
Civil Aviation (Personnel Licensing) Regulations, 2019

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PART I

PRELIMINARY

Title

1. These Regulations may be cited as the Civil Aviation (Personnel Licensing) Regulations, 2019.

Interpretation

2. In these regulations, unless the context requires otherwise—

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

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

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

“aircraft” has the meaning to it given in the Act;

“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 systems;

“aircraft category” means classification of aircraft according to specified basic characteristics such as aeroplane, rotorcraft, glider and lighter-than-air and powered-lift aircraft;

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

“aircraft required to be operated with a co-pilot” means a type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate; electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;

“aircraft required to be 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 air operator certificate;

“aircraft-type of” means all aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics;

“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;

“air traffic control service” means a service provided for the purpose of—

(a) preventing collisions:

(i) between aircraft; and

(ii) on the manoeuvring area, between aircraft and obstructions; and

(b) expediting and maintaining an orderly flow of traffic;

“Air Traffic Control unit” means a generic term meaning variously, area control centre, approach control unit or aerodrome control tower;

“approved maintenance organisation (AMO)” means an organisation approved by the Authority to perform maintenance activities including the inspection, overhaul, maintenance, repair or modification and release to service of aircraft or components thereof and operating under the supervision of the Authority;
“approved training” means training conducted under special curricula and supervision approved by the Authority;
“approved training organisation” means an organisation approved by and operating under the supervision of the Authority in accordance with the requirements of Annex 1 to perform approved training;
“ATS surveillance service” means a term used to indicate a service provided directly by means of an ATS surveillance system;
“ATS surveillance system” is a generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft;
“authorised instructor” means a person who—
(a) holds a valid ground instructor licence issued under these regulations for conducting ground training;
(b) holds a current flight instructor rating issued under these regulations for conducting ground training or flight training; or
(c) is authorised by the Authority to provide ground training, flight training, or other training under these Regulations and the Civil Aviation Approved Training Organisations Regulations;
“Authority” means the Civil Aviation Authority of Zimbabwe appointed in terms of the civil Aviation Act[Chapter.13:16];
“aviation repair specialist (ARS)” means a person qualified to perform or supervise the maintenance, preventive maintenance, or alteration of aircraft, airframes, aircraft engines, propellers, appliances, components, and parts appropriate to the designated speciality area for which the aviation repair specialist is authorised but only in connection with employment by an AMO;
“balloon” means a non-power-driven lighter-than-air aircraft;
“cabin crewmember” means a crewmember who performs in the interest of safety of passengers, duties assigned by the operator or the Pilot In Command of the aircraft, but who shall not act as a flight crewmember;
“Cabin crew member operating position” means a duty station assigned to the cabin crewmember for execution of safety and emergency duties.
“Category II (CAT II) operations” means, a precision instrument approach and landing with a decision height lower than 60m (200 Ft), but not lower than 30m (100 Ft), and a Runway Visual Range not less than 350m;
“Category IIIA (CAT IIIA) operations” means, a precision instrument approach and landing with:
(a) a decision height lower than 30m (100Ft) or no decision height; and
(b) a Runway Visual Range not less than 200m;
“Category IIIB (CAT IIIB) operations” means, a precision instrument approach and landing with:
(a) a decision height lower than 15m (50Ft) or no decision height ; and
(b) a RVR less than 200m but not less than 50m;
“Category IIIC (CAT IIIC) operations” means a precision instrument approach and landing with no decision height and no Runway Visual Range limitations;
“certify as airworthy (to)” means to certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof;
“check pilot” means a pilot approved by the Authority who has the appropriate training, experience, and demonstrated ability to evaluate and certify to the knowledge and skills of pilots;
“command and control (C2) link” the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight commercial air transport operation” means an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire;
“competency” means a combination of skills, knowledge and attitudes required to perform a task to the prescribed standard;
“competency element” means an action that constitutes a task that has a triggering event and a terminating event that clearly defines its limits, and an observable outcome;
“competency unit” means a discrete function consisting of a number of competency elements;
“Contracting State” means a State that is a signatory to the Convention on International Civil Aviation (Chicago Convention);
“co-pilot” means a licensed pilot serving in a piloting capacity other than as Pilot In Command, on an aircraft for which more than one pilot is required, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction;
“course” means a programme of instruction to obtain a licence, rating, qualification, authorisation, or recurrency required under these regulations;
“Crew Resource Management (CRM)” means a program designed to improve the safety of flight operations by optimising the safe, efficient, and effective use of human resources, hardware, and information through improved crew communication and co-ordination;
“critical engine” means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft;
“cross country” means a flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures;
“cruise relief co-pilot” means a pilot who relieves the co-pilot of his/her duties at the controls during the cruise phase of a flight in multi-pilot operations above FL200.
“designated medical examiner” means a person qualified and licensed in the practice of medicine, designated by the Authority to conduct medical examinations of fitness of applicants and issue reports for the issue or renewal of the licences or certificates or ratings specified in the these regulations;
“dual instruction time” means flight time during which a person is receiving flight instruction from a properly authorised pilot on board the aircraft;
“error” means an action or inaction by an operational person that leads to deviations from organisational or the operational person’s intentions or expectations;
“error management” means the process of detecting and responding to errors with a countermeasures that reduce or eliminate the consequences of errors, and mitigates the probability of further errors or undesired aircraft states;
“evaluator” means a person employed by a certified Approved Training Organisation who performs tests for licensing, added ratings, authorisations, and proficiency checks that are authorised by the certificate holder’s training specification, and who is authorised by the Authority to administer such checks and tests;
“examiner” means any person authorised by the Authority to conduct a pilot proficiency test, a practical test for a licence or rating, or a knowledge test under these regulations;
“facility” means a physical plant, including land, buildings, and equipment, which provides the means for the performance of maintenance, preventive maintenance, or modifications of any article;
“flight crewmember” means a licensed crewmember charged with duties essential to the operation of an aircraft during flight duty period;
“Flight plan” means specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft;
“Flight simulation training device” means any one of the following three types of apparatus in which flight operations are simulated on the ground—
(a) a flight simulator, which provides an accurate representation of the cockpit of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crewmembers, and the performance and flight characteristics of that type of aircraft are realistically simulated;
(b) a flight procedures trainer, which provides a realistic flight deck environment or realistic RPAS ground station environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;
(c) a basic instrument flight trainer, which is equipped with appropriate instruments, and which simulates the cockpit environment of an aircraft in flight or the RPAS environment 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;

“flight time-balloons” means the total time from the moment the basket leaves the ground for the purpose of taking off until the moment it finally comes to a rest at the end of the flight;

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

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

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

“handover” means the act of passing piloting control from one remote pilot station to another;

“helicopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axis;

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

“Instrument flight time” means the time during which a pilot is piloting an aircraft or a remote pilot is piloting a remotely piloted aircraft solely by reference to instruments and without external reference points;

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

“instrument time” means instrument flight time or instrument ground time;

“instrument training” means training which is received from an authorised instructor under actual or simulated instrument meteorological conditions;

“knowledge test” means a test on the aeronautical knowledge areas required for a licence or rating that can be administered in written form or by a computer;

“licence” means personnel licence and includes—

(a) Pilot licences, including—
   (i) Student Pilot Licence (SPL);
   (ii) Private Pilot Licence (PPL);
   (iii) Commercial Pilot Licence (CPL);
   (iv) Airline Transport Pilot Licence (ATPL);
   (v) Multi-crew Pilot Licence (MPL).

