the approved adapted competency model, for the issue of the MPL.
- (d) SKILL TEST. The requirements for the skill test for MPL (A) are included in the CAA STSs for MPL(A).

2.3.7 AIRLINE TRANSPORT PILOT LICENCE

2.3.7.1 GENERAL REQUIREMENTS

- (a) AGE. The applicant for an ATPL shall be at least 21 years of age.
- (b) MEDICAL FITNESS. The applicant for an ATPL shall hold a current Class 1 medical certificate issued under this part.
- (c) KNOWLEDGE. The applicant for an ATPL shall have received and logged ground training from an authorised instructor on the following subjects appropriate to the privileges of the ATPL and to the category of aircraft intended to be included on the licence:



- (1) AIR LAW.
 - (i) Rules and regulations relevant to the holder of an ATPL; rules of the air; appropriate ATS practices and procedures;
- (2) AIRCRAFT GENERAL KNOWLEDGE.
 - (i) General characteristics and limitations of electrical, hydraulic, pressurisation, and other aircraft systems; flight control systems, including autopilot and stability augmentation;
 - (ii) Principles of operation, handling procedures and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
 - (iii) Operating procedures and limitations of appropriate aircraft; effects of atmospheric conditions on aircraft performance in accordance to the relevant operational information from the flight manual;
 - (iv) Use and serviceability checks of equipment and systems of the relevant category of aircraft;
 - (v) Flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
 - (vi) Maintenance procedures for airframes, systems, and powerplants of appropriate aircraft;
 - (vii) For helicopter and powered-lift, transmission (power-trains), where applicable;
- (3) FLIGHT PERFORMANCE, PLANNING, AND LOADING.
 - (i) Effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;
 - (ii) Use and practical application of take-off, landing, and other performance data, including procedures for cruise control;
 - (iii) Pre-flight and en route operational flight planning; preparation and filing of ATS flight plans; appropriate ATS procedures; altimeter setting procedures;
 - (iv) In the case of helicopter or powered-lift, effects of external loading on handling;
- (4) HUMAN PERFORMANCE.
 - (i) Human performance, including principles of threat and error management;
- (5) METEOROLOGY.
 - (i) Interpretation and application of aeronautical meteorological reports, charts, and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and



- in-flight; altimetry;
- (ii) Aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts; and the origin and characteristics of significant weather phenomena which affect take-off, en route, and landing conditions;
 - (iii) Causes, recognition, and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (iv) In the case of aeroplane and powered-lift, practical high-altitude meteorology, including interpretation and use of weather reports, charts, and forecasts; jet streams;
- (6) NAVIGATION.
- (i) Air navigation, including the use of aeronautical charts, radio navigation aids, and area navigation systems; specific navigation requirements for long-range flights;
 - (ii) Use, limitation, and serviceability of avionics and instruments necessary for the control and navigation of aircraft;
 - (iii) Use, accuracy, and reliability of navigation systems used in departure, en route, approach, and landing phases of flight; identification of radio navigation aids;
 - (iv) Principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;
- (7) OPERATIONAL PROCEDURES.
- (i) Application of threat and error management to operational performance;
 - (ii) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
 - (iii) Precautionary and emergency procedures; safety practices;
 - (iv) Operational procedures for carriage of freight and dangerous goods;
 - (v) Requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;
 - (vi) In the case of helicopter and, if applicable, powered-lift, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures associated with flight under VMC;



- (8) PRINCIPLES OF FLIGHT.
- (i) Principles of flight relating to the appropriate aircraft category; and
- (9) Radio Communication.
- (i) Radio Communication procedures and phraseology; action to be taken in case of communication failure.
- (d) KNOWLEDGE TESTING. The applicant for an ATPL shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
- (i) Conducted the training on the knowledge subjects; and
- (ii) Certifies that the person is prepared for the required knowledge test; and
- (2) Pass the required written knowledge test on the knowledge subjects listed in paragraph 2.3.7.1(c)(2) of this subsection.
- (e) EXPERIENCE AND FLIGHT INSTRUCTION. The applicant for an ATPL shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this part.
- (f) SKILL. The applicant for an ATPL shall have:
- (1) Received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test; and
- (2) Demonstrated by passing a skill test the ability to perform, as PIC of an aircraft of the appropriate category required to be operated with a Co Pilot, the following procedures and manoeuvres:
- (i) Pre-flight procedures, including the preparation of the operational flight plan and filing of the ATS flight plan;
- (ii) Normal flight procedures and manoeuvres during all phases of flight;
- (iii) Abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as powerplant, systems, and airframe;
- (iv) Procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation, and use of checklists;
- (v) In the case of the aeroplane and powered-lift, procedures and manoeuvres for instrument flight as described in 2.3.7 of this part, including simulated engine failure; and
- (vi) In the case of aeroplane, the applicant shall have demonstrated the



ability to perform the procedures and manoeuvres described in this paragraph as PIC in a multi-engine aircraft.

- (3) Demonstrated, by passing a skill test, the ability to perform the areas of operation described in the applicable CAA STSs, with a degree of competency appropriate to the privileges granted to the holder of an ATPL, and to:
- (i) Operate the aeroplane within its limitations;
 - (ii) Recognise and manage threats and errors;
 - (iii) Smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
 - (iv) Operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
 - (v) Perform, in an accurate manner, normal, abnormal, and emergency procedures in all phases of flight;
 - (vi) Exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
 - (vii) Communicate effectively with the other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.
- (g) **PRIVILEGES.** Subject to compliance with the requirements specified in this part, the privileges of the holder of an ATPL shall be:
- (1) To exercise all the privileges of the holder of a PPL and CPL in an aircraft within the appropriate aircraft category and class, if applicable;
 - (2) In the case of the aeroplane and powered-lift categories, to exercise the privileges of the holder of an IR; and
 - (3) To act as PIC and CP, in commercial air transportation, of an aircraft within the appropriate category and class, if applicable.
- (h) **VALIDITY.** Subject to compliance with the requirements specified in this part, the validity period of the licence is 5 years. For renewal or reissue, see 2.2.1.7 of this part.
- (i) **RENEWAL.** An ATPL that has not expired may be renewed for an additional 5 years if the holder presents to the Authority satisfactory evidence that the licence, medical certificate, and recency of experience and proficiency are current.
- (j) **REISSUE.** If the ATPL has expired, the applicant shall meet the requirement specified in [IS: 2.3.7.1\(j\)](#) for the ATPL to be re-issued



2.3.7.2 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE ATPL – AEROPLANE CATEGORY

(a) EXPERIENCE.

- (1) The applicant for an ATPL (A) shall have completed not less than 1500 hours of flight time as a pilot of aeroplanes, of which a maximum of 100 hours may have been completed in an FSTD. The applicant shall have completed in aeroplanes not less than:
 - (i) 500 hours, either as PIC or made up by not less than 100 hours as PIC and the necessary additional flight time as CP performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority;
 - (ii) 200 hours of cross-country flight time, of which not less than 100 hours shall be as PIC or as CP performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority;
 - (iii) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and
 - (iv) 100 hours of night flight as PIC or CP.
 - (2) Holders of a CPL(H) will be credited with 50 per cent of their helicopter flight time as PIC towards the flight time required in paragraph 2.3.7.2(a)(1).
 - (3) The applicant for an ATPL(A) shall be the holder of a CPL(A) with instrument and multi-engine rating issued under this part.
-
- (b) FLIGHT INSTRUCTION. The applicant for an ATPL (A) shall have received the dual flight instruction required for the issue of the CPL and the IR.

Note: The experience requirements provided here exceed the ICAO Annex 1 experience requirements for the ATPL(A) that were revised in Amendment 167 to accommodate the addition of the MPL by allowing greater crediting of PIC time under supervision and to accommodate existing integrated ATPL programmes in some States by reducing the required PIC time. This part at present is a modular approach to licensing and does not contain requirements for the MPL.
 - (c) SKILL TEST. The requirements for the skill test for ATPL (A) are included in the CAA STSs for ATPL (A).



2.3.7.3 RESERVED

2.3.7.4 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE ATPL – HELICOPTER CATEGORY

(a) EXPERIENCE.

- (1) The applicant for an ATPL (H) shall have completed not less than 1000 hours of flight time as a pilot of helicopters, of which a maximum of 100 hours may have been completed in an FSTD. The applicant shall have completed in helicopters not less than:
 - (i) 250 hours, either as PIC or made up by not less than 100 hours as PIC and the necessary additional flight time as CP performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority;
 - (ii) 200 hours of cross-country flight time, of which not less than 100 hours shall be as PIC or as CP performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority;
 - (iii) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and
 - (iv) 50 hours of night flight as PIC or CP.
 - (2) Holders of a CPL (A) will be credited with 50 per cent of their aeroplane flight time as PIC towards the flight time required in 2.3.7.3(a)(1) of this subsection.
 - (3) The applicant for an ATPL (H) shall be the holder of a CPL (H) issued under this part.
- (b) FLIGHT INSTRUCTION. The applicant for an ATPL (H) shall have received the dual flight instruction required for the issue of the CPL.

Note: The PIC experience requirements provided here exceed the ICAO Annex 1 experience requirements for the ATPL(H) that were revised in Amendment 167 to accommodate existing integrated ATPL programmes in some States by reducing the required PIC time. This part at present is a modular approach to licensing.

(c) SKILL TEST. The requirements for the skill test for ATPL(H) are included in the CAA STSs for ATPL(H).

2.3.7.5. RESERVED



2.3.7.6. EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE ATPL – POWERED-LIFT CATEGORY

(a) EXPERIENCE.

(1) The applicant for an ATPL (PL) shall have completed not less than 1500 hours of flight time as a pilot of powered-lift. The Authority may determine whether experience completed under instruction in an FSTD is acceptable as part of the total time of 1500 hours. The applicant shall have completed in powered-lift not less than:

- (i) 250 hours, either as PIC or made up by not less than 100 hours as PIC and the necessary additional flight time as CP performing, under the supervision of the PIC, the duties and functions of PIC, provided that the method of supervision employed is acceptable to the Authority.
- (ii) 100 hours of cross-country flight time, of which not less than 50 hours shall be as PIC or as CP performing, under the supervision of the PIC, the duties and functions of a PIC, provided that the method of supervision employed is acceptable to the Authority.
- (iii) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time.
- (iv) 25 hours of night flight as PIC or CP.

(2) The Authority may determine if pilot flight time in other aircraft categories may be credited toward meeting the 1500-hour flight time in paragraph 2.3.7.4(a)(1) of this subsection.

(3) The applicant for an ATPL (PL) shall be the holder of a CPL (PL) issued under this part.

(b) FLIGHT INSTRUCTION. The applicant for an ATPL (PL) shall have received the dual flight instruction required for the issue of the CPL (PL) and for the issue of the IR.

(c) SKILL TEST. The requirements for the skill test for ATPL (PL) are included in the CAA STSs for ATPL(PL).



2.3.8. INSTRUMENT RATING

2.3.8.1. GENERAL REQUIREMENTS

- (a) AGE. The applicant for an IR shall be at least 17 years of age.
- (b) MEDICAL FITNESS. The applicant for an IR shall hold either a Class 1 or 2 medical certificate issued under this part, as appropriate for the level of licence held. The applicant for an IR holding a PPL shall have established his or her hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 medical certificate.
- (c) KNOWLEDGE. The applicant for an IR shall receive and log ground training from an authorised instructor on the following subjects:
 - (1) AIR LAW.
 - (i) Rules and regulations relevant to flight under IFR; related ATS practices and procedures;
 - (2) AIRCRAFT GENERAL KNOWLEDGE FOR THE AIRCRAFT CATEGORY BEING SOUGHT.
 - (i) Use, limitation, and serviceability of avionics, electronic devices, and instruments necessary for the control and navigation of aeroplanes under IFR and in instrument meteorological conditions; use and limitations of automation;
 - (ii) Compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
 - (3) FLIGHT PERFORMANCE AND PLANNING FOR THE AIRCRAFT CATEGORY BEING SOUGHT.
 - (i) Pre-flight preparations and checks appropriate to flight under IFR;
 - (ii) Operational flight planning; preparation and filing of ATS flight plans under IFR; altimeter setting procedures;
 - (4) HUMAN PERFORMANCE FOR THE AIRCRAFT CATEGORY BEING SOUGHT.
 - (i) Human performance relevant to instrument flight in aircraft;
 - (ii) Principles of threat and error management;
 - (5) METEOROLOGY FOR THE AIRCRAFT CATEGORY BEING SOUGHT.
 - (i) Application of aeronautical meteorology; interpretation and use of reports, charts, and forecasts; codes and abbreviations; use of, and



- procedures for obtaining, meteorological information; altimetry;
- (ii) Causes, recognition, and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
 - (iii) In the case of helicopter and powered-lift, effects of rotor icing;
- (6) NAVIGATION FOR THE AIRCRAFT CATEGORY BEING SOUGHT.
- (i) Practical air navigation using navigation systems;
 - (ii) Use, accuracy, and reliability of navigation systems used in departure, en route, approach, and landing phases of flight; identification of navigation sources;
- (7) OPERATIONAL PROCEDURES FOR THE AIRCRAFT CATEGORY BEING SOUGHT.
- (i) Application of threat and error management to operational principles;
 - (ii) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en route, descent, and approach;
 - (iii) Precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria; and
- (8) Radio Communication.
- (i) Communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.
- (9) KNOWLEDGE TESTING. An applicant for an IR shall:
- (i) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (A) Conducted the training on the knowledge subjects; and
 - (B) Certifies that the person is prepared for the required knowledge test; and
 - (C) Pass the required knowledge test on the knowledge subjects listed in paragraph 2.3.8.1(c) of this subsection.
- (d) EXPERIENCE AND FLIGHT INSTRUCTION. An applicant for an IR shall have completed the experience and flight instruction requirements appropriate to the aircraft category as specified in this part.
- (e) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the holder of an IR shall be to pilot an aircraft of the appropriate category under IFR. Before exercising the privileges on multi-engine aircraft, the holder of the rating shall have complied with the requirements of paragraph (g) (3).



- (f) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of an Instrument Rating is 1 year.
- (g) RENEWAL.
- (1) For the renewal of a single-engine IR, the applicant shall, within the preceding 12 calendar months, complete a proficiency check on the subjects listed in the CAA STSs for the IR.
 - (2) For the renewal of a multi-engine IR, the applicant shall, within the preceding 12 calendar months, complete a proficiency check on the subjects listed in the CAA STSs for the IR.
 - (3) If a pilot takes the proficiency check required in this section in the calendar month before or the calendar month after the month in which it is due, the pilot is considered to have taken it in the month in which it was due for the purpose of computing when the next proficiency check is due.
- (h) REISSUE. If the IR has expired, the applicant shall:
- (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (2) Pass the required skill test on the subjects listed in the CAA STSs for the IR.

2.3.8.2 EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE INSTRUMENT RATING

- (a) EXPERIENCE.
- (1) The applicant for an IR shall hold a pilot licence with an aircraft category and, if applicable, a class rating for the IR sought.
 - (2) The applicant shall have completed not less than:
 - (i) 50 hours of cross-country flight time as PIC of aircraft in categories acceptable to the Authority, of which not less than 10 hours shall be in the aircraft category being sought; and
 - (ii) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where an FSTD is used, may be instrument ground time. The ground time shall be under the supervision of an authorised instructor.
- (b) FLIGHT INSTRUCTION.
- (1) The applicant for an IR shall have not less than 10 hours of the instrument flight time required in paragraph 2.3.8.2(a)(2)(ii) of this subsection while receiving and logging dual instruction in aircraft from an authorised FI.
 - (2) The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an IR:



- (i) Pre-flight procedures, including the use of the flight manual or equivalent document and appropriate ATS documents in the preparation of an IFR flight plan;
 - (ii) Pre-flight inspection, use of checklists, taxiing, and pre-take-off checks;
 - (iii) Procedures and manoeuvres for IFR operation under normal, abnormal, and emergency conditions covering at least:
 - (A) Transition to instrument flight on take-off;
 - (B) Standard instrument departures and arrivals;
 - (C) En route IFR procedures and navigation;
 - (D) Holding procedures;
 - (E) Instrument approaches to specified minima;
 - (F) Missed approach procedures; and
 - (G) Landings from instrument approaches;
 - (H) In-flight manoeuvres and particular flight characteristics.
- (3) If the privileges of the IR are to be exercised on multi-engine aircraft, the applicant shall have received dual instrument flight instruction in such an aircraft from an authorised FI. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft solely by reference to instruments with one engine inoperative or simulated inoperative.
- (c) SKILL. The applicant for an IR shall have:
- (1) Received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test;



- (2) Demonstrated, by passing a skill test, the ability to perform the areas of operation described in the CAA STSs for IR with a degree of competency appropriate to the privileges granted to the holder of an IR, and to:
- (i) Recognise and manage threats and errors;
 - (ii) Operate the aircraft within its limitations;
 - (iii) Complete all manoeuvres with smoothness and accuracy;
 - (iv) Exercise good judgement and airmanship;
 - (v) Apply aeronautical knowledge;
 - (vi) Maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured;
 - (vii) Understand and apply crew coordination and incapacitation procedures; and
 - (viii) Communicate effectively with the other flight crew members.
- (3) Demonstrated, by passing a skill test, the ability to operate multi-engine aircraft solely by reference to instruments with one engine inoperative, or simulated inoperative, described in the CAA STSs for IR, if the privileges of the IR are to be exercised on such aircraft.
- (4) The skill test and proficiency check for the IR is included in the CAA STSs for the IR.

2.3.9. INSTRUCTORS FOR PILOT LICENSING

2.3.9.1 GENERAL REQUIREMENTS

- (a) APPLICABILITY.
- (1) This section prescribes the requirements for the issuance of instructor ratings, or authorisations; the conditions under which those ratings and authorisations are necessary; and the privileges and limitations on those ratings and authorisations.
- (2) All instructors shall read, speak, write, and understand the English language.
- (3) The following instructor licences, ratings, and authorisations are issued under this part:
- (i) FI rating;
 - (ii) GI rating, with basic, advanced, and instrument ratings; and
 - (iii) Instructor authorisation for flight simulation training.



2.3.9.2 FLIGHT INSTRUCTOR RATING REQUIREMENTS, SKILL TEST, AND PROFICIENCY CHECK

- (a) AGE. The applicant for an FI licence shall be of the appropriate age for the underlying licence to be held.
- (b) MEDICAL FITNESS. The applicant for an FI rating shall have a Class 1 medical certificate.
- (c) KNOWLEDGE. The applicant for an FI rating shall:
 - (1) Have received and logged training from an authorised instructor;
 - (2) Pass an FI knowledge test on:
 - (i) The aeronautical knowledge areas for a student pilot authorisation; private, commercial, and airline transport pilot licences applicable to the aircraft category for which FI privileges are sought; and
 - (ii) The aeronautical knowledge areas for the IR applicable to the category for which instrument FI privileges are sought.
 - (3) Meet the requirements for fundamentals of knowledge instruction as listed in 2.2.6 of this part.
- (d) EXPERIENCE. The applicant for an FI rating shall hold a licence with the aircraft category and, if applicable, class and/or type rating appropriate to the FI rating sought, as follows:
 - (1) For an instructor rating in the aeroplane category – hold either a CPL(A) or an ATPL(A) with IR and appropriate class and/or type ratings;
 - (2) For an instructor licence in the powered-lift category – hold either a CPL(PL) or an ATPL(PL) with IR and, as applicable, class or type rating;
 - (3) For an instructor licence in the helicopter category – hold either a CPL(H) or an ATPL(H) and any applicable class or type rating;
 - (4) For an instructor licence in the balloon category – hold a CPL(B) with applicable class rating;
 - (5) For an instructor licence in the airship category – hold a CPL(AS) and any applicable ratings;
 - (6) For an instructor licence in the glider category – hold a CPL(G) and any applicable ratings; and
 - (7) For an instructor IR licence – hold an IR in the appropriate category of aircraft.
- (e) FLIGHT INSTRUCTION. The applicant for an FI rating shall have:
 - (1) Received flight instruction from an authorised instructor in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
 - (2) Practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.



- (f) **SKILL.** The applicant for an FI rating shall:
- (1) Receive a logbook endorsement from an authorised instructor to indicate that the applicant is proficient on the areas of operation listed in paragraph 2.3.9.2(f)(2) of this subsection, appropriate to the FI rating sought;
 - (2) Pass the required skill test that is appropriate to the FI rating sought on the areas of operation described in the applicable CAA STSs in an:
 - (i) Aircraft that is representative of the category of aircraft and, if applicable, class and/or type for the aircraft rating sought; or
 - (ii) Approved FSTD that is representative of the category and, if applicable, class and/or type of aircraft for the licence and rating sought, and used in accordance with an approved course at an ATO certified under Part 3 of these regulations.
- (g) **PRIVILEGES, LIMITATIONS, AND QUALIFICATIONS.**
- (1) An FI is authorised within the limitations of that person's FI rating, and pilot licence and ratings, to give training and endorsements that are required for and relate to:
 - (i) A student pilot authorisation;
 - (ii) A pilot licence;
 - (iii) An FI rating;
 - (iv) A GI rating;
 - (v) An aircraft category rating;
 - (vi) An aircraft class rating;
 - (vii) An IR;
 - (viii) A proficiency check or recency of experience requirement;
 - (ix) A knowledge test; and
 - (x) A skill test.
- (h) **VALIDITY.** Subject to compliance with the requirements specified in this part, the validity period of instructor rating is 24 calendar months.
- (i) **RENEWAL.** An FI licence that has not expired may be renewed for an additional 24 calendar months if the holder:
- (1) Passes a skill test for:
 - (i) Renewal of the FI rating; or
 - (ii) An additional FI rating; or
 - (2) Presents to an Authority inspector:



- (i) A record of training students showing that, during the preceding 24 calendar months, the FI has endorsed at least five students for a skill test for a licence or rating, and at least 80 per cent of those students passed that test on the first attempt;
 - (ii) A record showing that, within the preceding 24 calendar months, the FI has served as a company check pilot, Chief Flight Instructor, company CP, or FI in an operation certificated under Part 9 of these regulations, or in a position involving the regular evaluation of pilots; or
 - (iii) A graduation certificate showing that the pilot has successfully completed an approved FI refresher course consisting of ground training or flight training, or both, within the 90 days preceding the expiration month of his or her FI licence.
- (3) If an FI accomplishes the renewal requirements within the 90 days preceding the expiration month of his or her FI licence:
- (i) The Authority will consider that the FI accomplished the renewal requirement in the month due; and
 - (ii) The Authority will renew the current FI rating for an additional 24 calendar months from its expiration date.
- (4) An FI may accomplish the skill test required by this subsection in an approved course conducted by an ATO certificated under [Part 3](#) of these regulations.
- (j) **REISSUE.** If the FI rating has expired, the applicant shall:
- (1) Have received refresher training from an authorised instructor with an endorsement that the person is prepared for the required skill test; and
 - (2) Pass the prescribed skill test.
- (k) **ADDITIONAL FI RATINGS** . An applicant for an additional FI licence shall meet the requirements listed in 2.3.9.2 of this subsection that apply to the FI rating sought.
- (l) **FI RECORDS.** An FI shall:
- (1) Sign the logbook of each person to whom that instructor has given flight training or ground training;
 - (2) Maintain a record in a logbook or separate document that contains the following:
 - (i) The name of each person whose logbook or student pilot licence that instructor has endorsed for solo flight privileges, and the date of the endorsement; and
 - (ii) The name of each person that instructor has endorsed for a knowledge test or skill test, and a record of the kind of test, the date, and the results; and



- (3) Retain the records required by this subsection for at least 3 years.
- (m) FLIGHT INSTRUCTOR LIMITATIONS AND QUALIFICATIONS. The holder of a Flight Instructor rating shall observe the following limitations and qualifications:
- (1) Hours of training. In any 24-consecutive-hour period, an FI may not conduct more than 8 hours of flight training.
 - (2) Required licence and ratings. An FI may not conduct flight training in any aircraft for which the FI does not hold a pilot licence and FI rating with the applicable category and, if applicable, class or type rating.
 - (3) For instrument flight training or for training for a type rating not limited to VFR, an appropriate IR on his or her FI rating and pilot licence.
 - (4) Limitations on endorsements. An FI may not endorse the following:
 - (i) A student pilot's licence or logbook for solo flight privileges, unless that FI has:
 - (A) Given that student the flight training required for solo flight privileges required by this subsection;
 - (B) Determined that the student is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the student's logbook that the instructor considers necessary for the safety of the flight;
 - (C) Given that student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
 - (D) Endorsed the student pilot's logbook for the specific make and model of aircraft to be flown.
 - (ii) A student pilot's licence and logbook for a solo cross-country flight, unless that FI has determined that:
 - (A) The student's flight preparation, planning, equipment, and proposed procedures are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
 - (B) The student has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown.
 - (iii) A student pilot's licence and logbook for solo flight in a Class B airspace area or at an aerodrome within Class B airspace unless that FI has:
 - (A) Given that student ground and flight training in that Class B airspace or at that aerodrome; and
 - (B) Determined that the student is proficient to operate the aircraft safely.



- (C) The logbook of a pilot for a flight review, unless that instructor has conducted a review of that pilot in accordance with the requirements of [8.4.1.10](#) of these regulations; or
 - (D) The logbook of a pilot for an instrument proficiency check, unless that instructor has tested that pilot in accordance with the requirements of [8.4.1.11](#) of these regulations.
- (5) Training in a multi-engine aeroplane or a helicopter. An FI may not give training required for the issuance of a licence or rating in a multi-engine aeroplane or a helicopter unless that FI has at least 5 flight hours of PIC time in the specific make and model of multi-engine aeroplane or helicopter, as appropriate.
- (6) Qualifications of the FI for training first-time FI applicants.
- (i) No FI may provide instruction to another pilot who has never held an FI licence unless that FI:
 - (A) Holds a current ground or FI licence with the appropriate rating, has held that licence for at least 24 months, and has given at least 40 hours of ground training; or
 - (B) Holds a current ground or FI licence with the appropriate rating and has given at least 100 hours of ground training in a course which has been approved by the Authority; and
 - (C) Meets the eligibility requirements prescribed in 2.2.6 of this part;
 - (D) For training in preparation for an aeroplane or helicopter rating, has given at least 200 hours of flight training as a FI; and
 - (E) For training in preparation for a glider rating, has given at least 80 hours of flight training as a FI.
- (7) Prohibition against self-endorsements. An FI may not make any self-endorsement for a licence, rating, flight review, authorisation, operating privilege, skill test, or knowledge test that is required by this part.
- (8) CAT II and CAT III instruction. An FI may not give training in CAT II or CAT III operations unless the FI has been trained and tested in CAT II or CAT III operations, as applicable.
- (n) The skill test and proficiency check for FI ratings in the categories of aeroplane, helicopter, powered-lift, airship, balloon, and glider, as well as IR (aeroplane, helicopter, and powered-lift) and additional type ratings, are included in the applicable CAA STSs.



2.3.9.3 INSTRUCTOR AUTHORISATION FOR FLIGHT SIMULATION TRAINING

- (a) Current and former holders of professional pilot licences having instructional experience can apply for an authorisation to provide flight instruction in an FSTD, provided the applicant has at least 1-year experience as an instructor in FSTDs.
- (1) SKILL. The applicant shall have demonstrated in a skill test, in the category and class or type of aircraft for which instructor authorisation privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.
 - (2) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the holder of an authorisation are to carry out instruction in an FSTD for the issue of a class or type rating in the appropriate category of aircraft.
 - (3) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of an instructor authorisation for flight simulation training is 12 calendar months from the date of issue.
 - (4) RENEWAL. Renewal of the authorisation requires the successful completion of a proficiency check.
 - (5) REISSUE. If the authorisation has expired, the applicant shall complete refresher training and successfully pass a skill test in the category and class or type of aircraft for which instructor authorisation privileges are sought.