(b) Ground Instructor Authorisation (GIA)

(c) Air Traffic Controller Licence (ATCL);

(d) Aircraft Maintenance Engineer Licence (AMEL);

(e) Flight Operations Officer/Dispatcher Licence (FOO);

(g) Flight Radio Telephony Operator Licence or (FRTOL)

(h) Cabin Crewmember Licence (CCL);

“Licensing Authority” means the Authority designated by a Contracting State as responsible for the licensing of personnel with the following—

(a) assessment of an applicant’s qualifications to hold a licence or rating;

(b) issue and endorsement of licences and ratings;

(c) designation and authorisation of approved persons;
(d) approval of training courses;
(e) approval of the use of flight simulation training devices and authorisation for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating;

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

“multi-crew cooperation” (MCC) means the functioning of the flight crew as a team of cooperating members led by the pilot-in-command;

“multi-pilot aircraft” means an aircraft certificated for operation with a minimum crew of at least two pilots;

“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 may be prescribed by the appropriate authority;

“performance criteria” means a 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 (PIC)” means a pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight;

“pilot in command under supervision” means a co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with the method of supervision acceptable to the Licensing Authority;

“powered-lift” means a heavier-than-air aircraft capable of vertical take-off, vertical landing, and low speed flight that depends principally on engine driven lift devices or engine thrust for lift during these flight regimes and on non-rotating airofoil(s) for lift during horizontal flight;

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

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

“pressurised aircraft” means an aircraft fitted with means of controlling out flow of cabin air in order to maintain maximum cabin altitude of not more than 10,000 ft so as to enhance breathing and comfort of passengers and crew;

“private pilot” means a pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given;

“problematic use of substances” means the use of one or more psychoactive substances by aviation personnel in a way that—

(a) constitute a direct hazard to the user or endangers lives from health or welfare of others; or

(b) causes or worsens an occupational, social, mental or physical problem or disorder;

“proficiency check” means the demonstration of skill to revalidate or renew ratings, and including such oral examination as may be required;
“psychoactive substance” means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded;

“quality system” means documented organisational procedures and policies, internal audits 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 authorisation entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such 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;

“remote flight crew member” means a licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period;

“remote pilot” means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time;

“remote pilot-in-command” means the remote pilot designated by the operator as being in command and charged with the safe conduct of a flight;

“remote pilot station” (RPS). means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft;

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

“rendering (a licence) valid” means the action taken by the Authority, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence;

“re-issue” in relation to a licence, rating, authorisation or certificate means the administrative action taken after a licence, rating, authorisation or certificate has lapsed that re-issues the privileges of the licence, rating, authorisation or certificate for a further specified period consequent upon the fulfilment of specified requirements;

“renewal” in relation to a licence, rating, authorisation or certificate means the administrative action taken within the period of validity of a licence, rating, authorisation or certificate that allows the holder to continue to exercise the privileges of such a document for a further specified period consequent upon the fulfilment of specified requirements;

“rest period” means a period free of all restraint, duty or responsibility as specified by the Authority;

“rotorcraft” means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors;

“safety-sensitive personnel” means a person who might endanger aviation safety if they perform their duties and functions improperly including, but not limited to, crewmembers, aircraft maintenance personnel and air traffic controllers;

“sign a maintenance release (to)” 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” in relation to medical provisions in Part IX” means to a degree or of a nature that is likely to jeopardize flight safety;

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

“solo flight time remotely piloted aircraft systems” means flight time during which a student remote pilot is controlling the remotely piloted aircraft system, acting solo;

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

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

“State Safety Programme (SSP)” means an integrated set of regulations and activities aimed at improving safety;
“substance abuse” means any of the following—

(a) the use of a substance in a situation in which that use was physically hazardous, if there has been at any other time an instance of the use of a substance also in a situation in which that use was physically hazardous;

(b) a verified positive drug test result acquired under an anti-drug programme or internal programme of a State government; or

(c) misuse of a substance that the Authority, based on case history and qualified medical judgment relating to the substance involved, finds that it makes the applicant unable to safely perform the duties or exercise the privileges of the license applied for or held or as may reasonably be expected, for the maximum duration of the Medical Certificate applied for or held, to make the applicant unable to perform those duties or exercise those privileges;

“substance dependence” means a condition in which a person is dependent on a substance, other than tobacco or ordinary xanthine-containing beverages, as evidenced by increased tolerance; manifestation of withdrawal symptoms; impaired control of use; or continued use despite damage to physical health or impairment of social, personal, or occupational functioning;

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

“threat management” means the process of detecting and responding to the threats with countermeasures that reduce or eliminate the consequences of threats, and mitigate the probability of errors or undesired states;

“training programme” means a program that consists of course(s), courseware, facilities, flight training equipment, and personnel necessary to accomplish a specific training objective and may include a core curriculum and a specialty curriculum;

“training time” means the time spent receiving from an authorised instructor flight training, ground training, or simulated flight training in an approved synthetic flight trainer;

“Vmc” means minimum control speed with critical engine inoperative.

PART II
LICENCES, CERTIFICATION, RATINGS AND AUTHORISATIONS

Application for licence, rating, authorisation, designation or certificate

3. (1) A person applying for the issue, renewal validation or re-issue of a licence, rating, authorisation, designation or certificate in terms of these regulations must undergo appropriate training conducted by an Approved Training Organisation.

(2) A person referred to in subsection (1) shall make an application in person on the prescribed form accompanied by a non-refundable application fee specified in the First Schedule. The Authority may require any such applicant to produce documentary or other satisfactory evidence in support of any particulars given in the application form or of any statement made in relation to the application.

(3) The Authority may either—

(a) approve; or

(b) reject the application made in terms of subsection (2).

(4) Where the Authority approves an application made in terms of subsection (2), it shall issue the applicant, upon payment of a fee specified in the First Schedule, with a licence, rating, authorisation, designation or certificate.

(5) The Authority may refuse to issue or re-issue a licence, or to issue, a rating or authorisation, in any particular case, if, in the circumstances of that case, it appears to the Authority to be inexpedient in the public interest to do so. Before rejecting the application, the Authority may invite representations from the applicant.

(6) The Authority shall review the representations made in terms of subsection (5) and make a determination.

(7) Licences issued by the Authority shall conform to the specifications prescribed in the Second Schedule.
(8) Where the applicant does not meet the specific requirements for issue of a particular licence, he shall obtain a student pilot licence to enable him fulfil the eligibility requirements for pilot licence issued under these regulations.

(9) Aeronautical Meteorological Personnel shall meet requirements for education and training in meteorology and operational hydrology as stated in World Meteorology Organisation Document 258 Volume 1.

(10) The authority shall not permit the holder of a licence to exercise privileges other than those granted by that licence.

(11) The Authority shall verify applicant identity using national identity documents and visually on initial application.

Application for renewal of a licence, rating, authorisation, designation or certificate

4. (1) Application for renewal must be made to the Authority at least 14 days before the expiry date shown on the licence, on the appropriate form showing as appropriate proof of: —
   (a) continued competency;
   (b) recent experience;
   (c) medical fitness; and
   (d) payment of the appropriate fee.

(2) Where the submission time requirements of subsection (1) are not met, an applicant shall pay a late renewal fee in addition to the normal renewal fee as specified in the First Schedule.

Licences and ratings issued

5. (1) The Authority may issue the following licences to an applicant who satisfactorily accomplishes the requirements of these regulations for the licence sought—
   (a) in the case of Pilot licences—
      (i) Private Pilot Licence;
      (ii) Commercial Pilot Licence;
      (iii) Multi-Crew Pilot Licence; and
      (iv) Airline Transport Pilot Licence.
   (b) Air Traffic Controllers Licence;
   (c) Flight Operations/Dispatcher Licence;
   (d) Aircraft Maintenance Engineer Licence;
   (e) Flight Radio Telephony Licence;
   (f) Cabin Crew Licence.

(2) No person shall act as either a 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 these regulations. The Authority may issue the following ratings for pilot licences—
   (a) in the case of Aircraft Category ratings—
      (i) aeroplane;
      (ii) helicopter;
      (iii) glider;
      (iv) free balloon;
      (v) powered-lift; and
      (vi) airship of a volume of more than 4600 cubic metres;
   (b) in the case of aeroplanes Class ratings—
      (i) single-engine land;
(ii) single-engine sea;
(iii) multi-engine land; and
(iv) multi-engine sea;
(c) in the case of rotorcraft Class ratings—
   (i) helicopters; and
   (ii) gyroplane;
(d) in the case of lighter than air aircraft Class ratings—
   (i) airship; and
   (ii) free balloon;
(e) in the case of type ratings—
   (i) aircraft certificated for at least two pilots;
   (ii) any aircraft considered necessary by the Authority;
   (iii) helicopters certificated for single-pilot operations and which have comparable handling, performance and other characteristics;
   (iv) powered-lift category certificated for single-pilot operations and which have comparable handling, performance and other characteristics;
(f) in the case of aircraft Instrument ratings —
   (i) instrument—aeroplane;
   (ii) instrument—helicopter;
(g) night rating;
(h) flight instructor rating; or
(i) in the case of Ground instructor ratings—
   (i) basic;
   (ii) advanced;
   (iii) instrument.

(3) Where the holder of a pilot licence seeks an additional category of aircraft, the Authority shall issue an additional pilot licence in accordance with subsection (2) and any other requirements provided for in these regulations appropriate to the privileges for which the category rating is sought.

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

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

(6) The Authority may place the category, class or type rating on a pilot licence when issuing that licence:

   Provided the rating reflects—
   (a) the appropriate category, class, or type of aircraft used to demonstrate skill and knowledge for its issue; and
   (b) that the aircraft type is registered in Zimbabwe.

(7) The Authority may issue the following ratings for air traffic controllers—

   (a) aerodrome control and meteorological observer rating;
   (b) approach control;
   (c) approach radar control;
   (d) approach precision radar control;
   (e) area control; or
   (f) area radar control.

(8) The Authority may issue, in relation to an aircraft maintenance engineer licence—
(a) an airframe rating;
(b) a power plant rating;
(c) an avionics rating; or
(d) aviation repairman specialist rating.

(9) Pursuant to subsection (8), the aircraft of which a rating is sought must be of a type listed on the Zimbabwe civil aircraft register.

(10) An applicant for a licence shall, as applicable, hold a Medical Certificate issued in accordance to Part IX Section 136 of these regulations by the Authority.

(11) Before being issued with any licence or rating for personnel other than flight crew an applicant shall meet prescribed requirements in respect of—
(a) age;
(b) knowledge;
(c) experience;
(d) medical fitness; and
(e) skill as specified in these regulations.

Special authorisation for non-passenger carrying flights

6. (1) The Authority, having issued a pilot licence, shall not permit the holder of such licence to act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless the holder has received authorisation as follows—
(a) the appropriate class rating specified in section5(2)(b); or
(b) a type rating when required in accordance with the provisions of section5(2)(e);

(2) When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.

(3) 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 required by section(5).

(4) Subject to subsection (3), authorisation shall be limited in validity to the time needed to complete the specific flight.

Authorisations issued

7. (1) The Authority may issue the following authorisations under these regulations—
(a) Category II operations;
(b) Category III operations;
(c) flight examiner;
(d) type rating instructor;
(e) cabin crewmember instructor;
(f) cabin crew examiner;
(g) medical examiner;
(h) aviation repair specialist (ARS);
(i) air traffic control instructor;
(j) air traffic control examiner;
(k) medical assessor; or
(l) any other authorisations determined by the Authority.
(2) The Authority may issue the following classes for aviation repair specialist authorisation—
(a) propellers;
(b) computer;
(c) instrument;
(d) accessory;
(e) component;
(f) welding;
(g) non-destructive testing; and
(h) any other authorisation as determined by the Authority.

English language proficiency

8. (1) A holder of an aeroplane, airship, helicopter, glider, free balloon RPA and powered-lift pilot, pilot traffic controllers, flight operations officer or flight dispatcher licence shall demonstrate the ability to speak and understand the English language used for radio telephony communications to the level specified in the language proficiency requirements in the Third Schedule.

(2) The licensed personnel specified in subsection (1) who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual’s demonstrated proficiency level as follows—
(a) those demonstrating language proficiency at the Operational Level (Level 4) shall be evaluated once every three years; and
(b) those demonstrating language proficiency at the Extended Level (Level 5) shall be evaluated once every six years.

Duration of licences, certificates, ratings, and authorisations

9. (1) The Authority shall issue licences certificates with a specific expiry date except as specifically provided by these regulations.

(2) Except for an aviation repair specialist authorisation, all authorisations and ratings issued under these regulations shall be valid for the term specified by the Authority.

(3) An aviation repair specialist authorisation issued on the basis of employment with a specified employer, shall be valid for the term of employment of the aviation repair specialist with that employer.

(4) The licences and ratings shall expire according to the time frames specified in the Fourth Schedule.

Competency and Recent experience requirements

10. (1) The Authority shall establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and should include a risk assessment process and analysis of current operations, including accident and incident data appropriate to Zimbabwe. Maintenance of competency shall be indicated in the airman’s personal licence and logbook.