2.3.9.4 GROUND INSTRUCTOR AUTHORISATION OR RATING

- (a) AGE. The applicant for a Ground Instructor authorisation shall be at least 18 years of age.
- (b) KNOWLEDGE. The applicant for a Ground Instructor authorisation shall:
- (1) Receive and log training from an authorised instructor and pass a knowledge test on the aeronautical knowledge areas appropriate to the aircraft category for the Authorisation and ratings below, as applicable:
 - (i) For a Basic Ground Instructor rating, the knowledge for a student and PPL as listed in this part;
 - (ii) For an Advanced Ground Instructor rating, the student, private, commercial, and airline transport pilot knowledge areas as listed in this part; and
 - (iii) For an Instrument Ground Instructor rating, the knowledge for the IR as listed in this part.
 - (2) Meet the requirements for fundamentals of instructing as listed in 2.2.6 of this part.
- (c) PRIVILEGES. The holder of a Ground Instructor Authorisation may exercise the privileges appropriate to the licence and rating held.
- (1) A person who holds a Ground Instructor Authorisation with a basic rating is authorised to provide:
 - (i) Ground training in the aeronautical knowledge areas required for



- the issuance of a student pilot authorisation or PPL or associated ratings;
- (ii) Ground training required for a private pilot flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of a PPL.
- (2) A person who holds a Ground Instructor Authorisation rating with an advanced rating is authorised to provide:
- (i) Ground training in the aeronautical knowledge areas required for the issuance of any licence or rating;
 - (ii) Ground training required for any flight review; and
 - (iii) A recommendation for a knowledge test required for the issuance of any licence.
- (3) A person who holds an IGI rating is authorised to provide:
- (i) Ground training in the aeronautical knowledge areas required for the issuance of an IR;
 - (ii) Ground training required for an instrument proficiency check; and
 - (iii) A recommendation for a knowledge test required for the issuance of an IR.
- (4) A person who holds a GI rating is authorised, within the limitations of the licence and ratings on the GI authorisation, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in paragraphs 2.3.9.4(c)(1) through (3) of this subsection.
- (d) **VALIDITY.** The validity period for a Ground Instructor Authorisation licence is 2 years.
- (e) **RENEWAL.** The applicant for renewal of a Ground Instructor Authorisation licence shall provide to the Authority satisfactory evidence of at least 3 months of training as a Ground Instructor Authorisation within the past 12months.
- (f) **REISSUE.** If the Ground Instructor Authorisation rating has expired, the applicant for reissuance shall complete refresher training acceptable to the Authority and shall receive an endorsement from an authorised ground or flight instructor certifying that the person has demonstrated satisfactory proficiency with the standards prescribed in this part for the authorisation and rating.

2.3.10 DESIGNATED PILOT EXAMINERS

2.3.10.1. GENERAL REQUIREMENTS AND SKILL TEST FOR A DPE

- (a) **AGE.** The applicant for a DPE shall be at least 21 years of age.
- (b) **MEDICAL.** The applicant for a DPE shall have a Class 1 medical certificate.
- (c) **GENERAL ELIGIBILITY:** The applicant for a DPE shall:
 - (i) Hold at least the licence and/or the class/type ratings, as applicable, for which



- examining authority is sought;
- (ii) Hold at least the FI ratings for which examining authority is sought or be serving in a comparable position as an air operator check pilot or comparable position in an ATO;
 - (iii) Have a reputation for integrity and dependability in the industry and the community;
 - (iv) Have a good record as a pilot and FI with regard to accidents, incidents, and violations; and
 - (v) Have pilot and instructor licence/ratings that have never been revoked for falsification or forgery.
- (d) KNOWLEDGE.
- (i) The applicant for DPE shall attend initial designation training conducted by the Authority covering the following:
 - (1) Designee duties and responsibilities as a representative of the authority;
 - (2) Procedures and requirements associated with Licence and/or Rating;
 - (3) Applicable regulations, policies and guidance;
 - (4) use of Skill Test Standards;
 - (5) Current changes in technology and practices;
- (e) SKILL TEST. The applicant for a DPE shall pass a skill test conducted by an inspector of the Authority who holds a current and valid licence with the appropriate category and, if applicable, class and type ratings on the areas of operation contained in the CAA STSs for the applicable designation.
- (f) MAINTAINING CURRENCY. After designation, a DPE shall maintain currency by:
- (1) Attending initial and recurrent training provided by the Authority; and
 - (2) Maintaining a current and valid:
 - (i) Pilot licence and, if applicable, class/type ratings appropriate to the designation;
 - (ii) FI licence and ratings applicable to the designation; and
 - (iii) Class 1 medical certificate.
- (g) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the examiner's designation are to conduct skill tests and proficiency checks for a licence and rating(s) as listed on the DPE's certificate of designation and identification card.
- (h) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of an examiner's designation is 3 years with effect from the date of issue.



- (i) RENEWAL.
 - (1) Renewal will be at the discretion of the Authority.
 - (2) An applicant for renewal shall pass the appropriate skill test on the areas of operation listed in the CAA STSs for the applicable designation.
 - (3) The examiner should have conducted at least four skill tests within the period of validity of the designation. At least one of the four skill tests will be observed by the Authority Inspector.
- (j) ADDITIONAL DESIGNATIONS. When the Authority deems it necessary for a DPE to receive additional designations, the DPE:
 - (1) Shall meet all the requirements in this part for the designation;
 - (2) Need not take an additional knowledge test, provided the designation is within the same aircraft category.
- (k) The requirements for the designation of a pilot examiner are included in the applicable CAA STSs.

2.3.10.2 RESERVED

2.3.10.3 EXPERIENCE REQUIREMENTS FOR PRIVATE PILOT EXAMINER

- (a) EXPERIENCE. PPE – Aeroplane Category. The examiner applicant shall have at least:
 - (1) A CPL(A), appropriate class rating(s), and an IR(A);
 - (2) A valid FI licence with an aeroplane category and appropriate class rating(s);
 - (3) 2000 hours as PIC, including at least:
 - (i) 1000 hours in aeroplanes, of which 300 hours were accrued within the past year;
 - (ii) 300 hours in the class of aeroplane for which designation is sought; and
 - (iii) 100 hours in aeroplanes at night.
 - (4) 500 hours as an FI in aeroplane, including at least 100 hours of flight instruction given in the class of aeroplane appropriate to the designation sought.
- (b) EXPERIENCE. PPE – Helicopter Category. The examiner applicant shall have at least:
 - (1) A CPL(H) and appropriate class rating(s);
 - (2) A valid FI licence with a helicopter category and appropriate class rating(s);
 - (3) 1000 hours as PIC, including at least:
 - (i) 500 hours in helicopters, of which 100 hours were accrued within the past year and;
 - (ii) 250 hours in helicopters, as appropriate for the designation sought.



- (4) 200 hours as an FI in helicopters, as appropriate for the designation sought.
- (c) EXPERIENCE. PPE – Powered-Lift Category. The examiner applicant shall have at least:
- (1) A CPL(PL) with an instrument powered-lift rating;
 - (2) A valid FI licence with a powered-lift category;
 - (3) 2000 hours as PIC, including at least:
 - (i) 1000 hours in powered-lift, of which 300 hours were accrued within the past year; and
 - (ii) 100 hours in powered-lift at night.
 - (4) 500 hours as an FI in powered-lift.
- (d) EXPERIENCE. PPE – Airship Category. The examiner applicant shall have at least:
- (1) A CPL(AS) and any applicable class rating(s);
 - (2) A valid FI licence with an airship category and any applicable class rating(s);
 - (3) 1000 hours as PIC, including at least:
 - (i) 500 hours in airships, of which 200 hours were accrued within the past year; and
 - (ii) 50 hours in airships at night.
 - (4) 100 hours as an FI in airships.
- (e) EXPERIENCE. PPE – Balloon Category. The examiner applicant shall have at least:
- (1) A CPL(B) and applicable class rating(s);
 - (2) A valid FI licence with a balloon category and appropriate class rating(s);
 - (3) 200 hours as PIC, including at least:
 - (i) 100 hours in balloons; and
 - (ii) 20 hours in balloons in the class for which designation is sought within the past year, including 10 flights in balloons of at least 30 minutes duration each.
 - (4) 50 hours as an FI in balloons in the class for which designation is sought, of which 10 hours were accrued within the past year.
- (f) EXPERIENCE. PPE – Glider Category. The examiner applicant shall have at least:
- (1) A CPL(G);
 - (2) A valid FI licence with a glider category rating;
 - (3) 500 hours as PIC, including at least:



- (i) 200 hours in gliders; and
 - (ii) 10 hours in gliders within the past year, including at least 10 flights in gliders.
- (4) 100 hours as an FI in gliders.

2.3.10.4. EXPERIENCE REQUIREMENTS FOR COMMERCIAL AND INSTRUMENT RATING PILOT EXAMINER

- (a) EXPERIENCE. CIRE – Aeroplane Category. The examiner applicant shall have at least:
 - (1) A CPL(A), appropriate class rating(s), and an IR(A);
 - (2) A valid FI certificate with an aeroplane category rating, the appropriate class rating(s), and an instrument – aeroplane rating;
 - (3) 2000 hours as PIC, including at least:
 - (i) 1000 hours in aeroplanes, of which 300 hours were accrued within the past year;
 - (ii) 500 hours in the class of aeroplane for which designation is sought;
 - (iii) 100 hours at night in aeroplanes;
 - (iv) 100 hours of instrument flight time in actual or simulated conditions; and
 - (v) For the authority to conduct skill tests in large or turbine-powered aeroplanes:
 - (A) 300 hours in large or turbine-powered aeroplanes, of which 50 hours are in the type of aeroplane for which designation is sought; and
 - (B) 25 hours for each additional type of large aeroplane for which designation is sought;
 - (4) 500 hours as an FI in aeroplanes, including at least:
 - (i) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought; and
 - (ii) 250 hours of instrument flight instruction, of which 200 hours were given in aeroplanes.
- (b) EXPERIENCE. CIRE – Helicopter Category. The examiner applicant shall have at least:



- (1) A CPL(H), appropriate class rating(s), and an instrument – helicopter rating;
 - (2) A valid FI certificate with a helicopter category rating, the appropriate class rating(s), and an instrument – helicopter rating.
 - (3) 2000 hours as PIC, including at least:
 - (i) 500 hours in helicopters, of which 100 hours were accrued within the past year;
 - (ii) 100 hours of instrument flight time in actual or simulated conditions;
 - (iii) For the authority to conduct skill tests in large or turbine-powered aeroplanes:
 - (A) 100 hours in large helicopters, of which 50 hours are in the type of helicopter for which designation is sought; and
 - (B) 25 hours for each additional type of large helicopter for which designation is sought;
 - (4) 250 hours as an FI in helicopters, including at least:
 - (i) 100 hours of flight instruction given in the helicopters; and
 - (ii) 50 hours of instrument flight instruction in helicopters.
- (c) EXPERIENCE. CIRE – Powered-Lift Category. The examiner applicant shall have at least:
- (1) A CPL with a powered-lift category rating, any applicable class rating(s), and an instrument – powered-lift rating;
 - (2) A valid FI certificate with a powered-lift category rating, any applicable class rating(s) and an instrument – powered-lift rating;
 - (3) 2000 hours as PIC, including at least:
 - (i) 1000 hours in powered-lifts, of which 300 hours were accrued within the past year;
 - (ii) 100 hours at night in powered-lifts;
 - (iii) 100 hours of instrument flight time in actual or simulated conditions; and
 - (iv) For the authority to conduct skill tests in large or turbine-engine powered-lifts:
 - (A) 300 hours in large or turbine-engine powered-lifts, of which 50 hours are in the type of powered-lift for which designation is sought; and
 - (B) 25 hours for each additional type of large aeroplane for which designation is sought;



- (4) 500 hours as an FI in powered-lifts, including at least:
- (i) 250 hours of instrument flight instruction, of which 200 hours were given in powered-lifts.

2.3.10.5. EXPERIENCE REQUIREMENTS FOR COMMERCIAL PILOT EXAMINERS

- (a) EXPERIENCE. CE – Helicopter Category. The examiner applicant shall have at least:
- (1) A CPL(H);
 - (2) A valid FI certificate with a helicopter category rating;
 - (3) 2000 hours as PIC, including at least:
 - (i) 500 hours in helicopters, of which 100 hours were accrued within the past year;
 - (ii) For the authority to conduct skill tests in large helicopters:
 - (A) 100 hours in large helicopters, of which 50 hours are in the type of helicopter for which designation is sought; and
 - (B) 25 hours for each additional type of large helicopter for which designation is sought;
 - (4) 250 hours as an FI in helicopters, including at least:
 - (i) 50 hours of instrument flight instruction in helicopters.
- (b) EXPERIENCE. CE – Airship Category. The examiner applicant shall have at least:
- (1) A CPL(AS) and any applicable class rating(s);
 - (2) A valid FI licence with an airship category and any applicable class rating(s);
 - (3) 1000 hours as PIC, including at least:
 - (i) 500 hours in airships, of which 200 hours were accrued within the past year; and
 - (ii) 50 hours in airships at night;
 - (4) 100 hours as an FI in airships.
- (c) EXPERIENCE. CE – Balloon Category. The examiner applicant shall have at least:
- (1) A CPL(B) and applicable class rating(s);
 - (2) A valid FI licence with a balloon category and applicable class rating(s);
 - (3) 200 hours as PIC, including at least:
 - (i) 100 hours in balloons; and
 - (ii) 20 hours in balloons in the class for which designation is sought within the past year, including 10 flights in balloons of at least 30 minutes duration each;



- (4) Held a CPL(B) and applicable class rating for at least 1 year prior to designation;
 - (5) 50 hours as an FI in balloons in the class for which designation is sought, of which 10 hours were accrued within the past year.
- (d) EXPERIENCE. CE – Glider Category. The examiner applicant shall have at least:
- (1) A CPL(G) rating;
 - (2) A valid FI licence with a glider category rating;
 - (3) 500 hours as PIC, including at least:
 - (i) 250 hours in gliders; and
 - (ii) 20 hours in gliders within the past year that includes at least 50 flights in gliders;
 - (4) 200 hours as an FI, including 100 hours of flight instruction given in gliders.

2.3.10.6.

EXPERIENCE REQUIREMENTS FOR AIRLINE TRANSPORT PILOT EXAMINERS

- (a) EXPERIENCE. ATPE – Aeroplane Category. The examiner applicant shall have at least:
- (1) An ATPL(A), appropriate class rating(s), and an instrument – aeroplane rating;
 - (2) A valid FI certificate with an aeroplane category rating, the appropriate class rating(s), and an instrument – aeroplane rating;
 - (3) 2000 hours as PIC, including at least:
 - (i) 1500 hours in aeroplanes, of which 300 hours were accrued within the past year;
 - (ii) 500 hours in the class of aeroplane for which designation is sought;
 - (iii) 100 hours at night in aeroplanes;
 - (iv) 200 hours in complex aeroplanes;
 - (v) 100 hours of instrument flight time in actual or simulated conditions;
 - (vi) For the authority to conduct skill tests in large or turbine-powered aeroplanes;
 - (A) 300 hours in large or turbine-powered aeroplanes, of which 50 hours are in the type of aeroplane for which designation is sought; and
 - (B) 25 hours for each additional type of large aeroplane for which designation is sought;
 - (4) 500 hours as an FI in aeroplanes, including at least:
 - (i) 100 hours of flight instruction given in the class of aeroplane applicable to the designation sought;



- (ii) 250 hours of instrument flight instruction, of which 200 hours were given in aeroplanes; and
- (iii) 150 hours flight instruction given for a CPL(A), an ATPL(A), or an IR(A).
- (b) EXPERIENCE. ATPE – Helicopter Category. The examiner applicant shall have at least:
- (1) An ATPL(H), appropriate class rating(s), and an instrument – helicopter rating;
 - (2) A valid FI certificate with a helicopter category rating, the appropriate class rating(s), and an instrument – helicopter rating;
 - (3) 2000 hours as PIC, including at least:
 - (i) 1200 hours in helicopters, of which 100 hours were accrued within the past year;
 - (ii) 100 hours of instrument flight time in actual or simulated conditions; and
 - (iii) For the authority to conduct skill tests in large helicopters:
 - (A) 100 hours in large helicopters, of which 50 hours are in the type of helicopter for which designation is sought; and
 - (B) 25 hours for each additional type of large helicopter for which designation is sought;
 - (4) 250 hours as an FI in helicopters, including at least:
 - (i) 100 hours of flight instruction given in helicopters; and
 - (ii) 50 hours of instrument flight instruction in helicopters.
- (c) EXPERIENCE. ATPE – Powered-Lift Category. The examiner applicant shall have at least:
- (1) An ATPL(PL), any applicable class rating(s), and an instrument – powered-lift rating;
 - (2) A valid FI certificate with a powered-lift category rating, any applicable class rating(s), and an instrument – powered-lift rating;
 - (3) 2000 hours as PIC, including at least:
 - (i) 1500 hours in powered-lifts, of which 300 hours were accrued within the past year;
 - (ii) 100 hours at night in powered-lifts;
 - (iii) 100 hours of instrument flight time in actual or simulated conditions; and
 - (iv) For the authority to conduct skill tests in large or turbine-engine powered-lifts:
 - (A) 300 hours in large or turbine-engine powered-lifts, of



which 50 hours are in the type of powered-lift for which designation is sought; and

- (B) 25 hours for each additional type of large aeroplane for which designation is sought;

- (4) 500 hours as an FI in powered-lifts, including at least:

- (i) 250 hours of instrument flight instruction, of which 200 hours were given in powered-lifts; and
- (ii) 150 hours of flight instruction given for a CPL(PL), an ATPL(PL), or an IR(PL).

2.3.10.7 EXPERIENCE REQUIREMENTS FOR FLIGHT INSTRUCTOR EXAMINER

- (a) The examiner applicant shall have at least:

- (1) The requirements for a CE or a CIRE designation, as appropriate for the category and class of aircraft pertinent to the FIE designation sought; and
- (2) Held a CE or a CIRE designation for at least a year prior to designation as a FIE.

2.3.11 REMOTE PILOT LICENCE

2.3.11.1 GENERAL REQUIREMENTS

- (a) AGE. The applicant for an RPL shall not be less than 18 years of age.
- (b) MEDICAL FITNESS. The applicant for an RPL shall hold a current Class 3 medical certificate or a current Class 1 medical certificate.
- (c) KNOWLEDGE AREAS. The applicant for an RPL shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of an RPL and appropriate to the category of RPA and associated RPS intended to be included in the RPL, in at least the following subjects:

- (1) AIR LAW.
 - (i) Rules and regulations relevant to the holder of an RPL; rules of the air; appropriate ATS practices and procedures;
 - (ii) Rules and regulations relevant to flight under IFR; related ATS practices and procedures;
- (2) GENERAL RPAS KNOWLEDGE:
 - (i) Principles of operation and functioning of engines, systems, and instruments;
 - (ii) Operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;
 - (iii) Use and serviceability checks of equipment and systems of



- appropriate RPA;
- (iv) Maintenance procedures for airframes, systems, and engines of appropriate RPA;
 - (v) For rotorcraft and powered-lift, transmission (power-trains), where applicable;
 - (vi) Use, limitation, and serviceability of avionics, electronic devices, and instruments necessary for the control and navigation of an RPA under IFR and in IMC;
 - (vii) Flight instruments; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;
 - (viii) For airships, physical properties and practical application of gases;
 - (ix) RPS general knowledge:
 - (A) Principles of operation and function of systems and instruments;
 - (B) Use and serviceability checks of equipment and systems of appropriate RPS;
 - (C) Procedures in the event of malfunctions;
 - (x) C2 link general knowledge:
 - (A) Different types of C2 links and their operating characteristics and limitations;
 - (B) Use and serviceability checks of C2 link systems;
 - (C) Procedures in the event of C2 link malfunction;
 - (xi) Detect and avoid capabilities for RPAS;
- (3) FLIGHT PERFORMANCE, PLANNING, AND LOADING.
- (i) Effects of loading and mass distribution on RPA handling, flight characteristics, and performance; mass and balance calculations;
 - (ii) Use and practical application of take-off or launching, landing, and other performance data;
 - (iii) Pre-flight and en route flight planning appropriate to RPAS operations under IFR; preparation and submission of ATS flight plans under IFR; appropriate ATS procedures; altimeter setting procedures;
 - (iv) In the case of airships, rotorcraft, and powered-lifts, effects of external loading on handling;
- (4) HUMAN PERFORMANCE.
- (i) Human performance relevant to RPA and instrument flight,



including principles of threat and error management;

(5) METEOROLOGY.

- (i) Interpretation and application of aeronautical meteorological reports, charts, and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;
- (ii) Aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect on aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en route, and landing conditions;
- (iii) Causes, recognition, and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
- (iv) In the case of rotorcraft and powered-lifts, effects of rotor icing;
- (v) In the case of high-altitude operations, practical high-altitude meteorology, including interpretation and use of weather reports, charts, and forecasts; jet streams;

(6) NAVIGATION.

- (i) Air navigation, including the use of aeronautical charts, instruments, and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of RPAS equipment;
- (ii) Use, limitation, and serviceability of avionics and instruments necessary for control and navigation;
- (iii) Use, accuracy, and reliability of navigation systems used in departure, en route, approach, and landing phases of flight; identification of radio navigation aids;
- (iv) Principles and characteristics of self-contained and external-referenced navigation systems; operation of RPAS equipment;

(7) OPERATIONAL PROCEDURES.

- (i) Application of threat and error management to operational performance;
- (ii) Interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en route, descent, and approach;
- (iii) Altimeter setting procedures;
- (iv) Appropriate precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance



- criteria;
- (v) Operational procedures for carriage of freight; potential hazards associated with dangerous goods and their management;
 - (vi) Requirements and practices for safety briefings to remote flight crew members;
 - (vii) In the case of rotorcraft and, if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;
 - (viii) Operational procedures for handovers and coordination; and
 - (ix) Operational procedures for normal and abnormal C2 link operations;
- (8) PRINCIPLES OF FLIGHT.
- (i) Principles of flight; and
- (9) RT.
- (i) RT procedures and phraseology; action to be taken in case of communication failure.
- (d) SKILL.
- (1) The applicant for an RPL shall have demonstrated all the competencies of the adapted competency model approved by the Authority at the level required, to act as remote PIC of an RPAS operation within the appropriate category of RPA and associated RPS.
 - (2) If the privileges of the Remote Pilot are to be exercised on a multi-engined RPA, the applicant shall have demonstrated the ability to operate under IFR with degraded propulsion capabilities.
- 2.3.11.2. EXPERIENCE, FLIGHT INSTRUCTION, AND SKILL TEST FOR THE REMOTE PILOT LICENCE**
- (a) EXPERIENCE. The applicant for an RPL shall have gained experience during training in operating the RPA and associated RPS to successfully demonstrate the competencies required in 2.3.11.14 of this part.
 - (b) RPL TRAINING.
 - (i) In order to meet the requirements of the RPL, the applicant shall have completed an approved training course. The training shall be competency based and, if applicable, conducted in a multi-crew operational environment.
 - (ii) During the training, the applicant for an RPL shall have acquired the competencies and underpinning skills required for performing as an RP of an RPA certificated for operation under IFR.



- (iii) The applicant for an RPL shall have received dual RPL training in an RPA and associated RPS, sought from an authorised RPAS instructor. The RPAS instructor shall ensure the applicant has operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, and IFR operations.
- (iv) If the privileges of the RP are to be exercised on a multi-engined RPA, the applicant shall have received dual instrument RPL training in a multi-engined RPA within the appropriate category from an authorised RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative.

2.3.11.3 GENERAL LICENSING SPECIFICATIONS

- (a) A person shall not act either as remote PIC or as remote CP of an RPA in any of the following RPA categories unless that person is the holder of an RPL issued in accordance with the provisions of this part:
 - (1) Aeroplane
 - (2) Airship
 - (3) Glider
 - (4) Rotorcraft Powered-lift
 - (5) Free balloon
- (b) The category of RPA shall be endorsed as a category rating on the RPL.
- (c) The applicant for an RPL shall, before being issued with any RPL or rating, meet such requirements with respect to age, experience, flight instruction, competencies, and medical fitness as are specified for that RPL or rating.
- (d) The applicant for any RPL or rating shall demonstrate, in a manner determined by the Authority, such requirements for knowledge and skill as are specified for that RPL or rating.
- (e) RPLs shall be validated or converted in accordance with the requirements of this part.



2.3.11.4. CATEGORY RATINGS

- (a) When established, category ratings shall be for categories of RPA listed in 2.3.11.3 of this part.
- (b) The holder of an RPL seeking additional category ratings to be added to the existing licence shall meet the requirements of this part regarding RPAS appropriate to the privileges for which the category rating is sought.

2.3.11.5. CLASS AND TYPE RATINGS

- (a) A class rating shall be established for RPA and associated RPS certificated for single-RP operation which have comparable handling, performance, and characteristics, unless a type rating is considered necessary by the Authority.
- (b) A type rating shall be established for RPA and associated RPS certificated for operation with a minimum crew of at least two RPs or when considered necessary by the Authority.
- (c) When an applicant for an RPL demonstrates competencies for the initial issue of an RPL, the category and ratings appropriate to the class or type of RPA and associated RPS used in the demonstration shall be entered on that RPL.
- (d) The levels of performance to be achieved to operate the class or type of RPA for which the ratings are issued shall be publicly available.

2.3.11.6. CIRCUMSTANCES IN WHICH CLASS AND TYPE RATINGS ARE REQUIRED

- (a) A Contracting State having issued an RPL will not permit the holder of such RPL to act either as remote PIC or as remote CP of an RPA and associated RPS unless the holder has received authorisation as follows:
 - (1) The appropriate class rating specified in paragraph 2.3.11.5(a) of this part; or
 - (2) A type rating when required in accordance with the provisions of paragraph 2.3.11.5(b) of this part.
 - (i) When a type rating is issued limiting the privileges to act as remote CP, or limiting the privileges to act as RP only during the cruise phase of the flight, such limitation shall be endorsed on the rating.
 - (ii) When a class rating is issued limiting the privileges to act as RP only during the cruise phase of the flight, such limitation shall be endorsed on the rating.
- (b) For the purpose of training, testing, or specific special-purpose non-revenue flights, special authorisation may be provided in writing to the RPL holder by the Authority in place of issuing the class or type rating in accordance with paragraph 2.3.11.6(a) of this subsection. This authorisation shall be limited in validity to the time needed to complete the specific flight.



2.3.11.7. REQUIREMENTS FOR THE ISSUE OF CLASS AND TYPE RATINGS

- (a) The applicant for an RPL shall have demonstrated the competencies required for the safe operation of an RPA of the class for which the rating is sought.
- (b) Type rating as required by 2.3.11.5 of this part
 - (1) The applicant for an RPL shall have:
 - (i) Gained, under appropriate supervision, experience in the applicable type of RPA and associated RPS and/or FSTD in the following:
 - (A) Normal flight procedures and manoeuvres during all phases of flight;
 - (B) Abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, C2 link, systems, and airframe;
 - (C) Instrument procedures, including instrument approach, missed approach, and landing procedures under normal, abnormal, and emergency conditions, including simulated engine failure;
 - (D) For the issue of an aeroplane category type rating, upset prevention and recovery training; and
 - (E) Procedures for crew incapacitation and crew coordination, including allocation of RP tasks; crew cooperation and use of checklists;
 - (ii) Demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPS and shall have demonstrated C2 link management skills relevant to the duties of a remote PIC or a remote CP, as applicable.

2.3.11.8. USE OF A FLIGHT SIMULATION TRAINING DEVICE FOR ACQUISITION OF EXPERIENCE AND DEMONSTRATION OF COMPETENCIES

- (a) The use of an FSTD for acquiring the required experience or performing any manoeuvre required during the demonstration of competencies for the issue of an RPL or rating shall be approved by the Authority, which will ensure that the FSTD used is appropriate to the task.