(2) For recency no person shall act as a pilot-in-command or co-pilot of an aircraft unless within the preceding 90 days that person has—
(a) made three take-offs and three 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
(b) made three take-offs and three landings in a tailwheel aeroplane with each landing to a full stop; and
(c) for night operations, made the three take-offs and three landings required by paragraph (a) at night.

Validity of licences and certificates

11. (1) A holder of a licence shall not exercise the privileges granted by that licence, or by related ratings, unless the holder maintains competency and meets the requirements for recency experience established by the Authority.
(2) The Authority shall take all necessary steps to ensure that other Contracting States are able to confirm the validity of the licence.

(3) The maintenance of competency of flight crewmembers engaged in commercial air transport operations shall be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with these regulations.

(4) Maintenance of competency and recency of experience shall be satisfactorily recorded in the operator’s records and in the flight crewmember’s personal logbook.

(5) A flight crewmember may, in lieu of maintaining competency in an aircraft, demonstrate continuing competency in synthetic flight training devices approved by the Authority.

(6) Every medical certificate for different licences and every report of medical fitness shall be valid from the day the medical examination is performed for periods specified in the Fifth Schedule.

(7) A report of medical fitness issued in accordance with these regulations shall be submitted to the Authority or approved assessor by the designated medical examiner.

(8) A licence issued by the Authority shall not be valid unless the holder of the licence has signed his or her name on the licence in ink with the holder’s ordinary signature or any other format of signature approved by the Authority.

(9) Renewal of medical certificates may be performed by the medical examiner approved by the Authority.

(10) For the initial issuance of the medical certificate, the period of validity shall begin on the date the medical certificate was issued.

(11) A certificate of test shall accompany every licence showing a record of skills tests conducted and their validity as required.

(12) An entry, endorsement or variation shall not be made in or on a licence, or in respect of a rating therein, except in a manner and by a person authorised for that purpose by the Authority.

Decrease in medical fitness

12. (1) A holder of licence provided for in these regulations shall not exercise the privileges of his or her licence and related ratings at any time when the holder is aware of any decrease in his or her medical fitness which might render the holder unable to safely and properly exercise these privileges.

(2) A licence holder shall inform the Licensing Authority of—
   (a) confirmed pregnancy; or
   (b) any decrease in medical fitness which—
      (i) is more than 20 days in duration or
      (ii) requires continued treatment with prescribed medication; or
      (iii) requires hospitalisation.

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

(4) The suspension referred to in subsection (3) shall continue until the end of the period of the decrease in medical fitness, or until the expiration of the medical certificate, whichever comes first.

Deferral of medical examination

13. (1) The Authority shall not defer a prescribed re-examination of a licence holder.

Extension of validity of medical certificate

14. The period of validity of a medical certificate may be, for good cause shown, extended at the discretion of the Authority, up to 45 days.
Curtailment of privileges of pilots

15. (1) A person shall not act as a pilot of an aircraft engaged in international commercial air transport operations if—
   (a) he or she has attained 60 years; or
   (b) in the case of operations with more than one pilot, who has attained 65 years.

   (2) Notwithstanding requirements of subsection (1) a person shall not act as a pilot-in-command or co-pilot of a multi-crew aircraft engaged in international commercial air transport operations when he has attained 65 years.

   (3) A holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations in Zimbabwe.

   (4) A Zimbabwean citizen who is a holder of a Commercial Pilot Licence or Air Transport Pilot Licence with instructor rating may continue exercising the privileges of instructor rating after the age of 65 years on condition that person holds a valid class one medical certificate.

PART III

Validation and Conversion of Foreign Flight Crew Licences and Recognition of Military Qualifications

General requirements for validation of foreign flight crew licences

16. (1) A person who holds a current and valid pilot licence issued by another Contracting State in accordance with International Civil Aviation Organisation Annex 1 may apply for a validation of such licence for use on aircraft registered in Zimbabwe.

   (2) The applicant for the validation certificate shall present to the Authority—
      (a) the foreign licence and evidence of the experience required by presenting the record in the personal flying logbook showing annual summaries and providing required copies;
      (b) evidence that he holds a current medical certificate issued by the Contracting State that issued the applicant’s licence;
      (c) evidence of language proficiency in the English language as specified in Third Schedule of or shall demonstrate to the Authority language proficiency skills; and
      (d) evidence that he or she meets the minimum flight experience as specified in the Sixth schedule.

   (3) The Authority may allow the applicant to use his or her foreign medical certificate with the validation certificate for one month only:

      Provided that the medical certification requirements on which the foreign medical certificate was issued meets the requirements of these regulations relevant to the licence held.

   (4) The Authority shall verify the authenticity of the licence, ratings and the medical certificate with the State that issued the licence prior to conducting knowledge and skills examinations for the issuance of the validation certificate.

   (5) The Authority shall not place upon a certificate of validation privileges beyond those granted by a foreign licence.

   (6) The Authority may issue a validation certificate which shall be valid for up to twelve months, on condition that the foreign licence, ratings and the medical certificate remains valid.

   (7) A person who receives a certificate of validation under these regulations shall—
      (a) be limited to the privileges placed on the certificate;
      (b) be subject to the limitations and restrictions on the certificate and foreign licence when exercising the privileges of that certificate in a certified public aerodrome in Zimbabwe; and
      (c) not exercise the privileges of the certificate when the person’s foreign licence has been revoked, suspended or expired.

   (8) An applicant for a certificate of validation shall use only one foreign licence with same nationality as his or her passport as a basis for obtaining a certificate of validation.
(9) The Authority shall place upon a certificate of validation the foreign licence number and country of issue.

(10) The Authority shall verify the authenticity of the foreign licence and any ratings listed on those certificates before issuing a validation certificate or any ratings on such validation certificate.

(11) Where the applicant has previously attempted to obtain the same licence or rating the applicant shall be required to sit for and pass whatever examinations or tests were outstanding or had not been passed.

Validation of private pilot licence

17. (1) A person who holds a current private pilot licence issued by another Contracting State may apply for and may be issued with a validation certificate with the appropriate ratings if the applicant—
   (a) is not under an order of revocation or suspension by the country that issued the licence;
   (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of International Civil Aviation Organisation for that licence;
   (c) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule;
   (d) passes air law examination as determined by the Authority; and
   (e) has submitted a valid proficiency test conducted by the Authority or an approved examiner:

   (2) The Authority may issue a validation certificate which may be valid for a maximum period of three months, provided the foreign licences and ratings remain valid.


18. (1) A person who holds a current Private Pilot License /Instrument Rating, Commercial Pilot Licence, Commercial Pilot Licence/Instrument Rating, Multi-Crew Pilot Licence, Airline Transport Pilot Licence, or Flight Dispatch Licence issued by another Contracting State may apply for and may be issued a validation certificate with the appropriate ratings if the applicant—
   (a) is not under an order of revocation or suspension by the country that issued the licence;
   (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of International Civil Aviation Organisation for that licence;
   (c) does not currently hold a licence issued by the Authority;
   (d) holds a current and appropriate Medical Certificate issued by the contracting State that issued the licence;
   (e) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule; and
   (f) passes air law, flight planning, meteorology and operational procedures examinations.