2.3.11.9. CIRCUMSTANCES IN WHICH AUTHORISATION TO CONDUCT REMOTE PILOT LICENCE TRAINING IS REQUIRED

- (a) The Authority, having issued an RPL, will not permit the holder thereof to carry out RPL training required for the issue of an RPL or rating unless such holder has received proper authorisation issued by the Authority. Proper authorisation shall comprise:
 - (1) An RPAS instructor rating on the holder's RPL; or
 - (2) The authority to act as an agent of an ATO authorised by the Authority to carry out RPL training; or
 - (3) A specific authorisation granted by the Contracting State which issued the RPL.
- (b) The Authority will not permit a person to carry out RPL training on an FSTD required for the issue of an RPL or rating unless such person holds or has held an appropriate RPL or has appropriate RPAS training and flight experience and has received proper authorisation from the Authority.

2.3.11.10. CREDITING OF RPAS FLIGHT TIME

- (a) A student RP shall be entitled to be credited in full with all solo and dual instruction RPAS flight time towards the total flight time required for the initial issue of an RPL.
- (b) The holder of an RPL shall be entitled to be credited in full with all dual instruction RPAS flight time towards the total RPAS flight time required for a remote PIC upgrade.
- (c) The holder of an RPL shall be entitled to be credited in full with all solo or dual instruction RPAS flight time, in a new category of RPA or for obtaining a new rating, towards the total RPAS flight time required for that rating.
- (d) The holder of an RPL, when acting as remote CP of an RPA certificated for operation by a single RP, but required by a Contracting State to be operated with a remote CP, shall be entitled to be credited with not more than 50 per cent of the remote CP RPAS flight time towards the total RPAS flight time required for a remote PIC upgrade. The Contracting State may authorise that RPAS flight time be credited in full towards the total RPAS flight time required if the RPAS is equipped to be operated by a remote CP and is operated in a multi-crew operation.
- (e) The holder of an RPL, when acting as remote CP of an RPA certificated to be operated with a remote CP, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote PIC upgrade.
- (f) The holder of an RPL, when acting as remote PIC under supervision, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote PIC upgrade.
- (g) When applying for a new rating, the holder of an RPL shall be entitled to be credited with RPAS flight time experience as an RP of RPA. The Authority will determine whether such experience is acceptable and, if so, the extent to which the experience requirements for the issue of a rating can be reduced accordingly.



2.3.11.11. LIMITATION OF PRIVILEGES OF REMOTE PILOTS WHO ATTAIN THEIR 60TH BIRTHDAY AND CURTAILMENT OF PRIVILEGES OF REMOTE PILOTS WHO ATTAIN THEIR 65TH BIRTHDAY

- (a) The Authority, having issued an RPL, will not permit the holder thereof to act as pilot of an RPAS engaged in international commercial air transport operations if the licence holder has attained his or her 60th birthday or, in the case of operations with more than one pilot, his or her 65th birthday.

2.3.11.12. PRIVILEGES OF THE HOLDER OF THE REMOTE PILOT LICENCE AND THE CONDITIONS TO BE OBSERVED IN EXERCISING SUCH PRIVILEGES

- (a) Subject to compliance with the requirements specified in 2.3.11.4 and 2.3.11.5, the privileges of the holder of an RPL shall be:
- (1) To act as remote PIC of an RPA and associated RPS, certificated for remote single-pilot operation;
 - (2) To act as remote CP of an RPA and associated RPS, required to be operated with a remote CP;
 - (3) To act as a remote PIC of an RPA and the associated RPS, required to be operated with a remote CP; and
 - (4) To act either as remote PIC or as remote CP of an RPAS under IFR.
- (b) Before exercising the privileges at night, the RPL holder shall have received dual instruction in an RPA and associated RPS in night flying, including take-off, landing, and navigation.

2.3.11.13. RPAS INSTRUCTOR RATING

2.3.11.14. STUDENT REMOTE PILOT

- (a) A student RP shall meet requirements prescribed by the Authority d. In prescribing such requirements, the Authority will ensure that the privileges granted would not permit student RPs to constitute a hazard to air navigation.
- (b) A student RP shall not fly an RPA solo unless under the supervision of, or with the authority of, an authorised RPAS instructor.
- (c) A student RP shall not fly an RPA solo on international RPAS operations unless by special or general arrangement between the Contracting States concerned.
- (d) MEDICAL FITNESS.
(1) The Authority will not permit a student Remote Pilot to fly an RPA solo unless that student holds a current Class 3 or a current Class 1 medical certificate.

2.3.11.15. RESERVED



2.3.11.16. REQUIREMENTS FOR THE ISSUE OF THE RATING

(a) KNOWLEDGE.

- (1) The applicant shall demonstrate the ability to effectively assess trainees against the adapted competency model used in the approved training programme.
- (2) The applicant shall successfully complete the training and meet the qualifications of an ATO appropriate to the delivery of competency-based training programmes.
- (3) The RPAS instructor training programme shall focus on the development of competence in the following specific areas:
 - (i) The adapted competency model of the RP training programme according to the defined grading system used by the RPAS operator or ATO;
 - (ii) In accordance with the assessment and grading system of the RPAS operator or ATO, making assessments by observing behaviours; gathering objective evidence regarding the observable behaviours of the adapted competency model used;
 - (iii) Recognising and highlighting performance that meets competency standards;
 - (iv) Determining root causes for deviations below the expected standards of performance; and
 - (v) Identifying situations that could result in unacceptable reductions in safety margins.
- (4) The applicant shall have met the competency requirements for the issue of an RPL as appropriate to the category of RPA and associated RPS.
- (5) In addition, the applicant shall have demonstrated a level of competency appropriate to the privileges granted to the holder of an RPAS instructor rating, in at least the following areas:
 - (i) Techniques of applied instruction;
 - (ii) Assessment of student performance in those subjects in which ground instruction is given;
 - (iii) The learning process;
 - (iv) Elements of effective teaching;
 - (v) Competency-based training principles, including student assessments;
 - (vi) Evaluation of the training programme effectiveness;
 - (vii) Lesson planning;
 - (viii) Classroom instructional techniques;
 - (ix) Use of training aids, including FSTDs, as appropriate;



- (x) Analysis and correction of student errors;
 - (xi) Human performance relevant to RPAS, instrument, flight, and RPL training, including principles of threat and error management; and
 - (xii) Hazards involved in simulating system failures and malfunctions in the aircraft.
- (b) SKILL.
- (1) The applicant shall have successfully performed a formal competency assessment, prior to conducting instruction and assessment within a competency-based training programme.
 - (2) The competency assessment shall be conducted during a practical training session in the category of RPA and associated RPS for which RPAS instructor privileges are sought, including pre-flight, post-flight, and ground instruction, as appropriate.
 - (3) The competency assessment shall be conducted by a person authorised by the Authority.
- (c) EXPERIENCE.
- (1) The applicant shall have met the requirements for the issue of an RPL, shall maintain competencies, and shall meet the recent experience requirements for the licence.
 - (2) The applicant shall have sufficient training and experience to attain the required level of proficiency in all the required tasks, manoeuvres, operations and principles, and methods of instruction relevant to 2.3.11.16(c).
- (d) RPL TRAINING.
- (1) The applicant shall, under the supervision of an RPAS instructor authorised by the Authority for that purpose:
 - (i) Have received training in RPAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and
 - (ii) Have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide RPL training.

2.3.11.17. PRIVILEGES OF THE HOLDER OF THE RATING AND THE CONDITIONS TO BE OBSERVED

- (a) Subject to compliance with the requirements specified in 2.11.1.8, the privileges of the holder of an RPAS instructor rating shall be:
 - (1) To supervise solo flights by student RPs; and
 - (2) To carry out RPL training for the issue of an RPL and an RPAS instructor rating, provided that the RPAS instructor:
 - (i) Holds at least the RPL and rating for which instruction is being given, in the appropriate RPA category and associated RPS;



- (ii) Holds the RPL and rating necessary to act as the remote PIC of the RPA category and associated RPS on which the instruction is given; and
 - (iii) Has the RPAS instructor privileges granted endorsed on the RPL.
- (b) The applicant, in order to carry out RPL training in a multi-crew operational environment, shall have also met all the instructor qualification requirements.

2.4. FLIGHT ENGINEER LICENCE, RATINGS, INSTRUCTORS, AND DESIGNATED FLIGHT ENGINEER EXAMINERS

2.4.1. APPLICABILITY

- (a) This subpart prescribes the requirements for the issue, renewal, and reissue of an FE licence and ratings and for DFEEs.

2.4.2. GENERAL RULE CONCERNING FLIGHT ENGINEER LICENCES AND RATINGS

- (a) A person shall not act as an FE of an aircraft registered in [STATE] unless a valid licence or a validation certificate is held showing compliance with the requirements of this part and appropriate to the duties to be performed by that person.
- (b) For the purpose of training, testing, or specific special purpose non-revenue, non-passenger- carrying flights, special authorisation may be provided in writing to the licence holder by the Authority in place of issuing the class or type rating in accordance with this part. This authorisation will be limited in validity to the time needed to complete the specific flight.
- (c) An applicant shall, before being issued an FE licence and class rating, meet such requirements with respect to age, knowledge, experience, skill, medical fitness, and language proficiency as are specified for that licence or rating.
- (d) An applicant for renewal or reissue of an FE licence and class rating shall meet the requirements as are specified for the licence and rating in this part.

2.4.3. AUTHORITY TO ACT AS A FLIGHT CREW MEMBER OR REMOTE FLIGHT CREW MEMBER

- (a) A person shall not act as a flight crew member of an aircraft registered in Nigeria unless a valid licence or validation certificate is held showing compliance with the requirements of this part and appropriate to the duties to be performed by that person.
- (b) No person may act as an FE of an aircraft unless that person holds the appropriate FE licence and class rating for the aircraft to be flown.
- (c) A person shall not act as a flight crew member of an aircraft or as a remote flight crew member of an RPAS registered in Nigeria unless a valid licence or validation certificate is held showing compliance with the requirements of this part and appropriate to the duties to be performed by that person.
- (d) A person shall carry the appropriate licence while engaged in international air operations as a remote pilot.



2.4.4. FLIGHT ENGINEER LICENCE, CLASS RATING, AND EXPERIENCE REQUIREMENTS

2.4.4.1. FLIGHT ENGINEER LICENCE

- (a) AGE. The applicant for an FE licence and class rating shall be at least 18 years of age.
- (b) MEDICAL. The applicant for an FE licence and class rating shall have a Class 2 medical certificate.
- (c) KNOWLEDGE. The applicant for an FE licence and class rating shall receive and log ground training from an authorised instructor on the following subjects:
 - (1) AIR LAW.
 - (i) Rules and regulations relevant to the holder of an FE licence; rules and regulations governing the operations of civil aircraft pertinent to the duties of an FE;
 - (2) AIRCRAFT AND GENERAL KNOWLEDGE.
 - (i) Basic principles of powerplants, gas turbines, and/or reciprocating engines; characteristics of fuels, fuel systems, including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;
 - (ii) Principles of operation, handling procedures, and operating limitations of aircraft powerplants; effects of atmospheric conditions on engine performance;
 - (iii) Airframes, flight controls, structures, wheel assemblies, brakes, and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;
 - (iv) Ice and rain protection systems;
 - (v) Pressurisation and air-conditioning systems, oxygen systems;
 - (vi) Hydraulic and pneumatic systems;
 - (vii) Basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;
 - (viii) Principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays, and avionics;
 - (ix) Limitations of appropriate aircraft;
 - (x) Fire protection, detection, suppression, and extinguishing systems;
 - (xi) Use and serviceability checks of equipment and systems of appropriate aircraft;



- (3) FLIGHT PERFORMANCE, PLANNING, AND LOADING.
 - (i) Effects of loading and mass distribution on aircraft handling, flight characteristics, and performance; mass and balance calculations;
 - (ii) Use and practical application of performance data, including procedures for cruise control;
 - (4) HUMAN PERFORMANCE.
 - (i) Human performance and CRM relevant to the FE, including principles of threat and error management;
 - (5) OPERATIONAL PROCEDURES.
 - (i) Principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;
 - (ii) Normal, abnormal, and emergency procedures;
 - (iii) Operational procedures for carriage of freight and dangerous goods;
 - (6) PRINCIPLES OF FLIGHT.
 - (i) Fundamentals of aerodynamics;
 - (7) RT.
 - (i) RT procedures and phraseology;
 - (8) NAVIGATION.
 - (i) Fundamentals of navigation;
 - (ii) Principles and operation of self-contained systems; and
 - (9) METEOROLOGY.
 - (i) Operational aspects of meteorology.
- (d) KNOWLEDGE TESTING. The applicant for an FE licence and class rating shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge subjects; and
 - (ii) Certifies that the person is prepared for the required knowledge test; and
 - (2) Pass the required knowledge test.
- (e) EXPERIENCE.
- (1) The applicant for an FE licence and class rating shall have completed, under the supervision of a person accepted by the Authority for that



purpose, not less than 100 hours of flight time in the performance of the duties of an FE, of which 50 hours may have been completed in an FSTD approved by the Authority. This experience shall have been obtained:

- (i) On an aeroplane for which an FE is required; and
- (ii) On an aeroplane that has at least three engines that are rated at least 800 horsepower each or the equivalent in turbine-engine-powered aircraft.
- (2) The holder of a CPL/IR(A) or ATPL(A) may be credited with 30 hours towards the 100 hours of flight time.
- (3) The applicant for an FE licence and class rating shall have operational experience in the performance of the duties of an FE, under the supervision of an FE accepted by the Authority for that purpose, in at least the following areas:
 - (i) NORMAL PROCEDURES.
 - (A) Pre-flight inspections;
 - (B) Fuelling procedures, fuel management;
 - (C) Inspection of maintenance documents;
 - (D) Normal flight deck procedures during all phases of flight;
 - (E) Crew coordination and procedures in case of crew incapacitation;
 - (F) Defect reporting;
 - (ii) ABNORMAL AND ALTERNATE (STANDBY) PROCEDURES.
 - (A) Recognition of abnormal functioning of aircraft systems;
 - (B) Use of abnormal and alternate (standby) procedures;
 - (iii) EMERGENCY PROCEDURES.
 - (A) Recognition of emergency conditions; and
 - (B) Use of appropriate emergency procedures.
- (f) SKILL.
 - (1) The applicant for an FE licence and class rating shall have:
 - (i) Received an endorsement from an authorised instructor who certifies that the person is prepared for the required skill test; and
 - (ii) Demonstrated, by passing the required skill test, the ability to perform as FE of an aircraft, the duties and procedures described in paragraph 2.4.4.1(e)(3) of this subsection with a degree of competency appropriate to the privileges granted to the holder of an FE licence, and to:
 - (A) Use aircraft systems within the aircraft's capabilities and



limitations;

- (B) Exercise good judgement and airmanship;
- (C) Apply aeronautical knowledge;
- (D) Perform all the duties as part of an integrated crew with the successful outcome never in doubt; and
- (E) Communicate effectively with the other flight crew members.

- (2) Requirements for the skill test are given in the CAA STSs for FE.
- (3) The use of an FSTD for training or testing any of the required manoeuvres shall be appropriate to the task and approved by the Authority.
- (g) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the holder of an FE licence and class rating shall be to act as FE of any type of aircraft on which the holder has demonstrated a level of knowledge and skill.
- (h) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the FE licence and class rating is 5 years.
- (i) RENEWAL. The FE licence may be renewed by presenting to the Authority evidence of successfully passing a proficiency check on the areas of operation listed in the CAA STSs for FE.
- (j) REISSUE. If the FE licence has expired, the applicant shall have received refresher training acceptable to the Authority and shall pass the skill test on the areas of operation contained in the CAA STSs for FE.

2.4.4.2. FLIGHT ENGINEER CLASS RATINGS

- (a) The Authority may issue the following class ratings to be placed on an FE licence when the applicant completes the requirements in this part for the rating sought:
 - (1) Reciprocating-engine powered;
 - (2) Turbopropeller powered; and
 - (3) Turbojet powered.
- (b) ADDITIONAL RATINGS. To be eligible for an additional class rating, an applicant shall:
 - (1) Successfully complete an approved FE training course that is appropriate to the additional class rating sought;
 - (2) Pass the knowledge test that is appropriate to the class for which an additional rating is sought; and
 - (3) Pass the skill test that is appropriate to the class for which an additional rating is sought.

2.4.4.3. RECENT EXPERIENCE REQUIREMENTS

- (a) No person holding an FE licence and class rating shall exercise the privileges of the FE licence unless he or she has completed, within the past 6 calendar months:
 - (1) At least 50 hours of flight time as an FE; or



- (2) A proficiency check.

2.4.4.4. FLIGHT ENGINEER LICENCE SKILL TEST AND PROFICIENCY CHECK

- (a) The requirements for the skill test and proficiency check for the FE licence are included in the CAA STSs for FE.

2.4.5. INSTRUCTORS FOR FLIGHT ENGINEER LICENCES

2.4.5.1. REQUIREMENTS FOR FLIGHT ENGINEER INSTRUCTOR LICENCE AND CLASS RATING

- (a) AGE. The applicant for an FEI licence and class rating shall be at least 18 years of age.
- (b) MEDICAL. The applicant for an FEI licence shall hold a Class 2 medical certificate.
- (c) KNOWLEDGE. The applicant for an FEI licence shall have met:
- (1) The instructor requirements in 2.2.6 of this part; and
 - (2) Any additional requirements as may be specified by the Authority.
- (d) EXPERIENCE. The applicant for an FEI licence and class rating shall hold at least a current and valid FE licence and class rating for which the instructor licence is sought and shall have a minimum of 1500 hours of flight time as an FE.
- (e) FLIGHT INSTRUCTION. The applicant shall have:
- (1) Received flight instruction from an authorised instructor in the areas of flight instructional techniques including demonstration, student performance, student practices, recognition and correction of common student errors; and
 - (2) Practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.
- (f) PRIVILEGES. The privileges of an FEI licence and class rating are to give flight and ground instruction to FE licence applicants and to endorse those applicants for a knowledge or skill test, as applicable.
- (g) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the FEI licence is 24 calendar months
- (h) RENEWAL. An FEI licence that has not expired may be renewed for an additional 24 calendar months if the holder presents to the Authority evidence that he or she has, within the past 12 months preceding the expiry date:
- (1) Received refresher training acceptable to the Authority; or



- (2) Conducted at least one of the following parts of an approved course for an FE licence or class rating:
- (i) One simulator session of at least 3 hours; or
 - (ii) One flight exercise of at least 1 hour, including at least two take-offs and landings.
- (i) REISSUE. If the FEI licence has expired, the applicant shall:
- (1) Have received refresher training acceptable to the Authority; and
 - (2) Pass a skill test on the areas of operation listed in the CAA STSs for FE.

2.4.5.2. INSTRUCTOR AUTHORISATION FOR FLIGHT SIMULATION TRAINING

- (a) Current or former holders of FE licences having instructional experience may apply for an authorisation to provide flight instruction in an FSTD, provided the applicant has at least 1 year experience as an instructor in FSTDs.
 - (1) SKILL. The applicant shall have demonstrated in a skill test, in the category and in the class or type of aircraft for which instructor authorisation privileges are sought, the ability to instruct in those areas in which ground instruction is to be given.
 - (2) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the holder of an authorisation are to carry out instruction in an FSTD for the issue of a class or type rating in the appropriate category of aircraft.
 - (3) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of an instructor authorisation for flight simulation training is 24 calendar months.
 - (4) RENEWAL. Renewal of the authorisation requires the successful completion of a proficiency check.
 - (5) REISSUE. If the authorisation has expired, the applicant shall complete refresher training and successfully pass a skill test in the category and class or type of aircraft for which instructor authorisation privileges are sought.

2.4.6. DESIGNATED FLIGHT ENGINEER EXAMINERS

2.4.6.1. REQUIREMENTS

- (a) AGE. The applicant for a DFEE shall be at least 21 years of age.
- (b) MEDICAL. The applicant for a DFEE shall hold a Class 2 medical certificate.
- (c) ELIGIBILITY. The applicant for a DFEE shall:
 - (1) Hold at least the FE licence and class rating for which examining authority is sought;
 - (2) Have a minimum of 1500 hours of flight time as an FE;
 - (3) Have held an FEI licence or company FE check airman authorisation for



- preferably at least 1 year;
- (4) Have a reputation for integrity and dependability in the industry and the community;
 - (5) Have a good record as an FE with regard to accidents, incidents, and violations; and
 - (6) Have an FE licence/class ratings and FEI licence or CP authorisation that have never been revoked for falsification or forgery.
- (d) KNOWLEDGE. The applicant for a DFEE shall pass a pre-designation knowledge test in the areas appropriate to the licence/class rating for which designation is sought.
 - (e) SKILL TEST. The applicant for a DFEE shall pass a skill test on the items in the CAA STSs for FE examiner conducted by an inspector of the Authority who holds a current and valid FE licence with appropriate class rating.
 - (f) MAINTAINING CURRENCY. After designation, a DFEE shall maintain currency by:
 - (1) Attending initial and recurrent training provided by the Authority; and
 - (2) Maintaining a current and valid:
 - (i) FE licence and applicable class rating; and
 - (ii) Class 1 medical certificate.
 - (g) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the DFEE are to conduct skill tests and proficiency checks for an FE licence and applicable class rating as listed on the DFEE's certificate of designation and identification card.
 - (h) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the DFEE's designation is 3 years.
 - (i) RENEWAL.
 - (1) Renewal will be at the discretion of the Authority.
 - (2) An applicant for renewal shall pass the appropriate skill test on the areas of operation listed in the CAA STSs for FE Examiner.
 - (j) ADDITIONAL DESIGNATIONS. When the Authority deems it necessary for a DFEE to receive additional class rating designations, the DFEE shall meet all the requirements in this part for the designation.

2.4.6.2. SKILL TEST FOR DESIGNATED FLIGHT ENGINEER EXAMINERS

- (a) The requirements for the skill test for DFEEs are included in the CAA STSs for FE Examiner.



2.5 CABIN CREW AND AIR TRAFFIC SAFETY ELECTRONICS PERSONNEL LICENCES, RATINGS AND INSTRUCTORS' AUTHORISATIONS

2.5.1 CABIN CREW LICENCE, RATINGS AND INSTRUCTORS' AUTHORISATIONS

2.5.1.1 GENERAL

2.5.1.2 APPLICABILITY

- (a) This section prescribes the requirements for the issuing, renewal and re-issuing of cabin crew license, ratings, and instructors' authorisation.

2.5.1.3 ELIGIBILITY REQUIREMENTS: GENERAL

- (a) An applicant for a Cabin crew license and any associated rating shall—
- (1) Be at least 18 years of age.
 - (2) Demonstrate the ability to read, write, speak, and understand the English language.
 - (3) Comply with the knowledge, experience, and competency requirements prescribed for the license and rating sought and;
 - (4) Have completed an initial training course from either an AOC holder or an ATO within 12 months preceding the date of application.
- (b) Medical fitness - The applicant for a cabin crew licence shall hold a Class 2 medical certificate issued under this Part.
- (c) Knowledge – The applicant for a cabin crew licence shall receive and pass ground training from an authorized instructor on the following subjects appropriate to the privileges granted to the holder of a cabin crew licence and appropriate aircraft type rating(s):
- (1) Air Law:
 - (i) Rules and Regulations relevant to the holder of a cabin crew licence.
 - (2) Theory of flight and aircraft operations:
 - (i) theory of flight
 - (ii) major aircraft components
 - (iii) critical surfaces (contamination).
 - (iv) pressurization systems.
 - (v) weight and balance
 - (vi) meteorology/turbulence
 - (vii) physiology of flight:
 - (A) Oxygen system and use
 - (B) Effects of altitude



(C) Cabin poisoning

- (3) Aircraft equipment and furnishings.
 - (i) Cabin crew member stations.
 - (ii) Cabin crew member panels.
 - (iii) Passenger seats.
 - (iv) Passenger service units and convenience panels.
 - (v) Passenger information signs.
 - (vi) Aircraft markings.
 - (vii) Aircraft placards.
 - (viii) Bassinets and bayonet tables
- (4) Aircraft systems.
 - (i) Air conditioning and pressurisation system.
 - (ii) Aircraft communication systems (call, interphone and passenger address).
 - (iii) Lighting and electrical systems.
 - (iv) Oxygen systems (flight crew, observer and passenger).
 - (v) Water system.
 - (vi) Entertainment and convenience systems
- (5) Aircraft exits.
 - (i) General information.
 - (ii) Exits with slides or slide rafts (preflight and normal operation).
 - (iii) Exits without slides (preflight and normal operations).
 - (iv) Window exits (preflight)
- (6) Crew member communication and co-ordination.
 - (i) Authority of PIC.
 - (ii) Routine communication signals and procedures.
 - (iii) Crew member briefing
- (7) Routine crew member duties and procedures.
 - (i) Crew member general responsibilities.



- (ii) Reporting duties and procedures for specific aircraft.
 - (iii) Pre-departure duties and procedures prior to passenger boarding.
 - (iv) Passenger boarding duties and procedures.
 - (v) Prior to movement on the surface duties and procedures.
 - (vi) Prior to takeoff duties and procedures applicable to specific aircraft.
 - (vii) In flight duties and procedures.
 - (viii) Prior to landing duties and procedures.
 - (ix) Movement on the surface and arrival duties and procedures.
 - (x) After arrival duties and procedures.
 - (xi) Intermediate stops.
- (8) Passenger handling responsibilities.
- (i) Crew member general responsibilities.
 - (ii) Infants, children, and unaccompanied minors.
 - (iii) Passengers needing special assistance.
 - (iv) Passengers needing special accommodation.
 - (v) Carry-on stowage requirements.
 - (vi) Passenger seating requirements.
 - (vii) No smoking requirements.
- (9) Cabin Crew Emergency Procedures training syllabi.
- (i) Emergency equipment.
 - (ii) Emergency communication and notification systems.
 - (iii) Aircraft exits.
 - (iv) Exits with slides or sliderafts (emergency operation).
 - (v) Slides and sliderafts in a ditching.
 - (vi) Exits without slides (emergency operation).
 - (vii) Window exits (emergency operation).
 - (viii) Exits with tailcones (emergency operation).
 - (ix) Cockpit exits (emergency operation).
 - (x) Ground evacuation and ditching equipment.
 - (xi) First aid equipment.
 - (xii) Oxygen systems (oxygen bottles, chemical oxygen generators, protective breathing equipment (PBE)).



- (xiii) Firefighting equipment.
- (xiv) Emergency lighting systems.

(10) Cabin Crew emergency procedure duties

- (i) General types of emergencies specific to aircraft, including crew coordination and communication.
- (ii) Emergency communication signals and procedures.
- (iii) Rapid decompression.
- (iv) Insidious decompression and cracked window and pressure seal leaks.
- (v) Fires.
- (vi) Ditching.
- (vii) Ground evacuation.
- (viii) Unwarranted evacuation (i.e. passenger initiated).
- (ix) Illness or injury.
- (x) Abnormal situations involving passengers or crew members.
- (xi) Hijacking and acts of unlawful interference.
- (xii) Bomb threat.
- (xiii) Turbulence.
- (xiv) Other unusual situations including an awareness of other crew members' assignments and functions as they pertain to the cabin crew member's own duties.
- (xv) Previous aircraft accidents and incidents.

(11) Aircraft specific emergency drills

- (i) Emergency exit drill.
- (ii) Fire and smoke drill.
- (iii) Emergency oxygen system drill.
- (iv) Flotation device drill.
- (v) Ditching drill, if applicable.
- (vi) Life raft removal and inflation drill, if applicable.
- (vii) Slide raft pack transfer drill, if applicable.
- (viii) Slide or slide raft deployment, inflation, and detachment drill, if applicable.
- (ix) Emergency evacuation slide drill, if applicable.