   (2) Not withstanding section 16(6) the Authority may issue a validation certificate for licences referred to in subsection (1) which may be valid for a maximum period of three months, provided the foreign licenses, ratings and the medical certificate remain valid.

Recognition and conversion of military or former military flight crew qualifications

19. (1) The Authority may recognise Zimbabwe Defence Forces qualification for issuance of private or commercial pilot licence.

   (2) Except for a rated Zimbabwe Defence Forces or former Zimbabwe Defence Forces pilot who has been removed from flying status for lack of proficiency, or because of disciplinary action involving aircraft operations, a rated Zimbabwe Defence Forces or former Zimbabwe Defence Forces pilot who meets the requirements of this section may apply, on the basis of the pilot’s military training, for—
   (a) Private Pilot licence (PPL) or Commercial Pilot Licence (CPL);
(b) an aircraft rating in the category and class of aircraft for which that military pilot is qualified;
(c) an instrument rating with the appropriate aircraft rating for which that military pilot is qualified; and
(d) a type rating, if appropriate.

(3) A person who holds a current Zimbabwe Defence Forces pilot qualification may apply for a Private Pilot Licence (PPL) or Commercial Pilot Licence (CPL) with the appropriate ratings, if that person—
(a) has a licence which is not under an order of revocation or suspension;
(b) meets the minimum flying experience under these Regulations;
(c) holds a valid Medical Certificate issued by Zimbabwean Military; and
(e) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule to these Regulations.

(4) An applicant for a pilot licence under this section shall submit to the Authority any one or more of the following—
(a) an official record of a military designation as pilot in command; or
(b) an official identification card issued to the pilot by Zimbabwe Defence Forces to demonstrate service in the military; and at least one of the following—
   (i) an order of military flight status as a military pilot if applicable; or
   (ii) proof showing that the applicant graduated from a pilot school and received a rating as a military pilot;
(c) a certified military logbook showing military pilot status and a summary to demonstrate flight time in military aircraft;
(d) an official record of satisfactory accomplishment of an instrument proficiency check within the twelve months before the date of the application.

(5) The Authority may issue to a rated military or former military pilot an aircraft category, class, or type rating to a flight crew if that flight crew presents documentary evidence that shows satisfactory accomplishment of—
(a) a military pilot and instrument proficiency check of Zimbabwe Defence Forces in the aircraft type he or she is rated within twelve months preceding the date of application; and
(b) at least ten hours of pilot in command time in that aircraft category, class, or type, if applicable, within twelve months preceding the date of application.

(6) A rated military pilot or former rated military pilot may apply for an aeroplane or helicopter instrument rating to be added to the pilot’s Commercial Pilot License if the pilot has, within the twelve months preceding the date of application—
(a) passed an instrument proficiency check by the military in the aircraft category and class for the instrument rating sought; and
(b) received authorisation from the military to conduct instrument flight rules (IFR) flights on airways in that aircraft category and class for the instrument rating sought.

(7) The Authority shall issue an aircraft type rating only for aircraft types that the Authority has certified for civil operations and are registered in Zimbabwe.

(8) The applicant shall be required to have met the applicable aeronautical experience requirements for the licence or rating sought.

(9) In addition to the requirements set out in this section the applicant shall be required to pass—
(a) in the case of a Commercial Pilot Licence—
   (i) an examination for the Class 1 Medical Certificate;
   (ii) knowledge examinations for air law, meteorology, flight performance and planning, human performance and aeronautical weather codes;
   (iii) the initial instrument rating flight test if the rating is to be included in the licence;
(b) in the case of Private Pilot Licence—
(i) an examination for the Class 2 Medical Certificate;
(ii) knowledge examinations for air law, meteorology, flight performance and planning and human performance;
(iii) Private Pilot Licence skills test.

(10) An applicant for a Commercial Pilot Licence shall not be eligible for grant of a licence unless there is included in the aircraft rating for either pilot-in-command or co-pilot respectively.

(11) The Authority may consider a military type rating qualification for the purpose of conversion of Commercial Pilot Licence if—
   (a) the aircraft type is endorsed and certified in the applicants military personal logbook;
   (b) the pilot is current on the aircraft type.

(12) An applicant for conversion who fails the knowledge test in three consecutive attempts shall be disqualified for further testing until a period of three months has elapsed from the date on which the last test was made and has received remedial training from an Approved Training Organisation.

(13) The Authority shall prescribe the minimum passing grade for the knowledge test.

(14) The applicant shall be required to have passed all knowledge examinations for conversion of a Zimbabwean military pilot qualification within a period of six months preceding the date of the application for the licence.

(15) The Authority shall verify the authenticity of the military or former military pilot rating from the Zimbabwe Defence Forces.

Conversion of foreign licences

20. (1) A person who holds a current pilot, cabin crew, flight operation or flight dispatch licence issued by another Contracting State may apply and be issued an equivalent licence with the appropriate ratings, if the applicant—
   (a) has a licence which is not under an order of revocation or suspension by the country that issued the licence;
   (b) meets all the International Civil Aviation Organisation standards for that licence;
   (c) holds a valid Medical Certificate issued by the Contracting State that issued the licence;
   (d) demonstrates the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements specified in the Third Schedule;
   (e) satisfies the Authority that no Zimbabwean can be readily trained to take up that position and he or she is in possession of a relevant valid permit issued by the Immigration Department.

(2) An applicant for a pilot licence under this section shall submit his licence and Medical Certificate in the English language or accompanied by an English language translation that has been signed by an official or representative of the foreign authority that issued the licence.

(3) The applicant shall meet the applicable aeronautical experience requirements specified in the Sixth Schedule.

(4) In addition to the requirements of subsections (1), (2) and (3), the applicant is required to pass modules listed in the Seventh Schedule.

(5) The Authority may transfer a type rating from a foreign licence for the purpose of conversion of Commercial Pilot Licence, Aircraft Type Pilot Licence or Multi-Crew Pilot Licence:

Provided that—
   (a) the aircraft type is endorsed on the foreign licence;
   (b) the pilot is current on the aircraft type; and
   (c) the type of aircraft is registered in Zimbabwe.

(6) An applicant for conversion who fails the knowledge test in three consecutive attempts shall be disqualified for further testing until a period of three months has elapsed from the date on which the last test was made.
(7) The Authority shall set the minimum passing grade for the knowledge test referred to in subsection (4).

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

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

(10) A foreign applicant for CPL or ATPL conversion shall hold a validation issued under these regulations and has completed at least 200 flying hours on Zimbabwean registered aircraft.