(12) Carriage of Dangerous Goods

- (i) General philosophy
- (ii) Limitations on dangerous goods in Air Transportation
- (iii) Prohibited goods
- (iv) Package marking and Labeling
- (v) Exceptions
- (vi) Emergency procedures
- (vii) Dangerous goods in passengers' baggage

(13) Human Factors

- (i) Fundamental human factor concepts
- (ii) Crew resource management (CRM)

(14) Hygiene, Aviation medicine and first Aid

- (i) Terminology
- (ii) Personal Hygiene
- (iii) Tropical hygiene
- (iv) Transmissible diseases
- (v) Quarantinable Diseases
- (vi) Epidemic diseases
- (vii) Food poisoning
- (viii) First-aid kits (contents and use)
- (ix) Medical kits (contents and use)
- (x) Universal precaution kits (contents and use)
- (xi) Automated external defibrillators

(d) Knowledge testing – The applicant for the cabin crew licence shall:

- (i) Have received an endorsement for the knowledge test from authorised instructor who:
 - (A) Conducted the training on the knowledge subjects; and
 - (B) Certifies that the person is prepared for the required knowledge test
- (ii) Pass the required knowledge test on the knowledge subjects listed in this subpart.

(e) **Skill.** The applicant for a cabin crew licence shall:



- (i) Pass a competency test with respect to any type of aircraft used in commercial air transport to demonstrate the applicant's ability as specified by the Authority;
- (ii) The authority will observe the applicant demonstrate practical skill and safety emergency procedures (fire fighting, aircraft evacuation, water survival-ditching drills) in a satisfactory manner.
- (iii) The requirements for the Skill Tests are included in the CAA STS for Cabin Crew
- (f) Experience – The applicant for a cabin crew licence shall present to the Authority documentary evidence of having met the experience or training requirements as specified under this part.
- (g) Privileges – Subject to compliance with the requirements specified in this part, the privileges of the holder of a cabin crew licence shall be:
 - (i) To exercise all privileges of the holder of a cabin crew licence in an aircraft within the appropriate aircraft rating(s);
 - (ii) To act as a cabin crew in an aircraft within the appropriate aircraft type(s) engaged in operations other than commercial air transportation.
- (h) Validity. The validity period of the licence is 5 years. A licence shall become invalid when a cabin crew has ceased to exercise the privileges of the licence for a period of 1 year. A licence shall remain invalid until the cabin crew's ability to exercise the privileges of the licence has been re-established.
- (i) Renewal. The cabin crew licence shall be renewed by presenting to the Authority evidence of satisfactorily passing a competency check on the areas of operation contained in [part 8](#) of this regulation; and record of satisfactory completion of recurrent ground curricula training conducted by an AOC holder or an ATO on aircraft type rating(s) and emergency drills approved by the Authority relevant to the type(s) and/or variant(s) of aircraft and operations to which he/she is assigned within the preceding 12 calendar months.
- (j) Re-issue. If the Cabin crew licence has expired, the applicant shall meet the lapsed licence requirements as follows:
 - (i) if the lapsed period is less than six (6) months, the holder shall present evidence to the Authority of compliance with 2.5.1.3 (i) of this regulation.
 - (ii) if the lapsed period is more than two (2) years but not more ten (10) years holder shall have received refresher training acceptable to the Authority and pass Cabin Crew Licence General paper examination and shall pass a skill test as contained in the CAA STSs and any associated ratings.
 - (iii) if the lapsed period is more than ten (10) years, an applicant shall meet all requirements for the initial issue of Cabin Crew licence.



2.5.2. INSTRUCTORS FOR CABIN CREW

2.5.2.1. REQUIREMENTS FOR CABIN CREW INSTRUCTOR RATING/AUTHORISATION

- (a) Age. An applicant for Cabin Crew instructor rating/authorisation shall be at least 23 years of age.
- (b) Knowledge.
 - (1) An applicant for a Cabin Crew instructor rating/authorisation shall have met the instructor requirements in 2.2.6 of this part; and
 - (2) Any additional requirements as may be specified by the Authority.
- (c) Experience. The applicant for a Cabin Crew instructor rating/authorisation should have held a cabin licence with appropriate rating(s) and exercised the privileges of the licence/rating for at least a minimum of 5 years.
- (d) Privileges. The privileges of a Cabin Crew instructor rating/authorisation are to give instruction to Cabin Crew licence applicants and to endorse those applicants for a knowledge or skill test as applicable.
- (e) Validity. Subject to compliance with the requirements specified in this Part, the validity period of the Cabin Crew instructor rating/authorisation is 24 calendar months with effect from the date of issue.
- (f) Renewal. A Cabin Crew instructor rating/authorisation that has not expired may be renewed for an additional 24 calendar months if the holder presents to the Authority evidence that he/she has within the past 12 months preceding the expiry date —
 - (1) Conducted at least six trainings in an approved course for a Cabin Crew licence; in addition to or
 - (2) Have Received recurrent training acceptable to the Authority.
- (g) Reissue. If the Cabin Crew instructor rating/authorization has expired, the applicant shall have received refresher training acceptable to the Authority.

2.5.3. AIR TRAFFIC SAFETY ELECTRONICS PERSONNEL LICENCE AND RATINGS

2.5.3.1. APPLICABILITY

- (a) This section prescribes the requirements for the issuing, renewal and re-issuing of Air Traffic Safety Electronics Personnel license and ratings.

2.5.3.2. RESERVED.

2.5.3.3. ELIGIBILITY REQUIREMENTS: GENERAL

- (a) An applicant for an ATSEP licence and any associated rating shall—
 - (1) Be at least 18 years of age;



- (2) Demonstrate the ability to read, write, speak, and understand the English language, and by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
- (3) Comply with the knowledge, experience, and competency requirements prescribed for the license and rating sought;
- (4) Pass all of the prescribed tests for the license and rating sought, within a period of 24 months;
- (5) present an appropriate graduation certificate of an approved course from an ATO.

2.5.3.4. RATINGS

(a) The following ratings are issued under this subpart:

- (1) Communications.
- (2) Surveillance.
- (3) Navaids.
- (4) Airfield Lighting/visual landing systems.
- (5) Any other rating that may be considered by the Authority.

2.5.3.5. KNOWLEDGE REQUIREMENTS FOR THE ATSEP LICENCE

- (a) The applicant for an Air Traffic Safety Electronics Personnel licence shall demonstrate by passing a knowledge test covering at least the following areas:
 - (1) Air law: Rules and regulations relevant to an Air Traffic Safety Electronics Personnel licence holder including;
 - (2) Knowledge areas in communication, Navigation, Surveillance Airfield lighting/visual landing systems;
 - (3) Applicant must pass an ATSEP pre-license course from an ATO.
- (b) The basic knowledge examinations shall be conducted at an approved training organization under part 3 of these Regulations.
- (c) Full or partial credit against the basic knowledge requirements and associated examinations shall be given for any other technical qualifications considered by the Authority to be equivalent to knowledge standard of this part.

2.5.3.6. KNOWLEDGE REQUIREMENTS FOR THE ATSEP RATINGS

- (a) Applicant for the communications rating shall pass the knowledge tests covering all the subjects in the approved communication curriculum in an ATO as listed in IS: 2.5.3.6 (a)
- (b) Applicant for the Navaids rating shall pass the knowledge tests covering all the subjects in the approved Navaids curriculum in an ATO as listed in IS: 2.5.3.6 (b)
- (c) Applicant for the Surveillance rating shall pass the knowledge test s covering all the subjects in the approved surveillance curriculum in an ATO as listed in IS: 2.5.3.6 (c)



(d) Applicant for the airfield lighting/visual landing systems rating shall pass the knowledge tests covering all the subjects in the approved Airfield lighting/visual landing systems curriculum in an ATO as listed in IS: 2.5.3.6 (d)

2.5.3.7. EXPERIENCE REQUIREMENTS

- (a) An applicant for an ATSEP license and associated ratings may qualify by either practical experience or through completion of approved training in an ATO.
- (b) Practical experience. Each applicant for an ATSEP license and rating(s) relying on practical experience shall provide documentary evidence, acceptable to the Authority, of the following experience in the inspection, servicing and maintenance of CNS safety electronics engineering facilities or its components:
 - (1) Communications rating – 12 months.
 - (2) Surveillance rating – 12 months.
 - (3) Radio Navigational Aids rating – 12 months.
 - (4) Airfield lighting/visual landing systems rating – 12 months.

2.5.3.8. SKILL REQUIREMENTS

- (a) Each applicant for an ATSEP license or rating must pass a skill test on the license or rating sought;
- (b) For rating(s) in different categories, the applicant shall undergo a 5 –weeks OJT field job tasks experience under the supervision of an ATSEP licence holder;
- (c) The applicant shall log evidence of satisfactory completion of all job tasks performed during the OJT as approved by the Authority for the rating(s) sought; and
- (d) The skill test shall cover the applicant's basic skill in performing practical projects on the subjects covered by the written test for the licence or rating(s) sought. The applicant will be provided with appropriate facilities, tools and materials.
- (e) The requirements for the Skill Tests are included in the CAA STS for ATSEP

2.5.3.9. PRIVILEGES AND LIMITATIONS

- (a) A licensed ATSEP may perform or supervise the maintenance, preventive maintenance, or modification of, or after inspection, approve for return to service, any CNS facility, appliance, component or part thereof, for which he or she is rated, provided the licensed ATSEP has:
 - (1) Satisfactorily performed the work at an earlier date;
 - (2) Demonstrated the ability to perform the work to the satisfaction of the Authority;
 - (3) Received training acceptable to the Authority on the tasks to be performed; or
 - (4) Performed the work while working under the direct supervision of an appropriately rated and licensed ATSEP; and has had previous experience in the specific operation concerned or received training acceptable to the Authority on the task to be performed



2.5.3.10. DURATION OF ATSEP LICENCE/ RATING

- (a) Validity. The duration of the ATSEP licence is five years. The validity of an ATSEP rating is 12 months from the date of issue.
- (b) Renewal. An ATSEP licence or rating(s) becomes invalid if the licence holder has ceased to exercise the privileges of the licence or rating for a period of six months and shall remain invalid until the holder's ability to exercise the privileges of the licence or rating(s) has been re-established as specified by the Authority.
- (c) Reissue. If the ATSEP licence has expired, the applicant shall meet the lapsed licence requirements as follows:
 - (i) if the lapsed period is less than six (6) months, the holder shall present evidence to the Authority of compliance with ATSEP licence renewal of this regulation.
 - (ii) if the lapsed period is more than two (2) years but not more than ten (10) years holder shall have received refresher training acceptable to the Authority and pass ATSEP Licence General paper examination and comply with 2.5.3.8.(a) of this regulation.
 - (iii) if the lapsed period is more than ten (10) years, an applicant shall meet all requirements for the initial issue of ATSEP licence.

2.6. AIRCRAFT MAINTENANCE ENGINEER'S LICENCE, RATINGS, INSTRUCTORS AND DESIGNATED EXAMINERS

2.6.1. GENERAL

2.6.1.1. APPLICABILITY

- (a) Subpart 2.6 prescribes the requirements for issuing the following licences and associated ratings and/or authorisations:
 - (1) Aircraft Maintenance Engineers;
 - (2) Inspection Authorisations;
 - (3) Aircraft Repair Specialist;
 - (4) Aircraft Maintenance Engineer Instructors;
 - (5) Designated Aircraft Maintenance Engineer Examiners.

2.6.2. AIRCRAFT MAINTENANCE ENGINEER (AME)

2.6.2.1. APPLICABILITY

- (a) This section prescribes the requirements for issue, renewal, re-issue of an Aircraft Maintenance Engineer Licence and associated ratings.

2.6.2.2. ELIGIBILITY REQUIREMENTS: GENERAL

- (a) An applicant for an Aircraft Maintenance Engineer licence and any associated rating shall:



- (1) Be at least 18 years of age;
 - (2) The applicant shall demonstrate to the Authority evidence of proficiency in English Language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
 - (3) Comply with the knowledge, experience, and competency requirements prescribed for the licence and rating sought; and
 - (4) Pass all the prescribed tests for the licence and rating sought, within a period of 24 months.
- (b) A licensed Aircraft Maintenance Engineer who applies for an additional rating shall meet the requirements of 2.6.2.6 of this part and, within a period of 24 months, pass the tests prescribed by 2.6.2.5 and 2.6.2.7 of this part for the additional rating sought.

2.6.2.3. RATINGS

- (a) The following ratings are issued under this subpart ([IS: 2.6.2.3](#) details the ratings and limitations issued by the Authority):
 - (1) Airframe
 - (2) Powerplant
 - (3) Avionics
 - (4) Other ratings as may be determined by the Authority
- (b) The following Aircraft Maintenance Engineer type ratings are issued under the Subpart:
 - (1) Airframe type ratings for all aircraft.
 - (2) Power plant type ratings for power plants on all aircraft
 - (3) Avionics type ratings for all aircraft
 - (4) Other specialized ratings as may be determined by the Authority.

2.6.2.4. KNOWLEDGE REQUIREMENTS FOR THE AIRCRAFT MAINTENANCE ENGINEER LICENCE

- (a) The applicant for an Aircraft Maintenance Engineer licence shall have passed a general knowledge test covering at least the following areas:
 - (1) AIR LAW AND AIRWORTHINESS REQUIREMENTS. Rules and regulations relevant to an Aircraft Maintenance Engineer licence holder, including:
 - (i) Applicable airworthiness requirements governing certification and continuing airworthiness of aircraft; and
 - (ii) AMO procedures.
 - (2) NATURAL SCIENCE AND AIRCRAFT GENERAL KNOWLEDGE.
 - (i) Basic mathematics;



- (ii) Units of measurement; and
- (iii) Fundamental principles and theory of physics and chemistry applicable to aircraft maintenance.
- (3) AIRCRAFT ENGINEERING. Characteristics and applications of the materials of aircraft construction, including:
 - (i) Principles of construction and functioning of aircraft structures;
 - (ii) Fastening techniques;
 - (iii) Powerplants and their associated systems;
 - (iv) Mechanical, fluid, electrical, and electronic power sources;
 - (v) Aircraft instrument and display systems;
 - (vi) Aircraft control systems; and
 - (vii) Airborne navigation and communication systems.
- (4) AIRCRAFT MAINTENANCE. Tasks required to ensure the continuing airworthiness of an aircraft, including:
 - (i) Methods and procedures for the overhaul, repair, inspection, replacement, modification, or defect rectification of aircraft structures, components, and systems in accordance with the methods prescribed in the relevant manufacturer's Aircraft Maintenance Manual and the applicable requirements of airworthiness.
- (5) HUMAN PERFORMANCE.
 - (i) Human performance, including principles of threat and error management, relevant to the duties of an Aircraft Maintenance Engineer licence holder.

2.6.2.5. KNOWLEDGE REQUIREMENTS FOR THE RATINGS

- (a) The applicant for an airframe rating shall pass a knowledge test covering at least the following areas:
 - (1) Wood structures
 - (2) Aircraft covering
 - (3) Aircraft finishes
 - (4) Sheet metal and non-metallic structures
 - (5) Welding
 - (6) Assembly and rigging
 - (7) Airframe inspection
 - (8) Fuel systems
 - (9) Aircraft landing gear systems



- (10) Hydraulic and pneumatic power systems
 - (11) Cabin atmosphere control systems
 - (12) Aircraft instrument systems
 - (13) Communication and navigation systems
 - (14) Aircraft fuel systems
 - (15) Aircraft electrical systems
 - (16) Position and warning systems
 - (17) Ice and rain control systems
 - (18) Fire protection systems
- (b) The applicant for a powerplant rating shall pass a knowledge test covering at least the following areas:
- (1) Reciprocating systems
 - (2) Turbine engines
 - (3) Engine inspection
 - (4) Engine instrument systems
 - (5) Engine fire protection systems
 - (6) Engine electrical systems
 - (7) Lubrication systems
 - (8) Ignition and starting systems
 - (9) Fuel metering
 - (10) Engine fuel systems
 - (11) Induction and engine airflow systems
 - (12) Engine cooling systems
 - (13) Engine exhaust and reverser systems
 - (14) Propellers
 - (15) Auxiliary power units
- (c) The applicant for an avionics rating shall pass a knowledge test covering at least the following areas:
- (1) Aircraft electrical systems;
 - (2) Aircraft instrument systems;
 - (3) Automatic flight control systems;
 - (4) Aircraft radio and radio navigation systems;
 - (5) Aircraft navigation systems; and
 - (6) Aircraft systems/components – avionics



- (e) The applicant for endorsement of an AME type rating shall have successfully completed an approved relevant type training in an ATO and provide documentary evidence, acceptable to the Authority of practical experience in representative tasks as contained in IS 2.6.2.5 (e).

2.6.2.6. EXPERIENCE REQUIREMENTS

- (a) The applicant for an Aircraft Maintenance Engineer licence and associated ratings may qualify by either practical experience or through completion of approved training in an ATO.
- (b) PRACTICAL EXPERIENCE. Each applicant for an Aircraft Maintenance Engineer licence and rating(s) relying on practical experience shall provide documentary evidence in the form of loggings to the Authority of experience in the inspection, servicing, and maintenance of aircraft or its components and completion of basic training course from an Approved Training Organization under Part 3 of these regulations:
- (1) Airframe rating – 30 months
 - (2) Powerplant rating – 30 months
 - (3) Airframe and powerplant ratings – 48 months
 - (4) Avionics rating – 36 months
 - (5) Airframe, powerplant, and avionics ratings – 60 months
- (c) APPROVED TRAINING. Each applicant for an Aircraft Maintenance Engineer licence relying on completion of training in an ATO shall provide documentary evidence, acceptable to the Authority, of the following training:
- (1) Airframe rating – 24 months
 - (2) Powerplant rating – 24 months
 - (3) Airframe and powerplant ratings – 30 months
 - (4) Avionics rating – 18 months in an ATO and 12 months of practical work experience
 - (5) Airframe, powerplant, and avionics ratings – 42 months in an ATO and 12 months of practical work experience.

Note 1: ICAO Doc 10098, Manual on Training of Aircraft Maintenance Personnel, contains guidance material on the design and development of a training programme for aircraft maintenance personnel.

2.6.2.7. SKILL REQUIREMENTS

- (a) Each applicant for an Aircraft Maintenance Engineer licence or rating shall pass a skill test on the licence or rating that is sought. The tests cover the applicant's basic skill in performing practical projects on the subjects covered by the knowledge test for the licence or rating, and shall contain at least the subjects in the CAA STS for Aircraft Maintenance Engineer appropriate to the licence or rating sought.

2.6.2.8. PRIVILEGES AND LIMITATIONS

- (a) Except as specified in paragraphs 2.6.2.8(e) and (f) of this subsection, a licensed Aircraft Maintenance Engineer may perform or supervise the maintenance,



preventive maintenance, or modification of or, after inspection, approve for return to service any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof for which he or she is rated, provided the licensed Aircraft Maintenance Engineer has:

- (1) Satisfactorily performed the work at an earlier date;
 - (2) Demonstrated the ability to perform the work to the satisfaction of the Authority;
 - (3) Received training acceptable to the Authority on the tasks to be performed; or
 - (4) Performed the work while working under the direct supervision of a licensed Aircraft Maintenance Engineer or a licensed Aviation Repair Specialist who is appropriately rated and has:
 - (i) Had previous experience in the specific operation concerned; or
 - (ii) Received training acceptable to the Authority on the task to be performed.
- (b) Except as specified in paragraphs 2.6.2.8(e) and (f) of this subsection, a licensed Aircraft Maintenance Engineer with an airframe rating may perform the 100-hour inspection required by Part 8 of these regulations on an airframe, or any related part or appliance, and approve and return it to service.
- (c) Except as specified in paragraphs 2.6.2.8(e) and (f) of this subsection, a licensed Aircraft Maintenance Engineer with a powerplant rating may perform the 100-hour inspection required by Part 8 of these regulations on a powerplant or propeller, or any related part or appliance, and approve and return it to service.
- (d) Except as specified in paragraph 2.6.2.8(e) of this subsection, a licensed Aircraft Maintenance Engineer with an avionics rating may inspect, repair, maintain, function test, and return to service aircraft avionics systems and components.
- (e) An Aircraft Maintenance Engineer with an airframe, powerplant, or avionics rating may not:
- (1) Supervise the maintenance, preventive maintenance, or modification of, or approve and return to service, any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof for which he or she is rated unless he or she has satisfactorily performed the work concerned at an earlier date;



- (2) Exercise the privileges of the licence unless the licensed Aircraft Maintenance Engineer understands the current instructions for continuing airworthiness and the maintenance instructions for the specific operation concerned; or
 - (3) Perform a major repair or major modification of a propeller.
- (f) An Aircraft Maintenance Engineer with an airframe or powerplant rating may not:
- (1) Perform or supervise (unless under the direct supervision and control of an AOC holder that is authorised to perform maintenance, preventative maintenance, or modifications under a maintenance authorization in accordance with subpart 9.4 of these Regulations any repair or modification of instruments; or
 - (2) Approve for return to service:
 - (i) Any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major modification or major repair; or
 - (ii) Any instrument after completion of any repair or modification.
- (g) No person may exercise the privileges of an aircraft maintenance licence specified in paragraph 2.6.2.8(a) of this subsection for RPAS unless that person is:
- (1) A licensed Aircraft Maintenance Engineer and either:
 - (i) RPA or RPS are entered on the licence either specifically or under broad categories; or
 - (ii) RPAS and associated C2 link are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the RPAS and associated C2 link system; or
- (h) Details of the certification privileges shall be endorsed on or attached to licence, either directly or by reference to another document issued by the Authority.

2.6.2.9. DURATION OF THE AIRCRAFT MAINTENANCE ENGINEER LICENCE

- (a) VALIDITY. The duration of the Aircraft Maintenance Engineer licence is 5 years.
- (b) RENEWAL. An AME licence that has not expired may be renewed for an additional 5 years if the holder presents evidence to the Authority that, within the past 24 months, the privileges of the licence have been exercised.
- (c) REISSUE. If the AME licence has expired, the applicant shall meet the lapsed licence requirements as follows:
 - (i) if the lapsed period is less than six (6) months, the holder shall present evidence to the Authority of compliance with 2.6.2.9 (b) of this regulation



- (ii) if the lapsed period is more than two (2) years but not more ten (10) years holder shall have received refresher training acceptable to the Authority and pass Aircraft Maintenance Engineer Licence General paper examination and shall pass a skill test on the areas of operation contained in the CAA STSs for the AME – General, and any associated ratings.
- (iii) if the lapsed period is more than ten (10) years, an applicant shall meet all requirements for the initial issue of Aircraft Maintenance Engineering licence.

2.6.2.10. RECENT EXPERIENCE REQUIREMENTS

- (a) A licensed AME may not exercise the privileges of the licence or rating unless, within the preceding 24 months:
 - (1) The Authority has found that he or she is able to do that work; or
 - (2) For at least 6 months within the preceding 24 months, the licensed holder has:
 - (i) Served as an AME under his or her licence and rating;
 - (ii) Technically supervised other AMEs;
 - (iii) Provided aviation maintenance instruction or served as the direct supervisor of persons providing aviation maintenance instruction for an AME course or programme acceptable to the Authority;
 - (iv) Supervised the maintenance, preventive maintenance, or modification of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof; or
 - (v) Been engaged in any combination of paragraphs 2.6.2.10(a)(2)(i) through (iv) of this subsection.

2.6.2.11. DISPLAY OF LICENCE

- (a) Each person who holds an AME licence shall keep it within the immediate area where he or she normally exercises the privileges of the licence and shall present it for inspection upon the request of the Authority or an authorised representative of the Director General, or any Federal, State, or local law enforcement officer.

2.6.3. INSPECTION AUTHORISATIONS

2.6.3.1. APPLICABILITY

- (a) This subsection prescribes the requirements for the issuance of IAs and the conditions under which these authorisations are necessary.

2.6.3.2. ELIGIBILITY REQUIREMENTS: GENERAL

- (a) The applicant for an IA shall:



- (1) Hold a currently effective and valid AME licence with both an airframe and powerplant rating, each of which is currently effective and has been in effect for a total of at least 5 years;
 - (2) Have been actively engaged, for at least the 2-year period before the date of application, in the maintenance of certificated aircraft and maintained them in accordance with these regulations;
 - (3) Have a fixed base of operation at which the applicant may be located in person or by _____ during a normal working week, but which need not be the place where the applicant will exercise inspection authority;
 - (4) Have available the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance; and
 - (5) Pass a knowledge test that demonstrates the applicant's ability to inspect according to _____ safety standards for approving aircraft for return to service after major and minor repairs, major and minor modifications, annual inspections, and progressive inspections, which are performed under Part 5 of these regulations.
- (b) An applicant who fails the knowledge test prescribed in paragraph 2.6.3.2(a)(5) of this section may not apply for retesting until at least 90 days after the date he or she failed the test.

2.6.3.3. KNOWLEDGE REQUIREMENTS FOR THE INSPECTION AUTHORISATION

- (a) The applicant for an IA shall pass a knowledge test covering at least the following areas:
 - (1) Certification procedures for products and parts
 - (2) Airworthiness standards – aircraft
 - (3) Airworthiness standards – rotorcraft
 - (4) Airworthiness Directives
 - (5) Maintenance, preventive maintenance, overhaul, and modification
 - (6) Identification and registration marking
 - (7) Certification – maintenance licensing
 - (8) General operating and flight rules
 - (9) Aircraft mass and balance

2.6.3.4. DURATION OF THE INSPECTION AUTHORISATION

- (a) Each inspection authorisation expires 12 months from the date of issue/renewal.
- (b) An IA ceases to be effective whenever any of the following occurs:
 - (1) The authorisation is surrendered, suspended, or revoked;



- (2) The holder no longer has a fixed base of operation; or
- (3) The holder no longer has the equipment, facilities, and inspection data required by paragraphs 2.6.3.2(a)(3) and (4) of this part for issuance of his or her authorisation.
- (c) The holder of an IA that is suspended or revoked shall return it to the Authority.

2.6.3.5. RENEWAL OF THE INSPECTION AUTHORISATION

- (a) To be eligible for renewal of an IA for a 1-year period, an applicant shall, within 14 days prior to the expiration of the authorisation, present evidence to the Authority that the applicant still meets the requirements of 2.6.3.2 of this part and shall show that, during the current period of authorisation, the applicant has:
 - (1) Performed at least one annual inspection during each 3-month period the applicant held the authorisation;
 - (2) Performed inspections of at least two major repairs or major modifications for each 3-month period the applicant held the authorisation;
 - (3) Performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Authority for each 12-month period the applicant held the authorisation;
 - (4) Performed any combination of paragraphs 2.6.3.5(a)(1) through (3) of this subsection;
 - (5) Successfully completed an IA refresher course or series of courses acceptable to the Authority of not less than 16 hours of instruction during the 12-month period preceding the application for renewal; or
 - (6) Passed a knowledge test administered by the Authority to determine that the applicant's knowledge of applicable regulations and standards is current.
- (b) The holder of an IA that has been in effect for less than 3 months preceding the expiration date need not comply with paragraphs 2.6.3.5(a)(1) through (5) of this subsection.