(11) Where the applicant has previously attempted to obtain the same licence or rating, the applicant shall be required to sit for and pass whatever examinations or tests were outstanding or had not been passed.

PART IV

VALIDATION, CONVERSION OF FOREIGN AIRCRAFT MAINTENANCE ENGINEER LICENCES AND RATINGS AND RECOGNITION OF ENGINEER MILITARY QUALIFICATIONS

Validation of Aircraft Maintenance Engineer Licence

21. (1) A person who holds a current and valid Aircraft Maintenance Engineer Licence issued by another Contracting State may apply for and may be issued a certificate of validation with the appropriate rating, if the applicant—

(a) holds a licence which is not under an order of revocation or suspension by the country that issued the licence;

(b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of International Civil Aviation Organisation for that licence;

(c) does not currently hold a licence issued by the Authority; and

(d) satisfies the Authority that he or she is in possession of a relevant valid permit issued by the Immigration Department.

(2) The Authority may not place upon a certificate of validation privileges beyond those granted by a foreign licence.

(3) A person who receives a certificate of validation under these Regulations shall—

(a) be limited to the privileges placed on the certificate;

(b) be subject to the limitations and restrictions on the certificate and the foreign Aircraft Maintenance Engineer Licence when exercising the privileges of that certificate on an aircraft registered in Zimbabwe; and

(c) not exercise the privileges of the certificate when the person’s foreign licence has been revoked or suspended.

(4) An applicant for a certificate of validation shall—

(a) present to the Authority the foreign licence and evidence of the experience required by presenting a valid record;

(b) pass a knowledge test in human factors and air law;

(c) complete a skills test for the relevant licence and ratings that he wants to be validated relevant to the privileges of the licence held;

(d) have a minimum of four years Aircraft Maintenance Engineer experience;

(5) The certificate of validation referred to in subsection (4) shall be valid for a maximum of 6 months, on condition that the foreign licence or in the case of a continuing licence, the rating remains valid.

(6) The Authority shall verify the authenticity of the foreign licence, ratings and authorisations presented for validation with the state of issuance.
Conversion of foreign Aircraft Maintenance Engineer Licence

22. (1) A person who holds a current Aircraft Maintenance Engineer Licence issued by another Contracting State may apply and be issued an equivalent licence with the appropriate ratings, if the applicant—
   (a) has a licence which is not under an order of revocation or suspension by the country that issued the licence; and
   (b) holds a licence which meets all the International Civil Aviation Organisation standards for that licence; and
   (c) satisfies the Authority that he or she is in possession of a relevant valid permit issued by the Immigration Department.

(2) An applicant for an Aircraft Maintenance Engineer Licence under this section shall submit the licence in English language or accompanied by an English language translation that has been signed by an official or representative of the foreign authority that issued the licence.

(3) The applicant shall meet the applicable aeronautical experience requirements specified in these regulations.

(4) In addition to the requirements of subsections (1), (2) and (3) the applicant shall pass a knowledge test in—
   (a) air law; and
   (b) human factors.

(5) The Authority may transfer a rating from a foreign licence for the purpose of conversion of Aircraft Maintenance Engineer Licence if—
   (a) the rating is endorsed on the foreign licence;
   (b) that applicant is current on the rating a; and
   (c) the rating is applicable to aircraft registered in Zimbabwe.

(6) An applicant for conversion who fails the knowledge test shall be disqualified for further testing until after a proven practical experience of one month is gained.

(7) The Authority shall set the minimum passing grade for the knowledge test referred to in subsection (4).

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

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

(10) The applicant for a licence conversion shall complete a skills test for the relevant licence and ratings that he or she wants to be validated relevant to the privileges of the licence held.

(11) Where the applicant has previously attempted to obtain the same licence or rating, the applicant shall be required to sit for and pass whatever examinations or tests were outstanding or had not been passed.

Recognition of military aircraft maintenance personnel qualifications

23. (1) Zimbabwe Defence Forces aircraft maintenance personnel may apply to the Authority for issue of Aircraft Maintenance Engineer Licence without type rating on the basis of his or her military qualifications.

(2) The application referred to in subsection (1) shall be accompanied by—
   (a) a letter or certificate of confirmation from the military service;
   (b) evidence of experience of at least four years in aircraft maintenance of which six months of recent experience must have been acquired within the twelve months preceding the application; and
   (c) a certificate, diploma or such other qualification showing proof of training in aircraft maintenance.

(3) If the Authority is satisfied that the applicant meets the conditions in subsection (2), the Authority shall require the applicant to—
(a) demonstrate the knowledge and skill requirements for Aircraft Maintenance Engineer Licence stipulated in these regulations;
(b) pass a knowledge test in air law and human factors

(4) The Authority may, in addition to provisions in subsection (1), (2) and (3), transfer a rating for the purpose of issuance of Aircraft Maintenance Engineer Licence if the aircraft, engine or avionics type is endorsed on the equivalent military qualification:

Provided that—
(a) the aircraft type is registered in Zimbabwe; or
(b) engine or avionics type are installed on the Zimbabwe Civil aircraft.

PART V
General Requirements: Testing and Training for Pilot Licences, Ratings and Authorisations

Knowledge test: prerequisites and passing grades

24. (1) An applicant for a knowledge test shall have—
(a) received an endorsement from an authorised instructor of an Approved Training Organisation certifying that the applicant has accomplished a ground-training required for the licence or rating sought and is prepared for the knowledge test; and
(b) proper identification at the time of taking the test that includes the applicant’s—
   (i) photograph;
   (ii) name;
   (iii) signature;
   (iv) date of birth, which shows that the applicant meets or will meet the age requirements of these Regulations for the licence sought before the expiry date of the applicant’s knowledge test report; and mailing address.

(2) The minimum passing grade for the knowledge test shall be 75%.

(3) The validity of the knowledge test results for an applicant for a pilot licence shall be as follows—
(a) in the case of Private Pilot Licence, twelve months after passing the test;
(b) in the case of Commercial Pilot Licence, eighteen months after passing the test;
(c) in the case of Airline Transport Pilot Licence, five years after passing the test as long as the CPL is continuously valid; and
(d) for Multi-crew Pilot Licence, five years after passing the test and the licence is continuously valid.

Practical tests: prerequisites for flight crew

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

(2) Except as provided in subsection (3), to be eligible for a practical test for a licence or rating issued under these regulations, an applicant for a practical test shall—
(a) pass the required knowledge test for the type rating within six months preceding the month the applicant completes the practical test;
(b) present the knowledge test report at the time of application for the practical test, if a knowledge test is required;
(c) have satisfactorily accomplished the required training and obtained the aeronautical experience required by these regulations for the licence or rating sought;
(d) meet the age requirement of these regulations for the issue of the licence or rating sought; and
(e) have an endorsement in the applicant’s logbook or training record that has been signed by an authorised instructor who certifies that the applicant—
(i) has received and logged training time within sixty days preceding the date of application in preparation for the practical test;

(ii) is prepared for the required practical test; and

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

(3) Notwithstanding the provisions of subsection (2) an applicant for an Airline Transport Pilot Licence may take the practical test for that licence within two years of the expiration of a knowledge test, provided the applicant—

(a) has been continuously employed as a flight crewmember by an Air Operator Certificate holder from the time the knowledge test expired; and

(b) has satisfactorily accomplished that Air Operator Certificate holder’s approved—

(i) pilot-in-command aircraft qualification training programme that is appropriate to the licence; or

(ii) qualification training requirements appropriate to the licence and rating sought; or

(iii) Practical tests general requirements for flight crew.

(4) If an applicant for a practical test does not—

(a) complete all increments of a practical test for a licence or rating in one day, that applicant shall complete all remaining increments of the test not more than sixty days after that date; and

(b) satisfactorily complete all increments of the practical test for a licence or a rating within sixty days after beginning the test, that applicant shall retake the entire practical test, including those increments satisfactorily completed.

Practical tests: general requirements for flight crew

26. (1) The ability of an applicant for a Pilot Licence or rating practical test shall be determined by the Examiner based upon the applicants ability to safely do the following, during a practical test—

(a) perform the tasks specified in the areas of operation for the licence or rating sought within the prescribed standards;

(b) demonstrate mastery of the aircraft with the successful outcome of each task regarding—

(i) Private Pilot Licence tests; or

(ii) Commercial Pilot Licence tests; or

(iii) Airline Transport Pilot Licence; or

(iv) aircraft type rating tests;

(c) demonstrate sound judgement; and

(d) demonstrate single-pilot competence if the aircraft is type certified for single-pilot operations.

(2) The minimum performance required to satisfy requirements of subsection (1)(b) are specified in the Eighth Schedule.

(3) An applicant who fails any area of operation shall have failed the practical test and is not eligible for a licence or rating sought.

(4) The examiner or the applicant may discontinue a practical test at any time—

(a) if the applicant fails any of the areas of operation; or

(b) due to inclement weather conditions, aircraft airworthiness concerns or any other safety-of-flight concern.

(5) If a practical test is discontinued in terms of subsection (4), the Authority may give the applicant credit for those areas of operation already passed, but only if the applicant—

(a) passes the remainder of the practical test within the sixty-day period after the date the practical test was begun; and

(b) presents to the examiner for the retest the original test report or the discontinuance form as specified by the Authority as appropriate; and
(c) satisfactorily accomplishes any additional training needed and obtains the appropriate instructor endorsements, if additional training is required.

(6) The validity of the practical test results for applicants for a pilot licence and type rating shall be six months after passing the test.

Practical tests: required aircraft and equipment

27. (1) Except when permitted to accomplish the entire flight increment of the practical test in an approved flight simulator, an applicant for a licence or rating issued under these regulations shall provide an aircraft registered in Zimbabwe for each required test that—

(a) is of the category, class, and type applicable to the licence or rating sought; and

(b) has a certificate of airworthiness.

(2) An applicant for a practical test shall use an aircraft that has—

(a) the equipment for each area of operation required for the practical test;

(b) no specified operating limitations that prohibit the aircraft’s use in any of the areas of operation required for the practical test;

(c) except as provided in subsection (5), at least two pilot stations with adequate visibility for each person to operate the aircraft safely; and

(d) cockpit and outside visibility adequate to evaluate the performance of the applicant when an additional jump seat is provided for the examiner.

(3) An applicant for a practical test shall use an aircraft, other than a lighter-than-air aircraft, that has engine power controls and flight controls that are easily reached and operable in a conventional manner by both pilots, unless the examiner determines that the practical test can be conducted safely in the aircraft without the controls being easily reached.

(4) An applicant for a practical test that involves manoeuvring an aircraft solely by reference to instruments shall provide an aircraft with—

(a) an equipment that permits the applicant to pass the areas of operation that apply to the rating sought; and

(b) a device that prevents the applicant from having visual reference outside the aircraft, but does not prevent the examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Authority.

(5) Notwithstanding requirements of subsection (2)(c), an applicant may complete a practical test in an aircraft having a single set of controls, if—

(a) the examiner agrees to conduct the test;

(b) the test does not involve a demonstration of instrument skills; and

(c) the proficiency of the applicant can be observed by an examiner who is in a position to observe the applicant.

(6) The ATPL(A) skill test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the validation of the type rating for the aeroplane used in the test and may be combined with the skill test for the issue of a multi-pilot type rating.

Retesting after failure

28. (1) An applicant for a knowledge or practical test who fails the knowledge or practical test may reapply for the test only after the applicant has received—

(a) the necessary remedial training from an authorised instructor; and

(b) an endorsement, from an authorised instructor who conducted the remedial training, that the applicant is proficient to re-take the test.

(2) An applicant for a flight instructor licence with an aeroplane category rating or, for a flight instructor licence with a glider category rating, who has failed the practical test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall—
(a) comply with the requirements of subsection (1) before being retested; and
(b) bring to the retest an aircraft that is of the appropriate aircraft category for the rating sought and
(c) demonstrate satisfactory instructional proficiency on stall awareness, spin entry, spins, and spin recovery to an examiner during the retest.

Records of training time

29. (1) Every person undergoing training shall document and record the following time in a manner acceptable to the Authority subject to subsection (15)—

(a) training and aeronautical experience used to meet the requirements for a licence, rating, qualification, or authorisation specified in these regulations; and
(b) the aeronautical experience required to show recent flight experience requirements of these regulations.

(2) For the purposes of meeting the requirements of these regulations, a person referred in subsection (1) shall enter the following information for each flight or lesson logged—

(a) general—
(i) date;
(ii) total flight time;
(iii) location where the aircraft departed and arrived, or for lessons in an approved synthetic flight trainer, the location where the lesson occurred;
(iv) type and identification of aircraft or approved synthetic flight trainer, as appropriate;
(v) the name of a safety pilot, if required by the Civil Aviation (Operation of Aircraft) Regulations, 2018, published in Statutory instrument 87 of 2018; and
(vi) the name of the authorised instructor if required;
(b) in case of type of pilot experience or training—
(i) solo;
(ii) pilot-in-command;
(iii) pilot-in-command under supervision;
(iv) co-pilot;
(v) flight and ground training received from an authorised instructor; and
(vi) training received in an approved synthetic flight trainer from an authorised instructor.
(c) in the case of conditions of flight—
(i) day or night
(ii) actual instrument; and
(iii) simulated instrument conditions in flight or in an approved synthetic flight trainer.

(3) The pilot time described in this section may be used to—

(a) apply for a licence or rating issued under these regulations; or
(b) satisfy the recent flight experience requirements of the Civil Aviation (Operation of Aircraft) Regulations, 2018.

(4) Except for a student pilot acting as Pilot In Command of an airship requiring more than one flight crewmember, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.