2.6.3.6. PRIVILEGES AND LIMITATIONS

- (a) When exercising the privileges of an IA, the holder shall keep it available for inspection by the aircraft owner and the AME submitting the aircraft, repair, or modification for approval (if any), and shall present it at the request of the Authority or an authorised representative of the Director General, or at the request of any Federal, State, or local law enforcement officer.
- (b) The holder of an IA with a current and valid AME licence may:
- (1) Inspect and approve for return to service any aircraft, airframe, aircraft engine, propeller appliance, component, or part thereof on any aircraft with a 5 700 kg maximum certificated take-off mass or less, after completion of a major repair or major modification performed in accordance with [Part 5](#) of these regulations and done in accordance with technical data approved by the Authority; and
 - (2) Perform an annual inspection, or perform or supervise a progressive inspection, in accordance with [Part 5](#) of these regulations, on any aircraft with a 5 700 kg maximum certificated take-off mass or less, except those aircraft on a continuing airworthiness maintenance programme, and approve the aircraft for return to service.
- (c) The holder of an IA with a current and valid AME licence may not:
- (1) Exercise the privileges of the authorisation unless he or she holds a current and valid AMT licence with airframe and powerplant ratings;
 - (2) Inspect and approve for return to service any aircraft over 5 700 kg maximum certificated take-off mass;
 - (3) Inspect and approve any airframe, aircraft engine, propeller, appliance, component, or part thereof which is subject to a maintenance programme under [Part 9](#) of these regulations;
 - (4) Inspect and approve for return to service any aircraft maintained in accordance with a continuing airworthiness maintenance programme approved under [Part 9](#) of these regulations;
 - (5) Exercise any privilege of an IA whenever that person no longer:
 - (i) Has a fixed base of operation; and
 - (ii) Has access to the equipment, facilities, or inspection data required by paragraphs 2.6.3.2(a)(3) and (4) of this part; or
 - (6) Exercise the privileges of the authorisation until he or she has notified the Authority in writing of any changes in the fixed base of operation and equipment, facilities, or inspection data and received approval in writing from the Authority for the proposed change.

2.6.4. AVIATION REPAIR SPECIALIST AUTHORISATION

2.6.4.1. APPLICABILITY

- (a) This subsection prescribes the requirements for issuance of Aviation Repair Specialist Authorisation and ratings, and the conditions under which those licences and ratings are necessary.



(b) The ARS licence shall only be issued to eligible employees who perform specialised tasks of either:

- (1) An AMO; or
- (2) An AOC holder authorised to perform maintenance, preventive maintenance, or modifications under a maintenance authorization in accordance with subpart 9.4 of these Regulations.

2.6.4.2. AVIATION REPAIR SPECIALIST AUTHORISATION: ELIGIBILITY

(a) The applicant for an Aviation Repair Specialist Authorisation shall:

- (1) Be at least 18 years of age;
- (2) Demonstrate the ability to read, write, speak, and understand the English language, by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
- (3) Demonstrate a level of knowledge relevant to the privileges to be granted and appropriate to the duties to be performed;
- (4) Be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he or she was employed;
- (5) Be employed for a specific job requiring those special qualifications by an AMO certificated under [Part 6](#) of these regulations or an air operator certificated under [Part 9](#) of these regulations that is required by its operating certificate or approved operations specifications to provide maintenance, preventive maintenance, or modifications to aircraft approved with a continuing airworthiness maintenance programme according to its Maintenance Control Manual;
- (6) Be recommended for certification by his or her employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he or she is employed; and
- (7) Have either:
 - (i) At least 24 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or
 - (ii) Completed formal training that is acceptable to the Authority and is specifically designed to qualify the applicant for the job on which the applicant is to be employed.

2.6.4.3. RATINGS

- (a) The following ratings may be issued under this subpart:
 - (1) Propeller
 - (2) Computer
 - (3) Instrument
 - (4) Accessory
 - (5) Components
 - (6) Welding



- (7) NDT
 - (8) Other as may be designated by the Authority
- (b) In no instance shall an Aviation Repair Specialist Authorisation be issued with an airframe and/or powerplant or avionics rating to circumvent the process of obtaining an AME licence.
- (c) Ratings for an applicant employed by an AMO or an AOC holder shall coincide with the rating(s) issued at the AMO or approved for the AOC holder, limited to the specific job for which the person is employed to perform, supervise, or approve for return to service.
- (d) In no instance shall an Aviation Repair Specialist Authorisation be issued a rating for which the AMO has not been issued, nor the AOC holder approved to perform.
- (e) Ratings for an applicant employed by an air operator shall coincide with the approved operations specifications and the approved Maintenance Control Manual that identifies the air operator's authorisations, limited to the specific job for which the person is employed to perform, supervise, or approve for return to service.

2.6.4.4. AVIATION REPAIR SPECIALIST AUTHORISATION: PRIVILEGES AND LIMITATIONS

- (a) An Aviation Repairs Specialist may perform or supervise the maintenance, preventive maintenance, or modification of aircraft, airframes, aircraft engines, propellers, appliances, components, and parts appropriate to the designated specialty area for which the Aviation Repairs Specialist is authorised and rated, but only in connection with employment by an AMO certificated under [Part 6](#) of these regulations or an AOC holder that is authorised to perform maintenance, preventive maintenance, overhaul, or modifications under a maintenance authorization in accordance with [subpart 9.4](#) of these Regulations.
- (b) An Aviation Repair Specialist may not perform or supervise duties unless the ARS understands the current instructions of the employing certificate holder and the instructions for continuing airworthiness which relate to the specific operations concerned.

2.6.4.5. DISPLAY OF LICENCE

- (a) Each person who holds an ARS licence shall keep it within the immediate area where he or she normally exercises the privileges of the licence and shall present it for inspection upon the request of the Authority or an authorised representative of the Director General, or any Federal, State, or local law enforcement officer.

2.6.4.6. DURATION OF AUTHORISATION

- (a) VALIDITY.
 - (1) The duration of the ARS licence is 5 years, provided the licence holder is in the continual employ of the sponsoring AMO or an AOC holder in an ARS



position.

- (2) An ARS authorisation shall be surrendered to the Authority at the time the licence holder leaves the employ of the AMO or AOC holder.
- (b) RENEWAL. An ARS authorisation that has not expired may be renewed for an additional 5 years, subject to the continuation of employment, if the holder presents a recommendation for renewal from his or her employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or components, appropriate to the job for which he or she is employed.

2.6.5. INSTRUCTORS FOR AIRCRAFT MAINTENANCE ENGINEER LICENCES

2.6.5.1. REQUIREMENTS FOR AIRCRAFT MAINTENANCE ENGINEER INSTRUCTOR LICENCE AND RATING

- (a) AGE. The applicant for an AME instructor licence and rating shall be at least 23 years of age.
- (b) KNOWLEDGE.
- (1) The applicant for an AME instructor licence shall have met the instructor requirements in 2.2.6 of this part; and
 - (2) Any additional requirements, as may be specified by the Authority.
- (c) EXPERIENCE. The applicant for an AME instructor licence and rating shall hold at least a current and valid AME licence and rating for which the instructor licence is sought and shall have a minimum of 3 years of experience as an AME.
- (d) PRIVILEGES. The privileges of the AME instructor licence are to give instruction to AME licence applicants and to endorse those applicants for a knowledge or skill test, as applicable.
- (e) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the AME instructor licence is 2 years.
- (f) RENEWAL. An AME instructor licence that has not expired may be renewed for an additional 24 calendar months if the holder presents to the Authority evidence that he or she has, within the past 12 months preceding the expiry date:
- (1) Conducted at least six trainings in an approved course for an AME licence or rating; or
 - (2) Received refresher training acceptable to the Authority.
- (h) REISSUE. If the AME instructor licence has expired, the applicant shall have received refresher training acceptable to the Authority.



2.6.6. DESIGNATED AIRCRAFT MAINTENANCE ENGINEER EXAMINERS

2.6.6.1. GENERAL REQUIREMENTS

- (a) AGE. The applicant for a DAME shall be at least 23 years of age.
- (b) MEDICAL. There are no medical requirements for aircraft maintenance engineer examiner designation.
- (c) GENERAL ELIGIBILITY. The applicant for a DAME shall:
 - (1) Show evidence of a high level of aeronautical knowledge in the subject areas for AME certification in both reciprocating-engine and turbine-engine aircraft;
 - (2) Have held a valid AME for 5 years with the ratings for which a designation is to be issued;
 - (3) Have been actively exercising the privileges of that AME certificate in the previous 3 years;
 - (4) Have a good record as an AME and as a person engaged in the industry and community, with a reputation for honesty and dependability;
 - (5) Have a fixed base of operation adequately equipped to support testing in:
 - (i) Each subject area in a required section for the designation held, and
 - (ii) All the core competency elements identified in Objective 2 of each subject area in the CAA STS for general, airframe, and powerplant ratings;
 - (6) Have equipment and materials adequate for an applicant to demonstrate the basic skills of the rating sought;
 - (7) Have an airworthy aircraft, other aircraft, aircraft subassemblies, operational mock-ups, and other aids that may be used for testing; and
 - (8) Have tools, equipment, material, current publications, and the necessary apparatus, recommended by the aircraft manufacturers or accepted in the aviation industry, required to complete project assignments.

2.6.6.2. KNOWLEDGE

- (a) The applicant for a DAME shall attend initial designation training conducted by the Authority covering the following:
 - (1) Designee duties and responsibilities as a representative of the authority;
 - (2) Procedures and requirements associated with Licence and/or Rating;
 - (3) Applicable regulations, policies and guidance;
 - (4) use of Skill Test Standards;
 - (5) Current changes in technology and practices;



2.6.6.3. SKILL

- (a) The applicant for a DAME shall be observed conducting a complete, actual skill test using the CAA STS in a satisfactory manner.
- (b) The applicant for a DAME shall be observed completing in a satisfactory manner the required documentation required by the Authority.

2.6.6.4. CURRENCY

- (a) After designation, the DAME shall maintain currency by:
 - (1) Attend recurrent training conducted by the Authority at least once every three years; and
 - (2) Maintaining a current and valid AME licence and applicable ratings.
- (b) The DAME shall conduct at least six skill tests within the period of the designation.
- (c) The DAME shall be observed by the Authority in the conduct of a skill test at least once every 12 calendar months.

2.6.6.5. PRIVILEGES

- (a) The DAME shall conduct AME skill tests in accordance with the applicable STS.
- (b) The DAME shall conduct skill tests within the scope of designation.

2.6.6.6. VALIDITY

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

2.6.6.7. RENEWAL

- (a) The DAME designation may be renewed by Authority if:
 - (1) The need for the designation remains valid;
 - (2) The performance of the DAME has been satisfactory; and
 - (3) Meet the DAME currency requirements as specified in 2.6.6.4 of this regulations.



2.7. AIR TRAFFIC CONTROLLER LICENCES, CATEGORIES, AND RATINGS

2.7.1. APPLICABILITY

- (a) This subpart prescribes the requirements for the issue, renewal, and reissue of an Air Traffic Controller licence and ratings.

2.7.2. GENERAL

- (a) An applicant shall, before being issued an Air Traffic Controller licence, meet such requirements with respect to age, knowledge, experience, skill, medical fitness, and language proficiency as are specified for that licence or rating.
- (b) An applicant shall, for renewal or reissue of a licence, rating, or authorisation, meet the requirements as are specified for that licence, rating, or authorisation.

2.7.3. AIR TRAFFIC CONTROLLER LICENCE AND RATINGS

2.7.3.1. STUDENT AIR TRAFFIC CONTROLLER

- (a) The Authority will take the appropriate measures to ensure that student ATCOs do not constitute a hazard to air navigation.
- (b) MEDICAL FITNESS. The Authority will not permit a student ATCO to receive instruction in an operational environment unless that student ATCO holds a current Class 3 medical certificate.

2.7.3.2. AIR TRAFFIC CONTROLLER LICENCE

- (a) AGE. The applicant for an Air Traffic Controller licence shall be at least 21 years of age.
- (b) MEDICAL. The applicant for an Air Traffic Controller licence shall hold a Class 3 medical certificate issued under this part.
- (c) KNOWLEDGE. The applicant for an Air Traffic Controller licence shall receive knowledge instruction through an approved training course on the following knowledge areas appropriate to the holder of an Air Traffic Controller licence:
 - (1) AIR LAW.
 - (i) Rules and regulations relevant to the air traffic controller;
 - (2) AIR TRAFFIC CONTROL EQUIPMENT.
 - (i) Principles, use, and limitations of equipment used in air traffic control;
 - (3) GENERAL KNOWLEDGE.
 - (i) Principles of flight; principles of operation and functioning of aircraft, powerplants, and systems, and RPAS; and aircraft performance relevant to air traffic control operations;
 - (4) HUMAN PERFORMANCE.
 - (i) Human performance, including principles of threat and error management;



- (5) METEOROLOGY.
 - (i) Aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;
 - (6) NAVIGATION.
 - (i) Principles of air navigation; principle, limitation, and accuracy of navigation systems and visual aids; and
 - (7) OPERATION PROCEDURES.
 - (i) Air traffic control, communication, RT and phraseology procedures (routine, non-routine, and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.
- (d) KNOWLEDGE TESTING. The applicant for an air traffic controller licence shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge areas; and
 - (ii) Certifies that the person is prepared for the required knowledge test; and
 - (2) Pass the required knowledge test.
- (e) EXPERIENCE.
- (1) The applicant shall have completed an approved training course and demonstrated the required competence, having accomplished not less than 3 months of satisfactory service engaged in the actual control of air traffic under the supervision of an ATC OJTI. The experience requirements specified for air traffic controller ratings in 2.7.3.3 of this part will be credited as part of the experience specified in this paragraph.
 - (2) An air traffic controller acting as an ATC OJTI shall hold an appropriate rating and be qualified as an ATC OJTI as authorized by the authority.
- (f) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the licence is 5 years.

2.7.3.3. AIR TRAFFIC CONTROLLER RATINGS

- (a) ATCO ratings shall comprise the following categories:
 - (1) Aerodrome control rating;
 - (2) Approach control procedural rating;
 - (3) Approach control surveillance rating;
 - (4) Approach precision radar control rating;
 - (5) Area control procedural rating; and
 - (6) Area control surveillance rating.



Note: The World Meteorological Organization has specified requirements for personnel making meteorological observations which apply to ATCOs providing such a service.

- (b) KNOWLEDGE. The applicant for an ATCO rating shall receive knowledge instruction through an approved training course on the knowledge areas appropriate to the holder of an ATCO rating on the subjects as specified below for each rating sought:
- (1) Aerodrome control rating:
 - (i) Aerodrome layout; physical characteristics and visual aids
 - (ii) Airspace structure
 - (iii) Applicable rules, procedures, and source of information
 - (iv) Air navigation facilities
 - (v) Air traffic control equipment and its use
 - (vi) Terrain and prominent landmarks
 - (vii) Characteristics of air traffic
 - (viii) Weather phenomena
 - (ix) Emergency and search and rescue plans
 - (2) Approach control procedural and area control procedural ratings:
 - (i) Airspace structure
 - (ii) Applicable rules, procedures, and source of information
 - (iii) Air navigation facilities
 - (iv) Air traffic control equipment and its use
 - (v) Terrain and prominent landmarks
 - (vi) Characteristics of air traffic and traffic flow
 - (vii) Weather phenomena
 - (viii) Emergency and search and rescue plans
 - (3) Approach control surveillance, approach precision radar control, and area control surveillance ratings:
 - (i) The applicant shall meet the requirements specified in paragraph 2.7.3.3(b)(2) of this subsection in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects:
 - (A) Principles, use, and limitations of applicable ATS surveillance systems and associated equipment; and
 - (B) Procedures for the provision of ATS surveillance services, as appropriate, including procedures to ensure appropriate terrain clearance.



- (c) KNOWLEDGE TESTING. The applicant for an Air Traffic Controller rating shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge areas; and
 - (ii) Certifies that the person is prepared for the required knowledge test; and
 - (2) Pass the required knowledge test.
- (d) EXPERIENCE.
- (1) The applicant for an ATCO licence shall have:
 - (i) Satisfactorily completed an approved training course;
 - (ii) Demonstrated the required competence while providing, under the supervision of an ATC OJTI, one or more of the following:
 - (A) Aerodrome control rating: an aerodrome control service, for a period of not less than 90 hours or 1 month, whichever is greater, at the unit for which the rating is sought;
 - (B) Approach control procedural, approach control surveillance, area control procedural, or area control surveillance rating: the control service for which the rating is sought, for a period of not less than 180 hours or 3 months, whichever is greater, at the unit for which the rating is sought; and
 - (C) Approach precision radar control rating: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Authority. Not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and
 - (2) The application for a rating shall be made within 6 months from the completion of experience specified in 2.7.3.3(d)(1)(ii).
 - (3) When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Authority shall determine whether the experience requirement of 2.7.3.3 may be reduced, and if so, to what extent.

(e) SKILL. The skill test shall cover both the oral and practical demonstrations of competency for the licence or ratings in at least the subjects in the CAA STSs appropriate to the Air Traffic Controller licence or rating that is sought.

(f) PRIVILEGES AND LIMITATIONS.

 - (1) Subject to compliance with the requirements specified in this part, the privileges of the holder of an air traffic controller licence with the following applicable rating(s) shall be:
 - (i) Aerodrome control rating: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence



holder is rated;

- (ii) Approach control procedural rating: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
- (iii) Approach control surveillance rating: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;
Note: Subject to compliance with the provisions of paragraph 2.7.3.3(d)(1)(iii) of this subsection, the privileges shall include the provision of surveillance radar approaches.
- (iv) Approach precision radar control rating: to provide and/or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
- (v) Area control procedural rating: to provide and/or supervise the provision of area control service, within the control area or portion thereof, for which the licence holder is rated; and
- (vi) Area radar control surveillance rating: to provide and/or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.

- (2) Before exercising the privileges indicated in paragraph 2.7.3.3(f)(1) of this subsection, the licence holder shall be familiar with all pertinent and current information.
- (3) A holder of an ATCO licence and ratings(s) shall not provide instruction in an operational environment unless the licence holder has received proper authorization from the Authority.
- (g) VALIDITY OF RATINGS. A rating shall become invalid when an ATCO has ceased to exercise the privileges of the rating for a period of 6 months. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.
- (h) RENEWAL: An Air Traffic Controller licence that has not expired may be renewed if:
 - (1) The holder presents evidence to the Authority that, within the preceding 12 calendar months, the holder has passed a proficiency check conducted by the Authority Designated Examiner or Inspector; and
 - (2) a current and valid class 3 medical certificate.
- (i) REISSUE: Where a licence has not been renewed by the date of expiry, the validity of the licence stands lapsed. To ensure the validity of the lapsed licence;



the licence holder shall meet the requirements subject to the lapsed periods as follows:

- (1) Not more than six months and all renewal requirements were met prior to the date of expiry;
 - (i) there are no additional requirements;
- (2) More than six (6) months but not more two (2) years:
 - (i) undertake a refresher course in an ATO
 - (ii) undertake a 60 hours OJT in category of rating sought
 - (iii) meet the renewal requirements
- (3) More than two (2) years but not more than 10 years:
 - (i) undertake a refresher course in an ATO
 - (ii) undertake a 90 hours OJT in category of rating sought
- (4) More than ten (10) years, an applicant shall meet all requirements for the initial issue of an ATC licence

2.7.4. INSTRUCTORS FOR AIR TRAFFIC CONTROLLERS

2.7.4.1. REQUIREMENT FOR AIR TRAFFIC CONTROLLER INSTRUCTORS

- (1) **Age:** An applicant for Air Traffic Controller Instructor shall be at least 21 years of age;
- (2) **Knowledge:**
 - (i) An applicant for Air Traffic Controller Instructors Authorisation shall have met the instructor requirements in 2.2.6 of this part; and
 - (ii) Any additional requirements as may be specified by the authority.
- (3) **Experience:** The applicant for an Air Traffic Controller instructor authorization shall have held an Air Traffic Controller licence and rating(s) and have a minimum of three (3) years experience exercising the privileges of the licence/ratings.
- (4) **Privileges:** The privilege of an Air Traffic Controller instructor authorization is to give training to students Air Traffic Controllers in an Approved Training Organisation.
- (5) **Validity:** Subject to compliance with the requirements specified in this part, the validity period of an Air Traffic Controllers Instructor authorization is two (2) years.
- (6) **Renewal:** An Air Traffic Controller instructor authorization that has not expired may be renewed for an additional 24 calendar months if the holder presents to the authority evidence that within the 12 months preceding the expiry date:
 - (i) Conducted at least six trainings in an approved course for an ATC licence or ratings;



- (ii) Passed a proficiency check conducted by the Authority.
- (7) **Re-issue:** An Air Traffic Controller instructor authorization has expired; the applicant shall have received refresher training at an ATO and recurrency at an approved Air Navigation Service facility.

2.7.5. DESIGNATED AIR TRAFFIC CONTROLLER EXAMINER

2.7.5.1. GENERAL REQUIREMENTS AND SKILL TEST FOR A DESIGNATED AIR TRAFFIC CONTROLLER EXAMINER

- (a) **AGE.** The applicant for a DATCE shall be at least 23 years of age.
- (b) **GENERAL ELIGIBILITY:** The applicant for a DATCE shall:
- (1) Hold at least the licence and ratings as applicable, for which examining authority is sought;
 - (2) Have at least 5 years experience actively exercising the privileges of that ATC licence/ratings;
 - (3) Be qualified at least as an ATC OJT or be serving in a comparable position at an ANSP or an ATO;
 - (4) Have a reputation for integrity and dependability in the industry and the community;
 - (5) Have a good record as an Air Traffic Controller with regard to accidents, incidents, and violations; and
 - (6) Have Air Traffic Controller licence and/or instructor ratings that have never been revoked for falsification or forgery.
- (c) **KNOWLEDGE**
- (1) The applicant for DATCE shall attend initial designation training conducted by the Authority covering the following:
 - (2) Designee duties and responsibilities as a representative of the authority;
 - (3) Procedures and requirements associated with Licence and/or Rating;
 - (4) Applicable regulations, policies and guidance;
 - (5) use of Skill Test Standards;
 - (6) Current changes in technology and practices;
- (d) **SKILL**
- (1) The applicant for a DATCE shall be observed conducting a complete, actual skill test using the CAA STS in a satisfactory manner.
 - (2) The applicant for a DATCE shall be observed completing in a satisfactory manner the required documentation required by the Authority.
- (e) **CURRENCY:** After designation, the DATCE shall maintain currency by:
- (1) Attending recurrent training conducted by the Authority at least once every three years; and



- (2) Maintaining a current and valid ATC licence and applicable ratings;
- (3) The DATCE shall conduct at least three skill tests within the validity period of the designation.
- (4) The DATCE shall be observed by the Authority in the conduct of a skill test at least once every 12 calendar months.

(f) PRIVILEGES

- (1) Subject to compliance with the requirement specified in this part, the privileges of a DATCE is to conduct skill tests and proficiency checks for the issuance, renewal and ATC licence and ratings in accordance with the applicable STS;
- (2) The DATCE shall conduct skill tests within the scope of designation.

(g) VALIDITY

- (1) The DATCE designation shall be valid for 3 years with effect from the date of designation.

(h) RENEWAL: The DATCE designation may be renewed by Authority if:

- (1) The need for the designation remains valid;
- (2) The performance of the DATCE has been satisfactory; and
- (3) Meet the DATCE currency requirements as specified in 2.7.5.1(e).

2.7.6 AIR TRAFFIC CONTROLLER ON THE JOB TRAINING INSTRUCTOR

2.7.6.1 Requirements for Air Traffic Controller On the Job Training Instructor.

(a) An ATC OJTI shall meet the following minimum requirements:

- (1) Hold a valid air traffic controller licence and rating(s) for a period of at least five (5) years in the area in which instruction and supervision is to be provided;
- (2) Has successfully completed OJTI training.
- (3) To be authorized as qualified to conduct on-the-job training in the live operational environment, the ATC OJTIs shall meet the requirements of the approved OJTI adapted competency model.

Note: The five-year period in sub-paragraph (a)(1) above represents an absolute minimum experience level that may need to be significantly extended in certain more complex operational environments.

(b) Privileges of ATC OJTI:

- (1) The privileges of an Air Traffic Controller OJTI is to provide practical training and supervision on operational working positions for which a valid unit endorsement and on a synthetic training device in the ratings held.



2.7.6.2 Evaluation of Training Programmes

- (a) The competency based training assessment programme for ATC OJTIs shall include an ongoing evaluation of the training programme acceptable to the Authority.
- (b) The evaluation shall ensure the following:
 - i) the training and assessment plans are relevant to the work of the ATC OJTIs in specific context and environment within which they provide training;
 - ii) the training plan is designed to enable trainee ATC OJTIs to meet the final competency standards acceptable to the Authority;
 - iii) remedial actions are taken if in-training or post-training evaluation indicates a need to do so.

- 2.7.6.3 A competency-based training and assessment programme for ATC OJTIs shall include sufficient practical training to ensure that required competency appropriate to the exercise of duty is consistently achieved. The practical training should be performed under the supervision of an authorized Instructor qualified and competent to train ATC OJTIs.
 - (i) In instances where the practical training of ATC OJTI trainee is provided through On-the-Job training in live environment, the Instructor shall be qualified and competent as and ATC OJTI. The training shall be conducted under the Safety Management System (SMS) of the ANSP.



2.8. FLIGHT DISPATCHER LICENCE, INSTRUCTORS AND DESIGNATED EXAMINERS

2.8.1. APPLICABILITY

- (a) This subpart prescribes the requirements for the issue, renewal, and reissue of a Flight Dispatcher licence, instructors for Flight Dispatcher licences, and designation of Flight Dispatcher examiner.

2.8.2. GENERAL

- (a) An applicant shall, before being issued a Flight Dispatcher licence, meet such requirements with respect to age, knowledge, experience, skill, medical fitness, and language proficiency as are specified for that licence.
- (b) An applicant shall, for renewal or reissue of a licence, meet the requirements as are specified for that licence.
- (c) An applicant shall demonstrate the ability to read, write, speak, and understand the English language.

2.8.3. FLIGHT DISPATCHER LICENCE

2.8.3.1. GENERAL REQUIREMENTS

- (a) AGE. The applicant for a Flight Dispatcher licence shall be at least 21 years of age.
- (b) KNOWLEDGE. The applicant for a flight dispatcher licence shall receive and log training from an authorised instructor on the following subjects appropriate to the privileges of the flight dispatcher licence:
- (1) AIR LAW.
- (i) Rules and regulations relevant for operational control and to the holder of a flight dispatcher licence;
- (2) (ii) Appropriate ATS practices and procedures;
- (2) AIRCRAFT GENERAL KNOWLEDGE.
- (i) Principles of operation of aeroplane powerplants, systems, and instruments;
- (ii) Operating limitations of aeroplanes and powerplants;
- (3) (iii) MEL and configuration deviation list;
- (3) FLIGHT PERFORMANCE CALCULATION, PLANNING PROCEDURES, AND LOADING.
- (i) Effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
- (ii) Operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en route cruise control; extended range operation;
- (iii) Take-off performance including field length, climb, and obstacle criteria and limitation;



- (iv) Cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;
- (v) Landing performance including approach climb and field length criteria and limitations;
- (vi) Preparation and filing of ATS flight plans;
- (vii) Basic principles of computer-assisted planning systems;

(4) HUMAN PERFORMANCE.

- (i) Human performance relevant to operational control duties, including principles of threat and error management;

(5) METEOROLOGY.

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

(6) NAVIGATION.

- (i) Principles of air navigation with particular reference to instrument flight;

(7) OPERATIONAL PROCEDURES.

- (i) Use of aeronautical documentation and standard operating procedures;
- (ii) Operational procedures for the carriage of freight and dangerous goods;
- (iii) Procedures relating to aircraft accidents and incidents; emergency flight procedures;
- (iv) Procedures relating to unlawful interference and sabotage of aircraft;

(8) PRINCIPLES OF FLIGHT.

- (i) Principles of flight relating to the appropriate category of aircraft; and



(9) RADIO COMMUNICATION.

- (i) Procedures for communicating with aircraft and relevant ground stations.

(c) KNOWLEDGE TESTING. The applicant for a flight dispatcher licence shall:

- (1) Have received an endorsement for the knowledge test from authorised instructor who:

- (i) Conducted the training on the knowledge areas; and
- (ii) Certifies that the person is prepared for the required knowledge test; and

(2) Pass the required knowledge test.

(d) EXPERIENCE.

(1) The applicant for a flight dispatcher licence shall have:

- (i) A total of 2 years of service in any one or in any combination of the capacities specified in paragraphs 2.8.3.1(d)(1)(i)(A) to (C) of this subsection, inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least 1 year:

- (a) A flight crew member in air transportation; or
- (b) A meteorologist in an organisation providing operational control to aircraft in air transportation; or
- (c) An ATCO; or a technical supervisor of Flight Dispatchers or air transportation flight operations systems; or
- (d) At least 1 year as an assistant in the dispatching of air transport; or
- (e) Satisfactorily completed a course of approved training.

(2) The applicant shall have served under the supervision of a licenced flight dispatcher for at least 90 working days within the 6 months immediately preceding the application.

(e) SKILL. The applicant shall have demonstrated the ability, by passing a skill test on the areas of operation in the CAA STSs for Flight Dispatcher Licence to:

- (1) Identify and retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;
- (2) Identify and evaluate the risk factors and the possible consequences for flight operations;
- (3) Identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;
- (4) Determine an appropriate course of action based on the responsibilities and policies described in the OM;
- (5) Apply appropriate standard and non-standard procedures from the OM for the initiation, planning, continuation, diversion, or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;



- (6) Make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
 - (7) Identify and apply operational limitations and minimums in relation to the weather, aircraft status, and appropriate navigation procedures;
 - (8) Determine the optimum flight path for a given segment and create accurate manual and/or computer-generated flight plans;
 - (9) Provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight dispatcher licence; and
 - (10) Recognise and manage threats and errors.
- (f) **PRIVILEGES.** Subject to compliance with the requirements specified in this part, the privileges of the holder of a Flight Dispatcher licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the Standards specified in ICAO Annex 6, as contained in **Parts 8** and **9** of these regulations.
- (g) **VALIDITY.** The validity period of the licence is 5 years. A licence shall become invalid when a Flight Dispatcher has ceased to exercise the privileges of the licence for a period of 6 months. A licence shall remain invalid until the flight dispatcher's ability to exercise the privileges of the licence has been re-established.
- (h) **RENEWAL.** The flight dispatcher licence may be renewed by presenting to the Authority evidence of successfully passing a competency check on the areas of operation listed in the CAA STSs for flight dispatcher licence.
- (i) **REISSUE.** Where a licence has not been renewed by the date of expiry, the validity of the licence stands lapsed. To ensure the validity of the lapsed licence; the licence holder shall meet the requirements subject to the lapsed periods as follows:
- (1) Not more than six months and all renewal requirements were met prior to the date of expiry there are not additional requirements;
 - (2) More than six (6) months but not more than two (2) years:
 - (i) pass written examination in Air Law;
 - (ii) meet the renewal requirements.
 - (3) More than two (2) years but not more ten (10) years:
 - (i) Undertake a refresher training in an ATO in preparation for the Practical and knowledge tests;
 - (ii) Pass Air Law;
 - (iii) Meet renewal requirements.
 - (4) More than ten (10) years, an applicant shall meet all requirements for the initial issue of a Flight Dispatcher Licence.

2.8.3.2. SKILL TEST FOR THE FLIGHT DISPATCHER LICENCE

- (a) The CAA STSs for flight dispatcher licence contain the list of operations included in the flight dispatcher licence skill test.



2.8.3.3. FLIGHT DISPATCHER LICENCE AIRCRAFT TYPE RATINGS

- (a) The applicant for Flight Dispatcher Aircraft type rating shall receive knowledge instruction through an approved training course on the knowledge area appropriate to the holder of a flight Dispatcher Aircraft type rating and have demonstrated a level of knowledge appropriate to the privileges as specified in 8.10.1.14 (D).
- (b) The applicant for the Flight Dispatcher Aircraft type rating (s) shall provide evidence of successful completion of the approved training as specified in (a) above before endorsement as a rating on the valid flight Dispatcher licence.
- (c) Privileges: Subject to compliance with the requirements specified in this Part, the privileges of the holder of a flight dispatcher Aircraft type rating (s) shall be to serve in that capacity with responsibility for each aircraft type for which the applicant meets the requirements, as contained in [Parts 8](#) of these regulations.
- (d) Validity: Subject to compliance with the requirements specified in this Part, the validity period of the Flight Dispatcher aircraft type rating is 1 year.

2.8.4. INSTRUCTORS FOR FLIGHT DISPATCHERS

2.8.4.1. REQUIREMENTS FOR THE FLIGHT DISPATCHER INSTRUCTOR LICENCE /RATING

- (a) AGE. An applicant for a Flight Dispatcher instructor licence and rating shall be at least 24 years of age.
- (b) KNOWLEDGE.
 - (1) An applicant for a Flight Dispatcher instructor licence/rating shall have met the instructor requirements in 2.2.6 of this part; and
 - (2) Any additional requirements, as may be specified by the Authority.
- (c) EXPERIENCE. The applicant for a Flight Dispatcher instructor licence/rating shall hold at least a current and valid Flight Dispatcher licence and shall have a minimum of 3 years of experience as a Flight Dispatcher.
- (d) PRIVILEGES. The privileges of a Flight Dispatcher instructor licence/rating are to give instruction to Flight Dispatcher licence applicants and to endorse those applicants for a knowledge or skill test, as applicable.
- (e) VALIDITY. Subject to compliance with the requirements specified in this part, the validity period of the Flight Dispatcher instructor licence/rating is 24 calendar months.
- (f) RENEWAL. A Flight Dispatcher instructor licence/rating that has not expired may be renewed for an additional 24 calendar months if the holder presents to the Authority evidence that he or she has, within the past 12 months preceding the expiry date:
 - (1) Conducted at least six approved training course for the Flight Dispatcher licence; or
 - (2) Received refresher training acceptable to the Authority.



- (g) FLIGHT DISPATCHER INSTRUCTOR LICENCE REISSUE. If the Flight Dispatcher instructor licence/rating has expired, the applicant shall have received refresher training acceptable to the Authority.

2.8.5. DESIGNATED EXAMINERS FOR FLIGHT DISPATCHER

2.8.5.1. GENERAL REQUIREMENTS

- (a) AGE. The applicant for a Flight dispatcher examiner shall be at least 26 years of age.
- (b) GENERAL ELIGIBILITY. The applicant for a flight dispatcher examiner shall:
- (1) Show evidence of a high level of aeronautical knowledge in the subject areas for the flight dispatcher certification;
 - (2) Have held a flight dispatcher licence for at least 5 years prior to the designation;
 - (3) Have been actively exercising the privileges of the flight dispatcher licence in commercial air transport in the previous 3 years;
 - (4) Have a good record as a flight dispatcher and as a person engaged in the industry and community, with a reputation for honesty and dependability;
 - (5) Have satisfactorily completed the flight dispatcher examiner orientation programme with the Authority; and
 - (6) Have available a test site that is fully capable of doing all items required for the proper dispatch of a commercial flight in accordance with the regulatory requirements. This may be the Flight Operations Office of an active commercial airline.

2.8.5.2. KNOWLEDGE

- (a) The applicant for DFDE shall attend initial designation training conducted by the Authority covering the following:
- (1) Designee duties and responsibilities as a representative of the authority;
 - (2) Procedures and requirements associated with Licence and/or Rating;
 - (3) Applicable regulations, policies and guidance;
 - (4) Use of Skill Test Standards;
 - (5) Current changes in technology and practices;

2.8.5.3. SKILL

- (a) The Authority will observe the applicant conducting a complete, actual flight dispatcher certification using the approved STS in a satisfactory manner.
- (b) The applicant shall complete all required paperwork for the certification as required by the Authority.

2.8.5.4. CURRENCY

- (a) After designation, a flight dispatcher examiner shall maintain currency by:
- (1) Attend recurrent training conducted by the Authority at least once in three (3) years; and



- (2) Maintaining a current and valid flight dispatcher licence;
- (b) The flight dispatcher examiner shall conduct at least six skill tests during the validity period of the designation in order for the designation to remain current;
- (c) The flight dispatcher examiner shall be observed by the Authority in the conduct of a skill test at least once every 12 calendar months.

2.8.5.5. PRIVILEGES

- (a) The flight dispatcher examiner shall conduct skill tests in accordance with the applicable STS.
- (b) The DFDE shall conduct skill tests within the scope of designation.
- (c) The flight dispatcher examiner may conduct or monitor any portion of a computerised knowledge test.

2.8.5.6. VALIDITY

- (a) The flight dispatcher's examiner designation shall be valid for 3 years.

2.8.5.7. RENEWAL

- (a) The flight dispatcher's examiner designation may be renewed by the Authority if:
 - (1) The need for the designation remains valid; and
 - (2) The performance of the examiner has been satisfactory.
 - (3) Meet the DFDE currency requirement.

2.9. AERONAUTICAL STATION OPERATOR PERSONNEL

2.9.1. APPLICABILITY

- (a) This subpart prescribes the requirements for the issue, renewal, or reissue of an ASO licence.

2.9.2. GENERAL

- (a) An applicant shall, before being issued an ASO licence, meet such requirements with respect to age, knowledge, experience, skill, medical fitness, and language proficiency as are specified for that licence. Unlicensed individuals may operate as aeronautical station operators in Nigeria on the condition that they meet the same requirements.
- (b) An applicant shall, for renewal or reissue of a licence, rating, or authorisation, meet the requirements as are specified for that licence.

2.9.3. AERONAUTICAL STATION OPERATOR LICENCE

- (a) AGE. The applicant for an ASO licence shall be at least 18 years of age.
- (b) KNOWLEDGE. The applicant for an ASO licence shall receive and log ground training from an authorised instructor on the following subjects appropriate to the privileges of an ASO:
 - (1) GENERAL KNOWLEDGE. ATS provided within Nigeria
 - (2) OPERATIONAL PROCEDURES. RT procedures; phraseology; telecommunication network;



- (3) RULES AND REGULATIONS. Rules and regulations applicable to the ASO; and
- (4) TELECOMMUNICATION EQUIPMENT. Principles, use, and limitations of telecommunication equipment in an aeronautical station.
- (c) KNOWLEDGE TESTING. An applicant for an ASO licence shall:
- (1) Have received an endorsement for the knowledge test from an authorised instructor who:
 - (i) Conducted the training on the knowledge areas; and
 - (ii) Certifies that the person is prepared for the required knowledge test; and
 - (2) Pass the required knowledge test.
- (d) EXPERIENCE. The applicant for an ASO licence shall have:
- (1) Satisfactorily completed an approved training course within the 12-month period immediately preceding application, and shall have served satisfactorily under a qualified ASO for not less than 2 months; or
 - (2) Satisfactorily served under a qualified ASO for not less than 6 months during the 12-month period immediately preceding application.
- (e) SKILL. The applicant for an ASO licence shall demonstrate, or shall have demonstrated, competency in:
- (1) Operating the telecommunication equipment in use; and
 - (2) Transmitting and receiving RT messages with efficiency and accuracy.
- (f) PRIVILEGES. Subject to compliance with the requirements specified in this part, the privileges of the holder of an ASO licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.
- (g) VALIDITY. The validity period of the licence is 5 years. A licence shall become invalid when an ASO has ceased to exercise the privileges of the licence for a period of 6 months. A licence shall remain invalid until the ASOs ability to exercise the privileges of the licence has been re-established.
- (h) RENEWAL. An ASO licence that has not expired may be renewed for an additional 5 years if the holder presents to the Authority evidence that , within the 12 months preceding the expiry date:
- (1) Been actively engaged in the duties of an ASO, and passed a competency/proficiency check conducted by the Authority or a designated examiner or
 - (2) Received refresher training and passed a competency/proficiency check conducted by the Authority or a designated examiner .
- (i) REISSUE. where an ASO licence has not been renewed by the date of expiry, the validity of the licence stands lapsed. To reinstate the privileges of the lapsed licence, the licence holder shall meet the requirement subject to the lapsed period as follows:
- (1) Not more than six months and all renewal requirements were met prior to the date of expiry there are not additional requirements;



- (2) More than six(6) months but not more than two (2) years:
 - (i) Pass written examination in Air Law
 - (ii) meet the renewal requirements,
- (3) More than two (2) years but not more than ten (10)years
 - (i) Undertake a refresher training in an ATO in preparation for the practical and knowledge tests;
 - (ii) Pass Air Law;
- (4) More than ten (10) years, an applicant shall meet all requirements for the initial issue of an ASO Licence.

2.10. RESERVED

2.11. MEDICAL PROVISIONS FOR LICENSING

2.11.1. APPLICABILITY

- (a) This subpart prescribes the requirements and procedures for issuing, renewing, and reissuing Class 1, Class 2, and Class 3 medical certificates.
- (b) The medical assessment process of licence holders shall include basic safety management principles in its:
 - (1) Routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and
 - (2) Continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.
- (c) The Authority will implement appropriate aviation related health promotion for licence holders subject to a medical assessment to reduce future medical risks to flight safety.

2.11.1.2. MEDICAL FITNESS

- (a) The applicants for a flight crew licence or ATCO licence or, remote flight crew members, shall hold a medical certificate issued in accordance with this part.
- (b) Except as provided in this part, flight crew members and ATCOs shall not exercise the privileges of their licence unless they hold a current medical certificate appropriate to the licence.
- (c) Except as provided in this part, flight crew members, remote flight crew members, and ATCOs shall not exercise the privileges of their licence unless they hold a current medical certificate appropriate to the licence.

2.11.1.3. AUTHORISED AVIATION MEDICAL EXAMINERS (AAME)

- (a) Subject to compliance with the requirements specified in this part, the Authority may designate qualified and licensed physicians in the practice of medicine to be authorised as AAMEs and to conduct medical examinations of fitness of applicants for the issue, renewal, or reissue of the licences or ratings specified in this part. AAMEs may be designated outside of Nigeria.



- (b) AAMEs shall have had, or shall receive, initial and refresher training in aviation medicine. Initial training shall include:
- (1) Basic training in aviation medicine for Class 2 and 3 medical examinations on the subjects prescribed in IS 2.11.1.3(a); and
 - (2) Advanced training in aviation medicine for Class 1 medical examinations on the subjects prescribed in IS 2.11.1.3(b).
 - (3) AAMEs Shall attend refresher training at least once every three years
- (c) AAMEs shall acquire knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.
- (d) Before designation, AAMEs shall demonstrate adequate competency in aviation medicine. The competence of AAMEs will be evaluated periodically by the medical assessor.
- Note: Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation, or any other hands-on experience deemed by the Authority to meet this requirement.*
- (e) The AAME shall be required to submit sufficient information to the Authority to enable the Authority to undertake medical certificate audits.
 - (f) The authorisation of an AAME is valid for 3 years. The AAME shall have completed at least 10 examinations for a medical certificate per year. Renewal of the AAME designation will be at the discretion of the Authority.
 - (g) Having completed the medical examination of an applicant in accordance with this part, the AAME shall submit a signed report to the Authority, detailing the results of the examination.
 - (h) If the medical examination is carried out by a constituted group of AAMEs, the head of the group will be appointed by the Authority, which will be responsible for coordinating the results of the examination and signing the report.
 - (i) The Authority retains the right to reconsider any action of an AAME.
 - (j) The AAME shall respect medical confidentiality at all times.
 - (k) The AAME shall securely hold all medical reports and records with accessibility restricted to authorised personnel.

2.11.1.4. AVIATION MEDICAL EXAMINATIONS

- (a) Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place, and results of the last examination.
- (b) The applicant shall indicate to the medical examiner whether a medical certificate has previously been refused, revoked, or suspended and, if so, the reason for such refusal, revocation, or suspension.
- (c) Each applicant for a medical certificate shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial, and hereditary history.



- (d) The applicant shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits.
- (e) Each applicant for a medical certificate shall produce proof of identification as specified in paragraph 2.2.5.5(c) of this part.,
- (f) The level of medical fitness to be met for the renewal of a Class 1 medical certificate shall be the same as that for the initial assessment except where otherwise specifically stated.
- (g) Any false declaration made to a medical examiner by an applicant for a licence or rating shall be reported to the Authority for such action as may be considered appropriate.
- (h) The applicant shall complete the appropriate application form as prescribed by the Authority.

2.11.1.5. SPECIAL CIRCUMSTANCES

- (a) If the medical requirements prescribed in this part for a particular licence are not met, the appropriate medical certificate will not be issued, renewed, or reissued unless the following conditions are fulfilled:
 - (1) An accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardise flight safety;
 - (2) Operational conditions and the relevant ability, skill, and experience of the applicant have been given due consideration; and
 - (3) The licence is endorsed by the Authority with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.
- (b) The AAME shall report to the Authority any individual case where, in the AAME's judgement, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held, is not likely to jeopardise flight safety.

2.11.1.6. DECREASE OF MEDICAL FITNESS

- (a) Holders of licences provided for in this part shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.
- (b) Licence holders shall inform the Authority of any decrease in medical fitness of a duration of more than 20 days or which requires continued treatment with prescribed medication or which has required hospital treatment.
- (c) The Authority shall ensure that licence holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from an AAME or the Authority.
- (d) The Authority shall, as far as practicable, ensure that licence holders do not exercise the privileges of their licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.



2.11.1.7. USE OF PSYCHOACTIVE SUBSTANCES

- (a) Holders of licences provided for in this part shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.
- (b) Holders of licences provided for in this part shall not engage in any problematic use of substances.
- (c) The Authority will ensure, as far as practicable, that all licence holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.

2.11.1.8. MEDICAL CERTIFICATE.

(a) THE MEDICAL CERTIFICATE

- (1) The medical certificate shall be:
 - (i) Issued in a form and manner prescribed by the Authority; and
 - (ii) Carried in the possession of the personnel licence holder at all times while exercising the privileges of a personnel licence.
- (2) The items required on the medical certificate are prescribed in [IS 2.11.1.8](#).

(b) ISSUE OF MEDICAL CERTIFICATES.

- (1) A medical certificate will be issued to any applicant who meets the medical requirements prescribed in this subpart, based on medical examination and evaluation of the applicant's history and condition.
 - (i) The issue of the Class 1 medical certificate may be specifically delegated to an AAME.
 - (ii) The issue of Class 2 and Class 3 medical certificates may be delegated to any authorised AME.
- (2) Each applicant for a medical certificate shall undergo a medical examination based on the physical and mental requirements contained in this subpart.
- (3) Any applicant who does not meet the medical requirements of this subpart may apply for the discretionary issuance of a certificate under [2.11.1.5](#) of this part.

(c) VALIDITY.

- (1) The validity period of the medical certificate shall be:
 - (i) Class 1: 12 months for the CPL, MPL, and ATPL;
 - (ii) Class 2: 12 months for the FE licences;
 - (iii) Class 2: 60 months for the PPL;
 - (iv) Class 2: 24 months for the Cabin Crew licences;



- (v) Class 2: 24 months for the SPA;
- (vi) Class 3: 48 months for the ATCO licence; and
- (vii) 48 months for an RPL – aeroplane, airship, glider, rotorcraft, powered-lift, or free balloon.
- (2) The exceptions for the validity period of the medical certificate are:
- (i) When holders have passed their 40th birthday:
 - (A) The 60-month interval specified for the PPL and the 48-month interval specified for the ATCO licence shall be reduced to 24 months;
 - (B) The 12-month interval specified for the holder of a CPL or an ATPL who is engaged in carrying passengers in single-pilot commercial air transport operations shall be reduced to 6 months; and
 - (C) The 60-month interval specified for the PPL and the 48-month interval specified for the RPL and the ATCO licence shall be reduced to 24 months.
 - (D) The 24-month interval specified shall for the Cabin Crew licence and SPA shall be reduced to 12 months.
 - (ii) When holders have passed their 50th birthday:
 - (A) The 24-month interval specified for the PPL and the ATCO licence shall be reduced to 12 months; and
 - (B) The 24-month interval specified for the PPL, the RPL, and the ATCO licence shall be reduced to 12 months.
 - (iii) When holders have passed their 60th birthday:
 - (A) The 12-month interval specified for the holder of a CPL, an MPL, or an ATPL who is engaged in commercial air transport operations shall be reduced to 6 months.

Note: The period of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.

- (3) For initial issuance of the medical certificate, the period of validity shall begin on the date the medical examination is performed. The period of validity shall, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.
- (4) The period of validity of a medical certificate may be extended up to 45 days at the discretion of the Authority.

Note: It is advisable to let the calendar day on which the medical certificate expires remain constant year after year by allowing the expiry date of the current medical certificate to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current medical certificate but no more than 45 days before it expires.

- (5) The period of validity of a medical certificate may be reduced when clinically indicated.



- (d) RENEWAL OR REISSUE OF A MEDICAL CERTIFICATE.
 - (1) The requirements to be met for the renewal or reissue of a medical certificate are the same as those for the initial certificate except where otherwise specifically stated.
 - (2) The renewal of the Class 1, 2, and 3 medical certificates may be delegated to the AAME.
 - (3) The reissue of the Class 1 medical certificate will be either done by the Authority or specifically delegated to an AAME.
 - (4) Reissue of the Class 2 and 3 medical certificates may be delegated to an AAME.
- (e) LIMITATION OR DENIAL.
 - (1) The Authority may, for medical reasons justified and notified to the applicant, limit or deny a medical certificate.
- (f) SUSPENSION OR REVOCATION OF A MEDICAL CERTIFICATE.
 - (1) The Authority may, in accordance with 2.2.9 of this part, suspend or revoke a medical certificate issued, if it is established that an applicant or a certificate holder has not met, or no longer meets, the requirements of this part.

2.11.1.9. MEDICAL CONFIDENTIALITY

- (a) Medical confidentiality shall be respected at all times.
- (b) All medical reports and records shall be securely held with accessibility restricted to authorised personnel.
- (c) When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Authority

2.11.1.10. MEDICAL ASSESSOR

- (a) The medical assessor will periodically evaluate the competence of each authorized AME.
- (b) The Authority will use the services of physicians experienced in the practice of aviation medicine to evaluate reports submitted to the Authority by medical examiners.

2.11.1.11. CIRCUMSTANCES IN WHICH A MEDICAL EXAMINATION MAY BE DEFERRED.

- (a) The prescribed re-examination of a licence holder operating in an area distant from Authorised Aviation medical examination facilities may be deferred at the discretion of the Authority, provided that such deferment shall only be made as an exception and shall not exceed:
 - (1) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;



- (2) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by an Authorised Aviation medical examiner of the area concerned, or, in cases where such an Authorised Aviation medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to the Authority;
- (3) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by a medical examiner whose designation meets the requirement of ICAO Annex 1.2.4.5 by the Contracting State in which the applicant is temporarily located . A report of the medical examination shall be sent to the Authority.

2.11.2. MEDICAL REQUIREMENTS

2.11.2.1. GENERAL

- (a) An applicant for a medical certificate issued in accordance with this part shall undergo a medical examination based on the following requirements:
 - (1) Physical and mental;
 - (2) Visual and colour perception; and
 - (3) Hearing.

2.11.2.2. PHYSICAL AND MENTAL REQUIREMENTS

- (a) An applicant for any class of medical certificate shall be required to be free from:
 - (1) Any abnormality, congenital or acquired; or
 - (2) Any active, latent, acute, or chronic disability; or
 - (3) Any wound, injury, or sequelae from operation; or
 - (4) Any effect or side effect of any prescribed or non-prescribed therapeutic medication taken; such as would entail a degree of functional incapacity that is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.
 - (5) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

2.11.2.3. VISUAL ACUITY TEST REQUIREMENTS

- (a) Visual acuity tests shall be conducted in an environment with a level of



illumination that corresponds to ordinary office illumination (30–60 cd/m²).

- (b) Visual acuity shall be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.

2.11.2.4. COLOUR PERCEPTION REQUIREMENTS

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

2.11.2.5. HEARING TEST REQUIREMENTS

- (a) Applicants shall be required to demonstrate hearing performance sufficient for the safe exercise of their licence and rating privileges.
- (b) The hearing test may be conducted using a pure-tone audiometer or alternate method that will provide equivalent results. This test shall be performed at the first medical examination and then at specified intervals according to the class of medical examination and the age of the applicant.
- (c) If a pure-tone audiometer is used for the hearing test, the reference zero for calibration shall be that of the ISO Recommendation R389, 1964.
- (d) For hearing tests where audiology is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests under the following conditions:
 - (1) A quiet room is a room in which the intensity of the background noise is less than 35 dB(A) when measured on “slow” response of an “A”-weighted sound level meter.
 - (2) The sound level of an average conversational voice at 1 m from the point of output is 60 dB(A) and that of a whispered voice is 45 dB(A). At 2 m from the speaker, the sound is 6 dB(A) lower.
- (e) The holder of a PPL with an IR shall meet the hearing requirements for the Class 1 medical certificate.



2.11.2.6. CLASS 1 MEDICAL CERTIFICATE

(a) CERTIFICATE ISSUE AND RENEWAL.

- (1) An applicant for a CPL, an MPL, or an ATPL shall undergo an initial medical examination for the issue of a Class 1 medical certificate.
- (2) Except where otherwise stated in this subpart, the holder of a CPL, an MPL, or an ATPL shall have his or her Class 1 medical certificate renewed at intervals not exceeding those specified below.
- (3) A Class 1 medical certificate will be issued when the applicant complies with the requirements of this part.

(b) PHYSICAL AND MENTAL REQUIREMENTS.

- (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
- (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held:
 - (i) An organic mental disorder;
 - (ii) A mental or behavioural disorder, due to the use of psychoactive substances, that induces dependence syndrome induced by alcohol or other psychoactive substances;
 - (iii) Schizophrenia or a schizotypal or delusional disorder;
 - (iv) A mood (affective) disorder;
 - (v) A neurotic, stress-related, or somatoform disorder;
 - (vi) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (vii) Mental retardation;
 - (viii) A disorder of psychological development;
 - (ix) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (x) A mental disorder not otherwise specified.
 - (1) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (3) The applicant shall have no established medical history or clinical diagnosis of any of the following:
 - (i) A progressive or nonprogressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are



- likely to interfere with the safe exercise of the applicant's licence and rating privileges;
- (ii) Epilepsy; or
 - (iii) Any disturbance of consciousness without satisfactory medical explanation of cause.
- (4) An applicant who has suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges, shall be assessed as unfit.
- (5) An applicant shall not possess any abnormality of the heart, congenital or acquired, that is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.
- (6) An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (7) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with the safe exercise of the applicant's licence or rating privileges.
- (8) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate.
- (9) (i) Electrocardiography shall be included in re-examinations of applicants between the age of 30 and 50 no less frequently than every two years.
(ii) Electrocardiography shall be included in re-examinations of applicant over 50 years of age no less frequently than annually.
- Note 1: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.*
- (10) The systolic and diastolic blood pressures shall be within normal limits.
- (11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, is compatible with the safe exercise of the applicant's licence and rating privileges.
- (12) There shall be no significant functional or structural abnormality of the circulatory system.
- (13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum, or pleura likely to result in incapacitating symptoms during normal or emergency operations.
- (14) Radiography shall form a part of the initial chest examination.



Note: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

- (15) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (16) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.
- (17) The use of drugs for control of asthma shall be disqualifying except for those drugs the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (18) An applicant with active pulmonary tuberculosis shall be assessed as unfit.
- (19) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.
- (20) An applicant with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.
- (21) An applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.
- (22) An applicant with sequela of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacity in flight, in particular, any obstructions due to stricture or compression, shall be assessed as unfit.
- (23) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs shall be assessed as unfit until such time as the medical assessor having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.
- (24) An applicant with metabolic, nutritional, or endocrine disorders likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
- (25) An applicant with insulin-treated diabetes mellitus shall be assessed as unfit.
- (26) An applicant with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of



which is compatible with the safe exercise of the applicant's licence and rating privileges.

- (27) An applicant with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and the applicant's condition is found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- Note: Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.*
- (28) An applicant with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and the applicant's condition is found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (29) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.
- (30) An applicant with sequelae of disease of, or surgical procedures on the kidneys or the genitourinary tract, in particular, any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (31) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.
- (32) An applicant who is seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (33) Applicants with gynaecological disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.
- (34) An applicant who is pregnant shall be assessed as unfit unless obstetrical Evaluation and continued medical supervision indicate a low risk, uncomplicated pregnancy.
- (35) For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with the provisions of this subpart, the fit assessment period shall be limited from the end of the 12th week until the end of the 26th week of gestation.
- (36) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.



- (37) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons, or related structures that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note: Any sequelae after lesions affecting the bones, joints, muscles, or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

- (38) The applicant shall not possess any abnormality or disease of the ear or related structures that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (39) There shall be:

- (i) No disturbance of vestibular function;
- (ii) No significant dysfunction of the Eustachian tubes; and
- (iii) No unhealed perforation of the tympanic membranes.

- (40) A single dry perforation of the tympanic membrane need not render the applicant unfit.

- (41) There shall be no nasal obstruction and no malformation nor disease of the buccal cavity or upper respiratory tract that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (42) An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

(c) VISUAL REQUIREMENTS.

- (1) The function of the eyes and their adnexae shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.

- (2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:

- (i) Such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
- (ii) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

Note 1: An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each reexamination. Conditions which indicate a need to obtain



an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best-corrected visual acuity, and the occurrence of eye disease, eye injury, or eye surgery.

- (3) An applicant may use contact lenses to meet the requirement of paragraph 2.11.2.6(c)(2) of this subsection, provided that:
 - (i) The lenses are monofocal and non-tinted;
 - (ii) The lenses are well tolerated; and
 - (iii) A pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

Note: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.

- (4) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.

Note: If spectacles are used, high-index lenses are needed to minimise peripheral field distortion.

- (5) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to the initial medical certificate and every 5 years thereafter.

Note 1: The purpose of the required ophthalmic examination is 1) to ascertain normal visual performance and 2) to identify any significant pathology.

- (6) An applicant who has undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless the applicant is free from those sequelae which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (7) An applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with this paragraph; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1: Any applicant who needs near correction to meet this requirement will require "look-over," bifocal, or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for



reading) significantly reduces distant visual acuity and is therefore not acceptable.

Note2: Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

- (8) When near correction is required in accordance with paragraph 2.11.2.6(c) of this subsection, a second pair of near-correction spectacles shall be kept available for immediate use.
- (9) The applicant shall be required to have normal fields of vision.
- (10) The applicant shall be required to have normal binocular function.
- (11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.

(d) HEARING REQUIREMENTS.

- (1) The applicant shall be tested by pure-tone audiometry:
 - (i) At the initial medical examination;
 - (ii) At least once every 5 years up to the age of 40 years; and
 - (iii) At least once every 2 years after the age of 40 years.
- (2) An applicant shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000, or 2 000 Hz, or more than 50 dB at 3 000 Hz. However, an applicant with a hearing loss greater than the above may be declared fit provided that:
 - (i) The applicant has a hearing performance in each ear separately equivalent to that of a normal person, against a background noise that will simulate the masking properties of flight deck noise upon speech and beacon signals; and
 - (ii) Where audiometry is not performed, the applicant has the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner.
- (3) Alternatively, a practical hearing test conducted in flight in the flight deck of an aircraft of the type for which the applicant's licence and ratings are valid may be used.

2.11.2.7. CLASS 2 MEDICAL CERTIFICATE

(a) CERTIFICATE ISSUE AND RENEWAL.

- (1) An applicant for a SPA, PPL, FE and Cabin Crew licence shall undergo an initial medical examination for the issue of a Class 2 medical certificate.
- (2) Except where otherwise stated in this subpart, holders of a SPA, PPL, FE and Cabin Crew licence shall have their Class 2 medical certificate renewed at intervals not exceeding those specified in this subpart.



- (3) A Class 2 medical certificate will be issued when the applicant complies with the requirements of this part.

(b) PHYSICAL AND MENTAL REQUIREMENTS.

- (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
- (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held:
- (i) An organic mental disorder;
 - (ii) A mental or behavioural disorder due to the use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;
 - (iii) Schizophrenia or a schizotypal or delusional disorder;
 - (iv) A mood (affective) disorder;
 - (v) A neurotic, stress-related, or somatoform disorder;
 - (vi) A disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
 - (vii) Mental retardation;
 - (viii) A disorder of psychological development;
 - (ix) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (x) A mental disorder not otherwise specified.
- (3) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (4) The applicant shall have no established medical history or clinical diagnosis of any of the following:
- (i) A progressive or nonprogressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
 - (ii) Epilepsy; or
 - (iii) Any disturbance of consciousness without satisfactory medical explanation of cause.
- (5) An applicant who has suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges, shall be assessed as unfit.



- (6) The applicant shall not possess any abnormality of the heart, congenital or acquired, that is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.
- (7) An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (8) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (9) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate:
 - (i) After the age of 40; and
 - (ii) In reexaminations every 2 years after the age of 50.

Note 1: The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.
- (10) The systolic and diastolic blood pressures shall be within normal limits.
- (11) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, is compatible with the safe exercise of the applicant's licence and rating privileges.
- (12) There shall be no significant functional or structural abnormality of the circulatory system.
- (13) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum, or pleura likely to result in incapacitating symptoms during normal or emergency operations.
 - (i) Chest Radiography shall form a part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.
- (14) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (15) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.



- (16) The use of drugs for control of asthma shall be disqualifying except for those drugs the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (17) An applicant with active pulmonary tuberculosis shall be assessed as unfit.
- (18) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.
- (19) An applicant with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.
- (20) The applicant shall be completely free from those hernias that might give rise to incapacitating symptoms.
- (21) An applicant with sequelae of disease of, or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacitation in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.
- (22) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, with a total or partial excision or a diversion of any of these organs, shall be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacitation in flight.
- (23) An applicant with metabolic, nutritional, or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
- (24) An applicant with insulin-treated diabetes mellitus shall be assessed as unfit.
- (25) An applicant with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (26) An applicant with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and the condition is found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note: Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.
- (27) An applicant with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (28) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.



(29) An applicant with sequelae of disease or surgical procedures on the kidneys or the genitourinary tract, in particular, any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

(30) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.

(31) An applicant who is seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1: Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.

(32) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy.

(33) For an applicant with a low-risk, uncomplicated pregnancy, evaluated and supervised in accordance with paragraph 2.11.2.7(b)(32) of this subsection, the fit assessment shall be limited to the period from the end of the 12th week until the end of the 26th week of gestation.

(34) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.

(35) The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note: Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.

(36) The applicant shall not possess any abnormality or disease of the ear or related structures that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.

(37) There shall be:

- (i) No disturbance of vestibular function;
- (ii) No significant dysfunction of the Eustachian tubes; and
- (iii) No unhealed perforation of the tympanic membranes.

(38) A single dry perforation of the tympanic membrane need not render the



applicant unfit.

- (39) There shall be no nasal obstruction and no malformation nor disease of the buccal cavity or upper respiratory tract that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (40) An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

(b) VISUAL REQUIREMENTS.

- (1) The function of the eyes and their adnexae shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.
- (2) Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:
 - (i) Such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and
 - (ii) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

Note: An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each reexamination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity; any decrease in best-corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.

- (3) An applicant may use contact lenses to meet the requirement of paragraph 2.11.2.7(c)(2) of this subsection provided that:
 - (i) The lenses are monofocal and non-tinted;
 - (ii) The lenses are well tolerated; and
 - (iii) A pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

Note: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.



- (4) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.

Note: If spectacles are used, high-index lenses are needed to minimise peripheral field distortion.

- (5) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to the initial medical certificate and every 5 years thereafter.

Note 1: The purpose of the required ophthalmic examination is 1) to ascertain normal visual performance and 2) to identify any significant pathology.

- (6) An applicant who has undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless the applicant is free from those sequelae which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (7) An applicant shall have the ability to read, while wearing the correcting lenses, if any, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with this paragraph; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1: Any applicant who needs near correction to meet this requirement will require "look-over," bifocal, or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreens, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

Note 2: Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

- (8) When near correction is required in accordance with paragraph 2.11.2.7(c) of this subsection, a second pair of near-correction spectacles shall be kept available for immediate use.
- (9) The applicant shall be required to have normal fields of vision.
- (10) The applicant shall be required to have normal binocular function.
- (11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia may not be disqualifying.



(d) HEARING REQUIREMENTS.

- (1) The applicant shall be tested by pure-tone audiometry:
 - (i) At the initial medical examination; and
 - (ii) At least once every 2 years after the age of 50 years.
- (2) When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000, or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.
- (3) Where audiometry is not performed, the applicant shall have the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner, or be assessed as unfit.
- (4) The applicant who holds a PPL with an IR shall meet the hearing requirements for a Class 1 medical certificate.

2.11.2.8. CLASS 3 MEDICAL CERTIFICATE

(a) CERTIFICATE ISSUE AND RENEWAL.

- (1) An applicant for an ATCO licence or, an RPL shall undergo an initial medical examination for the issue of a Class 3 medical certificate.
- (2) Except where otherwise stated in this subpart, holders of ATCO licences or RPLs shall have their Class 3 medical certificate renewed at intervals not exceeding those specified in this subpart.
- (3) A Class 3 medical certificate will be issued when the applicant complies with the requirements of this part.

(b) PHYSICAL AND MENTAL REQUIREMENTS.

- (1) The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.
- (2) The applicant shall have no established medical history or clinical diagnosis of any of the following such as might render the applicant unable to safely exercise the privileges of the licence applied for or held:
 - (i) An organic mental disorder;
 - (ii) A mental or behavioural disorder due to the use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;
 - (iii) Schizophrenia or a schizotypal or delusional disorder;
 - (iv) A mood (affective) disorder;
 - (v) A neurotic, stress-related, or somatoform disorder;
 - (vi) A disorder of adult personality or behaviour, particularly if



- manifested by repeated overt acts;
- (vii) Mental retardation;
 - (viii) A disorder of psychological development;
 - (ix) A behavioural or emotional disorder, with onset in childhood or adolescence; or
 - (x) A mental disorder not otherwise specified.
- (3) An applicant with depression, being treated with antidepressant medication, shall be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (4) The applicant shall have no established medical history or clinical diagnosis of any of the following:
- (i) A progressive or nonprogressive disease of the nervous system, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges;
 - (ii) Epilepsy; or
 - (iii) Any disturbance of consciousness without satisfactory medical explanation of cause.
- (5) An applicant who has suffered any head injury, the effects of which, according to accredited medical conclusion, are likely to interfere with the safe exercise of the applicant's licence and rating privileges, shall be assessed as unfit.
- (6) The applicant shall not possess any abnormality of the heart, congenital or acquired, that is likely to interfere with the safe exercise of the applicant's licence and rating privileges. A history of proven myocardial infarction shall be disqualifying.
- (7) An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (8) An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (9) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate.



- (10) Electrocardiography shall be included in reexaminations annually after the age of 50.
- (11) The systolic and diastolic blood pressures shall be within normal limits.
- (12) The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which, is compatible with the safe exercise of the applicant's licence and rating privileges.
- (13) There shall be no significant functional or structural abnormality of the circulatory system.
- (14) There shall be no acute disability of the lungs or any active disease of the structures of the lungs, mediastinum, or pleura likely to result in incapacitating symptoms during normal or emergency operations.

Note: Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.

- (15) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (16) An applicant with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.
- (17) The use of drugs for control of asthma shall be disqualifying except for those drugs the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (18) An applicant with active pulmonary tuberculosis shall be assessed as unfit.
- (19) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.
- (20) An applicant with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.
- (21) An applicant with sequelae of disease or surgical intervention on any part of the digestive tract or its adnexae, likely to cause incapacity in flight, in particular any obstructions due to stricture or compression, shall be assessed as unfit.
- (22) An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexae, with a total or partial excision or a diversion of any of these organs shall be assessed as unfit



until such time as the medical assessor having access to the details of the operation concerned considers that the effects of the operation are not likely to cause incapacity in flight.

- (23) An applicant with metabolic, nutritional, or endocrine disorders that are likely to interfere with the safe exercise of the applicant's licence and rating privileges shall be assessed as unfit.
- (24) An applicant with insulin-treated diabetes mellitus shall be assessed as unfit.
- (25) Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.
- (26) An applicant with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.

Note: Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.

- (27) An applicant with renal or genitourinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (28) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.
- (29) An applicant with sequelae of disease or surgical procedures on the kidneys or the genitourinary tract, in particular any obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.
- (30) An applicant who has undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.
- (31) An applicant who is seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.

Note 1: Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.



- (32) An applicant who is pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk, uncomplicated pregnancy.
- (33) During the gestational period, precautions shall be taken for the timely relief of an ATCO in the event of early onset of labour or other complications.
- (34) For an applicant with a low-risk, uncomplicated pregnancy, evaluated and supervised in accordance with paragraph 2.11.2.8(b)(32) of this subsection, the fit assessment shall be limited to the period until the end of the 34th week of gestation.
- (35) Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and has been assessed as fit to safely exercise the privileges of her licence and ratings.
- (36) An applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
Note: Any sequelae after lesions affecting the bones, joints, muscles, or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.
- (37) The applicant shall not possess any abnormality or disease of the ear or related structures that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (38) There shall be no malformation or any disease of the nose, buccal cavity, or upper respiratory tract that is likely to interfere with the safe exercise of the applicant's licence and rating privileges.
- (39) An applicant with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.

(c) VISUAL REQUIREMENTS.

- (1) The function of the eyes and their adnexae shall be normal. There shall be no active pathological condition, acute or chronic, or any sequelae of surgery or trauma of the eyes or their adnexae likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.
- (2) Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:
 - (i) Such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and



- (ii) In addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.

Note: An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each reexamination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best-corrected visual acuity, and the occurrence of eye disease, eye injury, or eye surgery.

- (3) An applicant may use contact lenses to meet the requirement of paragraph 2.11.2.8(c)(2) of this subsection provided that:
- (i) The lenses are monofocal and non-tinted;
 - (ii) The lenses are well tolerated; and
 - (iii) A pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.

Note: Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.

- (4) An applicant with a large refractive error shall use contact lenses or high-index spectacle lenses.

Note: If spectacles are used, high-index lenses are needed to minimise peripheral field distortion.

- (5) An applicant whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to the initial medical certificate and every 5 years thereafter.

Note 1: The purpose of the required ophthalmic examination is 1) to ascertain normal visual performance and 2) to identify any significant pathology.

- (6) An applicant who has undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless the applicant is free from those sequelae which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.

- (7) An applicant shall have the ability to read, while wearing the correcting lenses, if any, required by paragraph 2.11.2.8(c)(2) of this subsection, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with (b); if no such correction is prescribed, a pair of spectacles



for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.

Note 1: Any applicant who needs near correction to meet this requirement will require “look-over,” bifocal, or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.

Note 2: An applicant who needs near correction to meet this requirement will require “look-over,” bifocal, or perhaps multifocal lenses in order to read radar screens, visual displays, and written or printed material, and also to make use of distant vision, through the windows, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic, RP duties. However, it should be realised that single-vision near correction significantly reduces distant visual acuity.

Note 3: Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for air traffic control, RP duties.

- (8) When near correction is required in accordance with this paragraph 2.11.2.8(c) of this subsection, a second pair of near-correction spectacles shall be kept available for immediate use.
 - (9) The applicant shall be required to have normal fields of vision.
 - (10) The applicant shall be required to have normal binocular function.
 - (11) Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment, where the fusional reserves are sufficient to prevent asthenopia and diplopia, may not be disqualifying.
- (d) HEARING REQUIREMENTS.
- (1) The applicant shall be tested by pure-tone audiometry:
 - (i) At the initial medical examination;
 - (ii) At least once every 4 years up to the age of 40 years; and
 - (iii) At least once every 2 years after the age of 40 years.
 - (2) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000, or 2 000 Hz, or more than 50 dB at 3 000 Hz.
 - (3) Where audiology is not performed, the applicant shall have the ability to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner, with the back turned to the examiner, or be assessed as unfit.



- (4) An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a normal air traffic control working environment or RP working environment.

Note 1 - The frequency composition of the background noise is defined only to the extent that the frequency range 600 to 4800 hz (speech frequency range) is adequately represented.

Note 2- In the speech material for discrimination testing, both aviation-related phrases and phonetically balanced words are normally used.

- (5) Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.



NIGERIA CIVIL AVIATION REGULATIONS

PART 2 – IMPLEMENTING STANDARDS



NIGERIA CIVIL AVIATION
REGULATIONS

Implementing Standards: Part 2-Personnel Licensing

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PART 2 – IMPLEMENTING STANDARDS

IS 2.2.2. LANGUAGE PROFICIENCY

(a) GENERAL.

- (1) To meet the language proficiency requirements contained in 2.2.2 of this part, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, compliance with the holistic descriptors in IS 2.2.2.(b) and with the Operational Level (Level 4) of the Language Proficiency Rating Scale as provided in IS 2.2.2.(c).

(b) HOLISTIC DESCRIPTORS. Proficient speakers shall:

- (1) Communicate effectively in voice-only (telephone/radiotelephone) and face-to-face situations;
- (2) Communicate on common, concrete, and work-related topics with accuracy and clarity;
- (3) Use appropriate communicative strategies to exchange messages and to recognise and resolve misunderstandings (e.g, to check, confirm, or clarify information) in a general or work-related context;
- (4) Handle successfully and with relative ease the linguistic challenges presented by a complication or an unexpected turn of events that occurs within the context of a routine work situation or communicative task with which they are otherwise familiar; and
- (5) Use a dialect or accent which is intelligible to the aeronautical community.

(c) RATING SCALE.

(1) PRE-ELEMENTARY LEVEL (LEVEL 1).

- (i) Pronunciation: Performs at a level below the Elementary Level.
- (ii) Structure: Performs at a level below the Elementary Level.
- (iii) Vocabulary: Performs at a level below the Elementary Level.
- (iv) Fluency: Performs at a level below the Elementary Level.
- (v) Comprehension: Performs at a level below the Elementary Level.
- (vi) Interactions: Performs at a level below the Elementary Level.

(2) ELEMENTARY LEVEL (LEVEL 2).

- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.
- (ii) Structure: Shows only limited control of a few simple memorised grammatical structures and sentence patterns.
- (iii) Vocabulary: Limited vocabulary range consisting only of isolated words and memorised phrases.
- (iv) Fluency: Can produce very short, isolated, memorised utterances with frequent pausing and a distracting use of fillers to search for expressions and to articulate less familiar words.



- (v) Comprehension: Comprehension is limited to isolated, memorised phrases when they are carefully and slowly articulated.
- (vi) Interactions: Response time is slow and often inappropriate. Interaction is limited to simple routine exchanges.

(3) PRE-OPERATIONAL LEVEL (LEVEL 3).

- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.
- (ii) Structure: Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.
- (iii) Vocabulary: Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work-related topics, but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.
- (iv) Fluency: Produces stretches of language, but phrasing and pausing are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.
- (v) Comprehension: Comprehension is often accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.
- (vi) Interactions: Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.

(4) OPERATIONAL LEVEL (LEVEL 4).

- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with understanding.
- (ii) Structure: Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.
- (iii) Vocabulary: Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work-related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.
- (iv) Fluency: Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.



- (v) Comprehension: Comprehension is mostly accurate on common, concrete, and work-related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or may require clarification strategies.
- (vi) Interactions: Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.

(5) EXTENDED LEVEL (LEVEL 5).

- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.
- (ii) Structure: Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.
- (iii) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work-related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.
- (iv) Fluency: Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.
- (v) Comprehension: Comprehension is accurate on common, concrete, and work-related topics and is mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.
- (vi) Interactions: Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.

(6) EXPERT LEVEL (LEVEL 6).

- (i) Pronunciation: Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.
- (ii) Structure: Both basic and complex grammatical structures and sentence patterns are consistently well controlled.
- (iii) Vocabulary: Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.



- (iv) Fluency: Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect (e.g., to emphasise a point). Uses appropriate discourse markers and connectors spontaneously.
- (v) Comprehension: Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.
- (vi) Interactions: Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues and responds to them appropriately.

/CAO Annex 1: Appendix 1; Attachment A

IS 2.2.3.1 CREDIT FOR MILITARY PILOTS

- (a) Credit for a licence or rating may be given to military pilots who meet the requirements of 2.2.3.1 of this part and IS 2.2.3.1.
- (b) **MILITARY PILOTS ON ACTIVE FLYING STATUS WITHIN THE PAST 12 MONTHS.** The holder of a military pilot licence (or certificate) who has been on active flying status within the 12 months preceding the application for a licence or rating shall:
 - (1) Pass a knowledge test on the areas of operation listed in paragraph 2.2.3.1(b)(1) of this part;
 - (2) Present documentation showing compliance with the requirements of IS 2.2.2.2(c) for at least one aircraft category rating; and
 - (3) Present documentation showing that the applicant is or was, at any time during the 12 calendar months preceding the month of application, the holder of a military pilot licence (or certificate) on active flying status in an armed force of Nigeria.
- (c) **AIRCRAFT CATEGORY, CLASS, AND TYPE RATINGS.** The Authority may issue to the holder of a military pilot licence (or certificate) an aircraft category, class, or type rating to a CPL if the pilot presents documentary evidence that shows satisfactory accomplishment of:
 - (1) A military pilot check and instrument proficiency check of Nigeria in that aircraft category, class, or type, if applicable, as PIC during the 12 calendar months preceding the month of application; and
 - (2) At least 10 hours of PIC time in that aircraft category, class, or type, if applicable, during the 12 calendar months preceding the month of application.
- (d) **INSTRUMENT RATING.** The holder of a military pilot licence (or certificate) may apply for an aeroplane or helicopter IR to be added to his or her CPL if the pilot has, within the 12 calendar months preceding the month of application:
 - (1) Passed an instrument proficiency check by an armed force of Nigeria in the aircraft category for the IR sought; and
 - (2) Received authorisation from an armed force of Nigeria to conduct IFR flights on airways in that aircraft category and class for the IR sought.



- (e) AIRCRAFT TYPE RATING. The Authority will issue an aircraft type rating only for aircraft types that the Authority has certified for civil operations.
- (f) AIRCRAFT TYPE RATING PLACED ON AN ATPL. The Authority may issue to the holder of a military pilot licence (or certificate) who holds an ATPL an aircraft type rating, provided that the pilot:
 - (1) Holds a category and type rating for that type of aircraft at the ATPL level; and
 - (2) Passed an official military pilot of Nigeria check and instrument proficiency check in that type of aircraft as PIC during the 12 calendar months preceding the month of application.
- (g) EVIDENTIARY DOCUMENTS. The Authority may accept the following documents as satisfactory evidence of military pilot status:
 - (1) An official identification card issued to the pilot by an armed force of Nigeria to demonstrate membership in the armed forces;
 - (2) An original or a copy of a certificate of discharge or release from an armed force of Nigeria;
 - (3) At least one of the following:
 - (vii) An order of an armed force of Nigeria to flight status as a military pilot;
 - (viii) An armed force of Nigeria form or logbook showing military pilot status; or
 - (ix) An order showing that the applicant graduated from a military pilot school of Nigeria and received a rating as a military pilot;
 - (iv) A certified armed force logbook or an appropriate official armed force form or summary to demonstrate flight time in military aircraft as a member of an armed force of Nigeria;
 - (v) An official armed force of Nigeria record of a military designation as PIC; and
 - (vi) An official record of satisfactory accomplishment of an instrument proficiency check during the 12 calendar months preceding the month of application.



IS 2.2.4.3 RESERVED

IS 2.2.4.11 AUTOMATIC VALIDATION OF LICENCES ISSUED BY CONTRACTING STATES WITH A FORMAL AGREEMENT UNDER COMMON LICENSING REGULATIONS

- (1) The attachment to automatically validated licences issued by the [DIRECTOR OF THE LICENSING AUTHORITY OR AUTHORITY OR REGIONAL SAFETY OVERSIGHT AUTHORITY] shall be as follows:

For Use Only by the NCAA or RSOO of Issuance	ATTACHMENT [XXX] TO AUTOMATICALLY VALIDATED LICENCES	For Use Only by the CAA or RSOO of Issuance
1. [CAA/STATE/MINISTRY OF TRANSPORT OR REGIONAL SAFETY OVERSIGHT AUTHORITY]		
2. The licence is automatically validated by all the States listed in line 3 under an agreement registered with ICAO. The ICAO Registration Number is: [_____].		
3. The Contracting States that automatically validate this licence are: [_____]		
4. [Signature or stamp]		
5. Date of issue: [dd/mm/yyyy]		
6. If issued by an RSOO: The [Regional Safety Oversight Organisation] Contracting States are: [list of State members of the RSOO]		

The attachment number, to be filled in the [XXX] space, shall be the identification number of the Issuing Authority.



IS 2.2.8 SPECIFICATIONS AND FORMAT OF THE LICENCE

(a) The following details shall appear on the licence and the numbering scheme shall be in Roman numerals:

- (I). Name of Nigeria (in bold type);
- (II). Title of licence (in very bold type);
- (III). Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;
- (IV). Name of licence holder in full (in Roman alphabet also if script of national language is other than Roman);
- (IVa) Date of birth;
- (V). Address of licence holder;
- (VI). Nationality of licence holder;
- (VII). Signature of licence holder;
- (VIII). Authority and, where necessary, conditions under which the licence is issued;
- (IX). Certification concerning validity and authorisation for holder to exercise privileges appropriate to the licence;
- (X). Signature of the officer issuing the licence and the date of such issue;
- (XI). Seal or stamp of the authority issuing the licence;
- (XII). Ratings (e.g., category, class, type of aircraft, airframe, aerodrome control);
- (XIII). Remarks (i.e., special endorsements relating to limitations, endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention); and
- (XIV). Any other details desired by the authority issuing the licence.

The privileges and ratings shall be clearly identified on the licence in items (IX) and (XII).

Note: Item (VI), Nationality, is presumed to be citizenship of the licence holder.



IS 2.2.8 (b)

ELECTRONIC PERSONNEL LICENSING FORMAT

(b) The common form shall be in the English language:

Electronic personnel licence		
General	I	Name of State (in bold type);
	II	Title of licence (in very bold type);
	III	Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;
Personnel information	IVa	Photograph of holder;
	IVb	Name of holder in full (in Roman alphabet also if script of national language is other than Roman);
	IVc	Date of birth (dd-mm-yyyy);
	V	Address of holder if desired by the State;
	VI	Nationality of holder;
	VII	Script signature of holder;
	VIII	Authority and, where necessary, conditions under which the licence is issued;
Issuing Authority	IX	Certification concerning validity and authorization for holder to exercise privileges appropriate to the licence;
	X	Digital signature of officer issuing the licence and the date and time of such issue;
	XIa	Seal or stamp of authority issuing the licence;
	XIb	Date and time of last synchronization with the server of the Licensing Authority;
	XIc	Machine readable code to retrieve authentication data;



Electronic personnel licence		
Ratings	XII	Ratings - e.g. category, class, type of aircraft, airframe, aerodrome control, etc;
Remarks	XIII	Remarks - i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;
	XIV	Any other details desired by the State issuing the licence;
Medical assessment	XVa	Class (1, 2 or 3);
	XVb	Expiry date (dd-mm-yyyy);
	XVc	Special medical limitations ² , if any;
	XVd	Other information associated with the medical assessment as determined by the Medical Authority;
	XVIa	Other information associated with the licence as determined by the Licensing Authority;
Additional supplementary information	XVIb	Other information associated with the licence as determined by the Licensing Authority; and
	XVIc	Other information associated with the licence as determined by the Licensing Authority.

Note.- Medical assessment is only required when specified in Annex 1.

IS 2.3.1.7 RECORDING OF FLIGHT TIME

- (1) The details in the records of flights flown as pilot shall contain the items listed in IS 2.3.1.7(b) and (c) below.

For the purpose of meeting the requirements of 2.3.1.6 of this part, each person shall enter the following information for each flight or lesson logged:

- (1) Personal details:
 - (i) Name of the licence holder
 - (ii) Address of the licence holder
- (2) For each flight:
 - (i) Name of the PIC
 - (ii) Date of the flight
 - (iii) Place and time of departure and arrival
 - (iv) Type of aircraft and registration



(3) For each session in an FSTD:

- (i) Type and qualification number of the FSTD
- (ii) FSTD instruction
- (iii) Date
- (iv) Total time of session

(4) Pilot function:

- (i) Solo
- (ii) PIC
- (iii) CP
- (iv) Dual
- (v) FI

Logging of flight time.

(1) Logging of solo flight time:

- (i) A student pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(2) Logging of PIC flight time:

- (i) The applicant or the holder of a pilot licence may log as PIC time all that flight time during which that person is:
 - (i) The sole manipulator of the controls of an aircraft for which the pilot is rated; and
 - (ii) Acting as PIC of an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.
- (ii) An authorised instructor may log as PIC time all the flight time while acting as an authorised instructor.
- (iii) A student pilot may log as PIC time all solo flight time and flight time as student PIC, provided that such time is countersigned by the instructor.

(3) Logging of CP time:

- (i) A person may log CP time only when occupying a pilot seat as CP in an aircraft on which more than one pilot is required under the type certification of the aircraft or the regulations under which the flight is conducted.

(4) Logging of instrument flight time:

- (i) A person may log instrument flight time only for that flight when the person operates the aircraft solely by reference to instruments under actual or simulated instrument flight conditions.

(5) Logging instruction time:

- (i) A person may log instruction time when that person receives training from an authorised instructor in an aircraft or an FSTD.
- (ii) The instruction time shall be logged in a record (e.g., logbook) and shall be endorsed by the authorised instructor.



IS 2.3.2.5 CATEGORY II AND III AUTHORISATION

- (1) The Authority will issue a CAT II or CAT III pilot authorisation by letter, as part of an applicant's IR or ATPL.

Upon original issue, the authorisation will contain the following limitations:

- (1) For CAT II operations, 1 600 ft RVR and 150 ft DH; and
- (2) For CAT III operations, as specified in the authorisation document.

To remove the limitations on a CAT II or CAT III pilot authorisation:

- (1) A CAT II limitation holder may remove the limitation by showing that, since the beginning of the sixth preceding month, the holder has made three CAT II ILS approaches with a 150-foot DH to a landing under actual or simulated instrument conditions; or
- (2) A CAT III limitation holder may remove the limitation by showing experience as specified in the authorisation.

An authorisation holder or an applicant for an authorisation may use a flight simulator or flight training device, if it is approved by the Authority for such use, to meet the experience requirement of paragraph 2.3.2.5(c) of this part, or for the practical test required by this part for a CAT II or a CAT III pilot authorisation, as applicable.

CAT II: SKILL TEST REQUIREMENTS.

- (1) An applicant for the following authorisations shall pass a skill test:
 - (i) Issuance or renewal of a CAT II pilot authorisation
 - (ii) The addition of another type aircraft to a CAT II pilot authorisation
- (2) To be eligible for the skill test for an authorisation under 2.3.2.5 of this part, an applicant shall:
 - (i) Meet the requirements of 2.3.2.5 of this part; and
 - (ii) If the applicant has not passed a skill test for this authorisation during the 12 calendar months preceding the month of the test:
 - (i) Meet the requirements of 8.4.1.10 of these regulations; and
 - (ii) Have performed at least six ILS approaches during the 6 calendar 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.
- (3) An applicant shall accomplish the approaches specified in IS 2.3.2.5(e)(2)(ii)(B):
 - (i) Under actual or simulated instrument flight conditions;
 - (ii) To the minimum DH for the ILS approach in the type aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the DH authorised for CAT II operations;
 - (iii) To the DH authorised for CAT II operations only if conducted in an approved flight simulator or an approved flight training device; and



- (iv) In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted, or in an approved FSTD that:
 - (i) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (ii) Is used in accordance with an approved course conducted by an ATO certificated under Part 3 of these regulations.
- (4) The flight time acquired in meeting the requirements of IS 2.3.2.5(e)(2)(ii)(B) may be used to meet the requirements of IS 2.3.2.5(e)(2)(ii)(A).

CAT II: SKILL TEST PROCEDURES. The skill test consists of an oral increment and a flight increment.

- (1) **ORAL INCREMENT.** In the oral increment of the practical test an applicant shall demonstrate knowledge of the following:
 - (i) Required landing distance;
 - (ii) Recognition of the DH;
 - (iii) Missed approach procedures and techniques using computed or fixed-attitude guidance displays;
 - (iv) Use and limitations of RVR;
 - (v) Use of visual clues, their availability or limitations, and the altitude at which they are normally discernible at reduced RVR readings;
 - (vi) Procedures and techniques related to transition from nonvisual to visual flight during a final approach under reduced RVR;
 - (vii) Effects of vertical and horizontal windshear;
 - (viii) Characteristics and limitations of the ILS and runway lighting system;
 - (ix) Characteristics and limitations of the flight director system, auto approach coupler (including split-axis type, if equipped), auto throttle system (if equipped), and other required CAT II equipment;
 - (x) Assigned duties of the CP during CAT II approaches, unless the aircraft for which authorisation is sought does not require a CP; and
 - (xi) Instrument and equipment failure warning systems.
- (2) **FLIGHT INCREMENT.** The following requirements apply to the flight increment of the practical test:
 - (i) The flight increment shall be conducted in an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved FSTD that:
 - (ii) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and
 - (iii) Is used in accordance with an approved course conducted by an ATO certificated under Part 3 of these regulations.
 - (iv) The flight increment shall consist of at least two ILS approaches to 100 ft AGL including at least one landing and one missed approach.



- (v) All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system, except if an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands.
- (vi) If a multi-engine aeroplane with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the flight increment shall include the performance of one missed approach with an engine, which shall be the most critical engine, if applicable, set at idle or zero thrust before reaching the middle marker.
- (vii) If an approved multi-engine FSTD is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed.
- (viii) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in coordination with a CP who holds a type rating in the aircraft in which the authorisation is sought.
- (ix) An inspector or an evaluator may conduct oral questioning at any time during a practical test.

CAT III: SKILL TEST REQUIREMENTS.

- (1) The Authority will require that an applicant pass a skill test for:
 - (i) Issuance or renewal of a CAT III pilot authorisation
 - (ii) The addition of another type of aircraft to a CAT III pilot authorisation
- (2) To be eligible for the skill test, an applicant shall:
 - (i) Meet the requirements of 2.3.2.5 of this part; and
 - (ii) If the applicant has not passed a practical test for this authorisation during the 12 calendar months preceding the month of the test:
 - (iii) Meet the requirements of 8.4.1.10, 8.10.1.20, and 8.10.1.32 of these regulations; and
 - (iv) Have performed at least six ILS approaches during the 6 calendar 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.
- (3) An applicant shall conduct the approaches specified in IS 2.3.2.5(2)(ii)(B):
 - (i) Under actual or simulated instrument flight conditions;
 - (ii) To the alert height or DH for the ILS approach in the type aircraft in which the practical test is to be conducted;
 - (iii) Not necessarily to the DH authorised for CAT III operations;
 - (iv) To the alert height or DH, as applicable, authorised for CAT III operations only if conducted in an approved flight simulator or approved flight training device; and
 - (v) In an aircraft of the same category and class, and type, as applicable, as the aircraft in which the practical test is to be conducted, or in an approved flight simulator that:
 - (vi) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought; and



- (vii) Is used in accordance with an approved course conducted by an ATO certificated under Part 3 of these regulations.
- (4) KNOWLEDGE REQUIREMENTS: An applicant shall demonstrate knowledge of the following:
- (i) Required landing distance;
 - (ii) Determination and recognition of the alert height or DH, as applicable, including use of a radar altimeter;
 - (iii) Recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or DH, as applicable;
 - (iv) Missed approach procedures and techniques using computed or fixed-attitude guidance displays and expected height loss as they relate to manual go-around or automatic go-around, and initiation altitude, as applicable;
 - (v) Use and limitations of RVR, including determination of controlling RVR and required transmissometers;
 - (vi) Use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced RVR readings, including:
 - (vii) Unexpected deterioration of conditions to less than minimum RVR during approach, flare, and rollout;
 - (viii) Demonstration of expected visual references with weather at minimum conditions;
 - (ix) The expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
 - (x) Procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced RVR;
 - (XI). Effects of vertical and horizontal windshear;
 - (XII). Characteristics and limitations of the ILS and runway lighting system;
 - (XIII). Characteristics and limitations of the flight director system auto approach coupler (including split axis type if equipped), auto throttle system (if equipped), and other CAT III equipment;
 - (XIV). Assigned duties of the CP during CAT III operations, unless the aircraft for which authorisation is sought does not require a CP;
 - (XV). Recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and
 - (XVI). Recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.
- (5) FLIGHT SKILL REQUIREMENTS.
- (i) An applicant may conduct the practical test in an aircraft of the same category and class, and type, as applicable, as the aircraft for which the authorisation is sought, or in an approved flight simulator that:
 - (ii) Represents an aircraft of the same category and class, and type, as applicable, as the aircraft in which the authorisation is sought; and



- (ii) Is used in accordance with an approved course conducted by an ATO certificated under Part 3 of these regulations.
 - (ii) The practical test shall consist of at least two ILS approaches to 100 ft AGL, including one landing and one missed approach initiated from a very low altitude that may result in a touchdown during the go-around manoeuvre;
 - (iii) The applicant shall perform all approaches during the practical test with the approved automatic landing system or an equivalent landing system approved by the Authority;
 - (iv) If a multi-engine aircraft with the performance capability to execute a missed approach with one engine inoperative is used for the practical test, the practical test shall include the performance of one missed approach with the most critical engine, if applicable, set at idle or zero thrust before reaching the middle or outer marker;
 - (v) If an approved multi-engine flight simulator or approved multi-engine flight training device is used, the applicant shall execute a missed approach with an engine, which shall be the most critical engine, if applicable, failed;
 - (vi) For an authorisation for an aircraft that requires a type rating, the applicant shall pass a practical test in coordination with a check pilot who holds a type rating in the aircraft in which the authorisation is sought; and
 - (vii) Subject to the limitations of this paragraph, for CAT IIIB operations predicated on the use of a fail passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references. The applicant shall initiate this manoeuvre by a fail passive disconnect of the rollout control system:
 - (i) After main gear touchdown;
 - (ii) Prior to nose gear touchdown;
 - (iii) In conditions representative of the most adverse lateral touchdown displacement allowing a safe landing on the runway; and
 - (iv) In weather conditions anticipated in CAT IIIB operations.
- (6) An inspector or an evaluator may conduct oral questioning at any time during the practical test.

IS 2.3.3 STUDENT PILOTS

- (1) A student pilot who is receiving training for solo flight shall receive and log flight training for the following manoeuvres and procedures, as applicable for each category and class rating as specified in the applicable subsection to this IS.



IS 2.3.3.2 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – AEROPLANE CATEGORY

- (1) A student pilot who is receiving training for solo flight in an aeroplane shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing, or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference manoeuvres;
 - (13) Approaches to a landing area with simulated engine malfunctions;
 - (14) Slips to a landing (SE only); and
 - (15) Go-arounds.

IS 2.3.3.3 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – HELICOPTER CATEGORY

- (1) A student pilot who is receiving training for solo flight in a helicopter shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing, or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents, with and without turns, using high and low drag configurations;
 - (9) Flight at various airspeeds;
 - (10) Emergency procedures and equipment malfunctions;
 - (11) Ground reference manoeuvres;
 - (12) Approaches to the landing area;
 - (13) Hovering and hovering turns;



- (14) Go-arounds;
- (15) Simulated emergency procedures, including autorotational descents with a power recovery and power recovery to a hover;
- (16) Rapid decelerations; and
- (17) Simulated one-engine-inoperative approaches and landings (ME only).

IS 2.3.3.4 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – POWERED-LIFT CATEGORY

- (1) A student pilot who is receiving training for solo flight in a powered-lift shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing, or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;
 - (5) Climbs and climbing turns;
 - (6) Aerodrome traffic patterns, including entry and departure procedures;
 - (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (8) Descents with and without turns;
 - (9) Flight at various airspeeds from cruise to slow flight;
 - (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
 - (11) Emergency procedures and equipment malfunctions;
 - (12) Ground reference manoeuvres;
 - (13) Approaches to a landing with simulated engine malfunctions;
 - (14) Go-arounds;
 - (15) Approaches to the landing area;
 - (16) Hovering and hovering turns; and
 - (17) Simulated one-engine-inoperative approaches and landings (ME only).

IS 2.3.3.5 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – AIRSHIP CATEGORY

- (1) A student pilot who is receiving training for solo flight in an airship shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including pre-flight planning and preparation, powerplant operation, and aircraft systems;
 - (2) Taxiing or surface operations, including run ups;
 - (3) Take-offs and landings, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions;



- (5) Climbs and climbing turns;
- (6) Aerodrome traffic patterns, including entry and departure procedures;
- (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (8) Descents with and without turns;
- (9) Flight at various airspeeds from cruise to slow flight;
- (10) Emergency procedures and equipment malfunctions;
- (11) Ground reference manoeuvres;
- (12) Rigging, ballasting, and controlling pressure in the balloonets, and superheating; and
- (13) Landings with positive and with negative static trim.

IS 2.3.3.6 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – BALLOON CATEGORY

- (1) A student pilot who is receiving training for solo flight in a balloon shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Layout and assembly procedures;
 - (2) Proper flight preparation procedures, including pre-flight planning and preparation, and aircraft systems;
 - (3) Ascents and descents;
 - (4) Landing and recovery procedures;
 - (5) Emergency procedures and equipment malfunctions;
 - (6) Operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;
 - (7) Use of deflation valves or rip panels for simulating an emergency;
 - (8) The effects of wind on climb and approach angles; and
 - (9) Obstruction detection and avoidance techniques.

IS 2.3.3.7 STUDENT PILOT MANOEUVRES AND PROCEDURES FOR PRE-SOLO FLIGHT TRAINING – GLIDER CATEGORY

- (1) A student pilot who is receiving training for solo flight in a glider shall receive and log flight training for the following manoeuvres and procedures:
 - (1) Proper flight preparation procedures, including pre-flight planning and preparation, aircraft systems, and, if applicable, powerplant operations;
 - (2) Taxiing or surface operations, including run ups, if applicable;
 - (3) Launches, including normal and crosswind;
 - (4) Straight and level flight and turns in both directions, if applicable;
 - (5) Aerodrome traffic patterns, including entry procedures;
 - (6) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
 - (7) Descents with and without turns using high and low drag configurations;



- (8) Flight at various airspeeds;
- (9) Emergency procedures and equipment malfunctions;
- (10) Ground reference manoeuvres;
- (11) Inspection of towline rigging and review of signals and release procedures, if applicable;
- (12) Aerotow, ground tow, or self-launch procedures;
- (13) Procedures for disassembly and assembly of the glider;
- (14) Stall entry, stall, and stall recovery;
- (15) Straight glides, turns, and spirals;
- (16) Landings, including normal and crosswind;
- (17) Slips to a landing;
- (18) Procedures and techniques for thermalling; and
- (19) Emergency operations, including towline break procedures.



IS 2.3.5.1(c)16 CPL RE-ISSUE REQUIREMENTS

If the CPL has not been renewed by the date of expiry, the validity of the licence standards are lapsed. To ensure the validity of the lapsed licence; the licence holder shall meet the requirements subject to the lapsed periods as follows:

(a) **Not more than six months** and all renewal requirements were met prior to the date of expiry; there are no additional requirements;

(b) **More than six (6) months but not more than two (2) years:**

(i) pass a written examination in Air Law or Regulations ;

(ii) pass a type rating practical check-out on an aircraft type endorsed or on the type rating sought; and

(iii) meet the renewal requirements.

(c) **More than two (2) years but not more than ten (10) years:**

(i) undertake a refresher course in an ATO in preparation for the practical and knowledge tests which should include ten (10) hours as PIC.

(ii) pass a CPL practical test on the aircraft type rating sought ;

(iii) pass a CPL composite knowledge examination and

(d) **More than ten (10) years**, an applicant shall meet all requirements for the of initial issue of a CPL.

IS 2.3.6.1(g)6 MPL RE-ISSUE REQUIREMENTS

Where a licence has not been renewed by the date of expiry, the validity of the licence standards are lapsed. To ensure the validity of the lapsed licence; the licence holder shall meet the requirements subject to the lapsed periods as follows:

(a) **Not more than six months** and all renewal requirements were met prior to the date of expiry; there are no additional requirements;

(b) **More than six (6) months but not more than two (2) years:**

(i) pass a written examination in Air Law

(ii) pass a type rating practical check-out on an aircraft type endorsed or on the type rating sought; and

(iii) meet the renewal requirements.

(c) **More than two (2) years but not more than ten (10) years:**

(i) undertake a refresher course in an ATO in preparation for the practical and knowledge tests which should include ten (10) hours as PIC.

(ii) pass a MPL practical test on the aircraft type rating sought ;

(iii) pass a MPL composite knowledge examination and

(d) **More than ten (10) years**, an applicant shall meet all requirements for the of initial issue of a MPL.



IS 2.3.7.1(J) ATPL RE-ISSUE REQUIREMENTS

Where a licence has not been renewed by the date of expiry, , If the ATP licence has not been renewed by the date of expiry, the validity of the licence standards are lapsed. To ensure the validity of the lapsed licence; the licence holder shall meet the requirements subject to the lapsed periods as follows:

(1) **Not more than six months** and all renewal requirements were met prior to the date of expiry; there are no additional requirements;

(2) **More than six (6) months but not more than two (2) years:**

(i) pass a written examination in Air Law;

(ii) pass a type rating practical check-out on an aircraft type endorsed or on the type rating sought; and

(iii) meet the renewal requirements.

(3) **More than two (2) years but not more than ten (10) years:**

(i) undertake a refresher course in an ATO in preparation for the practical and knowledge tests which should include ten (10) hours as PIC.

(ii) pass a ATPL practical test on the aircraft type rating sought ;

(iii) pass a ATPL composite knowledge examination and

(4) **More than ten (10) years**, an applicant shall meet all requirements for the of initial issue of an ATPL.



IS 2.5.3.6 KNOWLEDGE REQUIREMENTS FOR ATSEP LICENCE/ RATINGS

- (a) The applicant for a **COMMUNICATIONS** rating shall pass a knowledge test covering at least the following areas:
- (i) Elements of Voice Communications
 - (ii) Radio Waves
 - (iii) Antenna Systems
 - (iv) VHF Radio Transmitters
 - (v) VHF Radio Receivers
 - (vi) Controller Work Positions
 - (vii) ATIS and VOLMET Service
 - (viii) Air/Ground Voice Communications
 - (ix) VHF/UHF transmission and HF Transmission
 - (x) Emergency/ Backup Systems
 - (xi) Aircraft Equipment/On Board systems
 - (xii) Satellite Communications systems
 - (xiii) Ground/Ground Voice communications
 - (xiv) Telephone Switching/Interphone Switching/Hotline Switching
 - (xv) ATN/Data Communications Network systems
 - (xvi) Purpose and Use of Data Communication systems
 - (xvii) Interface Systems
 - (xviii) ACARS systems
 - (xix) Purpose and use of Data Communications
 - (xx) Data Communications in current use-PCM, E1 (DSI) framing, T1, Multiplexing, de-multiplexing, LAN, WAN etc.
 - (xxi) Purpose and use of protocols
 - (xxii) Network Management
 - (xxiii) ATC Specific Networks and applications
 - (xxiv) ATC Voice Recorders
 - (xxv) Troubleshooting



(b) The applicant for **NAVAIDS** rating shall pass a knowledge test covering at least the following areas:

- (i) Principles and concept of VOR
- (ii) Purpose and use of Navigation
- (iii) System Coordinates/WGS-84
- (iv) NDB/LB
- (v) VOR/DVOR
- (vi) ILS, MLS
- (vii) DME
- (viii) TACAN
- (ix) Visual AIDS-VASIS, PAPI, Rotating Beacon
- (x) Satellite Navigation
- (xi) RNAV, RNP
- (xii) Satellite Based Systems-GPS, GLONASS, GNSS, MTSAT, EGNOS
- (xiii) Warning Systems-TCAS, GPWS
- (xiv) ICAO recommendations, Annex10, Doc 8071
- (xv) NAVAIDS Flight Inspections
- (xvi) Troubleshooting

(c) The applicant of **SURVEILLANCE** (and RADARS) ratings shall pass a knowledge test covering at least the following areas:

- (i) Terminology and units of measurement
- (ii) Purpose and use of Surveillance and RADAR systems
- (iii) Primary RADAR
- (iv) Secondary RADAR
- (v) Weather Range
- (vi) Precision Approach RADAR
- (vii) Surface movement and control
- (viii) RADAR message format
- (ix) Transmission of Radar Data
- (x) Mode S
- (xi) ADS-B System
- (xii) Future Equipment
- (xiii) Radar Station
- (xiv) Networks-Analogue/Digital, Digital/Analogue, PCM, BIT RATE, Bandwidth
- (xv) Purpose and use of Data Communications
- (xvi) Data Communications in current use-PCM, E1 (DSI) framing, T1, Multiplexing, de-multiplexing, LAN, WAN etc.
- (xvii) Purpose and use of protocols
- (xviii) Network Management
- (xix) ATC Specific Networks and application
- (xx) System Soft and Hardware principles
- (xxi) RADAR Data processing
- (xxii) Warning systems
- (xxiii) Flight Data Processing
- (xxiv) Operational Display systems
- (xxv) Human Machine Interface (HMI)
- (xxvi) Troubleshooting



- (d) The applicant for **Airfield Lighting/Visual Landing Aids Systems** ratings shall pass a knowledge test covering at least the following areas:
- (i) Purpose and use of Airfield Lighting/Visual Landing Navigational Aids systems
 - (ii) Airfield Landing Systems
 - (iii) Airfield Lighting Equipment
 - (iv) Approach Light
 - (v) Approach Slope Indicator
 - (vi) Airfield Runway and Taxiway fixtures
 - (vii) Obstruction Lights
 - (viii) Docking Systems
 - (ix) Illuminated Wing sleeves
 - (x) Frangibility of Visual Aids
 - (xi) Constant Current regulator
 - (xii) Control Systems
 - (xiii) Safety
 - (xiv) Airfield Light Cables
 - (xv) Test Equipment
 - (xvi) Sign/Signage
 - (xvii) Visual Landing Systems-PAPI, VASI, RVR and Rotation Beacons
 - (xviii) Standby Power systems
 - (xix) PAPI System Set-up/Calibrations
 - (xx) Troubleshooting

IS 2.6.2.3 RATINGS AND LIMITATIONS CODES

- (a) Airframe
 - Code 1: Unpressurised Aeroplane
 - Code 2: Pressurised Aeroplane
 - Code 3: Rotorcraft
- (b) Powerplant
 - Code 4: Piston Engine
 - Code 5: Turbine Engine
- (c) Avionics
 - Code 6: Aircraft Electrical Systems in which the main generation system output is DC including Alternator, having an individual power rating not exceeding 1.5KVA may be fitted only.
 - Code 7: Aircraft Electrical Systems in which the main generation system output is DC and which have installed 'frequency' wild alternators with an individual power ratings exceeding 1.5KVA for auxiliary services.



- Code 8: Aircraft Electrical Systems in which the main generation system output is constant 'frequency' AC from generators driven by constant speed drive unit or variable speed constant frequency (VSCF) generation/converter systems, and DC power is supplied from transformer rectifier units.
- Code 9: General Aircraft Instrument Systems but excluding instruments installed on any aircraft which has installed in Flight Director System.
- Code 10: Flight Director Systems employing air driven gyroscopes (attitude) including Smiths flight systems and Sperry Zero Reader ZL1, ZL2 Flight Director System.
- Code 11: Flight Director Systems employing electrically driven gyroscopes (attitudes).
- Code 12: Direct Reading Compasses
- Code 13: Director and Remote Reading Compasses
- Code 14: Non-Radio-Coupled Automatic Pilots (Aeroplane)
- Code 15: Radio-Coupled Automatic Pilots (Aeroplane) excluding ILS Coupled (LOC and GS). Automatic Pilots.
- Code 16: ILS Coupled (LOC and GS) Automatic Pilots (Aeroplane).
- Code 17: Non-Radio Coupled Automatic Pilots (Rotorcraft)
- Code 18: Radio-Coupled Automatic Pilots (Rotorcraft)
- Code 19: Airborne Communications Systems, Airborne Navigation Systems
- Code 20: Airborne Radar Systems only

IS 2.6.2.5(e) EXPERIENCE REQUIREMENTS FOR AN AME TYPE RATING

- (i) An applicant for an AME type rating shall submit documentary evidence acceptable to the authority of practical experience in representative tasks of the following areas of aircraft maintenance:

(1) GENERAL

- (A) Ground handling:
- (i) Airframe and powerplant servicing
 - (ii) Aircraft towing and taxing
 - (iii) Aircraft lifting and weighing
 - (iv) Aircraft parking, moving, storing and return to service
- (B) Placards and Markings
- (C) Minimum Equipment List application



(2) AIR FRAME SYSTEMS

(A) Aircraft (Aeroplane and helicopters)- all airframe systems

- (i) Removal and installation
- (ii) Functional and operational testing
- (iii) Troubleshooting and defect rectification
- (iv) Fuelling, oil, hydraulic and oxygen servicing

(3) ROTORCRAFT SPECIFIC

(A) Vibration and noise analysis

(B) Monitoring and indicating of rotors

(4) POWERPLANT SYSTEMS

(A) Piston engines- all systems

- (i) Removal and installation (including engine change)
- (ii) Functional and operational testing (engine ground run and performance check)
- (iii) Troubleshooting and defect rectification
- (iv) MEL application

(B) Gas turbine engines systems

- (i) Removal and installation (including engine change)
- (ii) Functional and operational testing (engine ground run and performance check)
- (iii) Troubleshooting and defect rectification
- (iv) MEL application

(5) AVIONICS SYSTEMS.

- (i) Removal and installation
- (ii) Functional and operational testing
- (iii) Troubleshooting and defect rectification

IS 2.11.1.3 AUTHORISED AVIATION MEDICAL EXAMINERS

- (a) Basic training in aviation medicine for AAMEs shall include at least the following:
- (1) Basic training in aviation medicine
 - (2) Physics of atmosphere and space
 - (3) Basic aeronautical knowledge



- (4) Aviation physiology
 - (5) Ophthalmology
 - (6) Otorhinolaryngology
 - (7) Cardiology and general medicine
 - (8) Neurology
 - (9) Psychiatry in aviation medicine
 - (10) Psychology
 - (11) Dentistry
 - (12) Accidents, escape and survival
 - (13) Legislation, rules, and regulations
 - (14) Air evacuation
 - (15) Medicine and flying
- (b) Advanced training in aviation medicine for AAMEs shall include the following:
- (1) Pilot working environment
 - (2) Aerospace physiology
 - (3) Ophthalmology
 - (4) Otorhinolaryngology
 - (5) Cardiology and general medicine
 - (6) Neurology/psychiatry
 - (7) Human factors in aviation
 - (8) Tropical medicine
 - (9) Hygiene
 - (10) Space medicine

IS 2.11.1.8 MEDICAL CERTIFICATE

- (a) The following details shall appear on the medical certificate:
- (1) Name of State
 - (2) Medical certificate number
 - (3) Name of holder in full
 - (4) Date of birth of holder
 - (5) Address of holder
 - (6) Nationality of holder
 - (7) Signature of holder
 - (8) Medical certificate Class 1, 2, or 3
 - (9) Date of issue
 - (10) Validity



- (11) Limitations
- (12) Issuing Authority
- (13) Signature of Issuing Authority
- (14) Examiner/CAA staff signature
- (15) Examiner/CAA staff name (printed)
- (16) Examiner's authorisation number
- (17) Date of examination and State of examination



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