(5) A private or commercial pilot may log Pilot in Command time only for that flight time during which that person is—

(a) the sole manipulator of the controls of an aircraft for which the pilot is rated; or
(b) acting as Pilot In Command of an aircraft on which more than one pilot is required; or
(c) a sole occupant.
(6) An airline transport pilot may log as Pilot in Command time all of the flight time while acting as Pilot In Command of Multi crew operations.

(7) An authorised instructor may log as Pilot In Command time all flight time while acting as an authorised instructor.

(8) A student pilot may log Pilot in Command time when that student pilot—
   (a) is the sole occupant of the aircraft; and
   (b) is undergoing training for a pilot licence or rating.

(9) A person may log co-pilot flight time only for the flight time during which that person—
   (a) is qualified in accordance with the co-pilot requirements of the Civil Aviation (Operation of Aircraft) Regulations, 2018, published in Statutory Instrument 87 of 2018, and occupies a crewmember station in an aircraft that requires more than one pilot by the aircraft’s type certificate; or
   (b) holds the appropriate category, class, and instrument rating if an instrument rating is required for the flight, for the aircraft being flown, and more than one pilot is required under the type certification of aircraft.

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

(11) An authorised instructor may log instrument flight time when conducting instrument flight instruction in actual instrument flight conditions.

(12) For the purposes of logging instrument flight time to meet the recent instrument experience requirements of the Civil Aviation (Operation of Aircraft) Regulations, 2018, published in Statutory Instrument 87 of 2018, the following information shall be recorded in a person’s logbook—
   (a) the location and type of each instrument approach accomplished; and
   (b) the name of the safety pilot, if required.

(13) An approved synthetic flight trainer may be used by a person to log instrument flight time: provided that an authorised instructor is present during the simulated flight.

(14) A person may log training time when that person receives training from an authorised instructor in an aircraft or in an approved synthetic flight trainer.

(15) The training time shall be logged in a logbook and shall—
   (a) be endorsed in a legible manner by the authorised instructor; and
   (b) include a description of the training given, the length of the training lesson, instructor’s signature, licence number and licence expiry date.

**Recording of flight time of a holder of pilot licence**

30. (1) A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and pilot-in-command flight time towards the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.

(2) The holder of a licence, when acting as a co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by Zimbabwean regulations 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 time required for a higher grade of pilot licence, the Authority may only authorise that flight time be credited in full towards the total time required if the aircraft—
   (a) is equipped to be operated by a co–pilot; and
   (b) is operated in a multi-crew operation.

(3) 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 the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

(4) The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with the pilot-in-command under supervision flight time towards the total flight time required for a higher grade of pilot licence.
(5) The flight time referred to in subsection (4) shall, where a logbook does not provide a column for Pilot In Command under supervision hours—
   (a) log the pilot under supervision hours under the pilot in command column of a logbook; and
   (b) be clearly marked and endorsed by the instructor who supervised the flight.

**Limitations on the use of synthetic flight trainer**

31. A person shall not receive credit for use of any synthetic flight trainer for satisfying any training testing, or checking requirement of these regulations unless the synthetic flight trainer is approved by the Authority for—
   (a) training, testing, and checking for which it is used;
   (b) each particular manoeuvre, procedure or crewmember function performed; and
   (c) the representation of the specific category and class of aircraft, type of aircraft, particular variation within the type of aircraft or set of aircraft for certain flight training devices.

**Use of synthetic flight trainers for demonstrations of skill**

32. (1) The Licensing Authority shall approve the synthetic flight trainer used for performing any manoeuvre required during the demonstration of skill for the issue of a flight crew licence or rating to ensure that the synthetic flight trainer used is appropriate to the task.

   (2) To maintain the competence required by these regulations, a flight crewmember may demonstrate his or her skills during proficiency flight checks in a synthetic flight trainer approved in subsection (1).

**General requirements for pilot licences, ratings and authorisations**

33. (1) No person shall act as a pilot or flight crew member of an aircraft registered in Zimbabwe, unless that pilot holds a valid licence with a category, class, and type rating that applies to the aircraft. The licence shall have been issued by the Authority or by another Contracting State and rendered valid by the Authority as State of Registry of that aircraft.

   (2) The requirements of subsection (1) shall not be applicable to aircraft not type certified as an aeroplane, helicopter, glider, or lighter-than-air aircraft which does not require a category and class rating.

   (3) The Authority may issue to an applicant who cannot comply with certain eligibility requirements or areas of operations required for the issue of a licence because of physical limitations, or for other reasons, a licence, rating, or authorisation with appropriate limitations for operations only within Zimbabwe if—
      (a) the applicant is able to meet all other certification requirements for the licence, rating, or authorisation sought;
      (b) physical limitation, if any, has been recorded with the Authority on the applicant’s medical records; and
      (c) the Authority determines that the applicant’s inability to perform the particular area of operation shall not adversely affect safety.

   (4) The Authority may remove a limitation placed on a person’s licence if that person demonstrates to an examiner satisfactory proficiency in the area of operation to which the limitation applies, or otherwise shows compliance with conditions to remove the limitation, as applicable.

   (5) A person shall not act as the pilot in command of an aircraft unless that person holds the appropriate category, class, and type rating if a class rating, and type rating is required for the aircraft to be flown, except where the pilot is receiving training for the purpose of obtaining an additional pilot licence or rating while under the supervision of an authorised instructor.

   (6) A person shall not act as Pilot In Command of a complex aircraft, high-performance aircraft, or a pressurised aircraft capable of flying 25,000 feet above mean sea level, or an aircraft that the Authority has determined that it requires aircraft type specific training unless the person has—
      (a) received and logged ground and flight training at an Approved Training Organisation from an authorised instructor in the applicable aircraft type, or in an approved synthetic flight trainer that is representative of that aircraft, and has been found proficient in the operation and systems of that aircraft; and
(b) received an endorsement in the pilot’s logbook from an authorised instructor who certifies the person is proficient to operate that aircraft.

(7) A person shall not act as Pilot In Command of a tailwheel aeroplane unless that person has—
(a) received and logged flight training from an authorised instructor in a tailwheel aeroplane on the manoeuvres and procedures listed in paragraph (b).
(b) received an endorsement in the person’s logbook from an authorised instructor who is satisfied that the person is proficient in the operation of a tailwheel aeroplane, to include at least normal and crosswind take-offs and landings, wheel landings unless the manufacturer has recommended against such landings and go around procedures.

(8) Any applicant shall, before being issued with any pilot licence or rating, meet such requirements in respect of age, knowledge, experience, flight instructions kill and medical fitness, as are specified for that licence or rating.

(9) Any applicant for a pilot licence or rating shall demonstrate, in a manner determined as prescribed in these regulations and by the Authority, such requirements for knowledge and skill.

PART VI
Pilot Licences

Student Pilot Licence: Eligibility requirements

34. (1) For a person to be eligible for issue of Student Pilot Licence, an applicant shall be—
(a) at least sixteen years of age;
(b) able to demonstrate the ability to read, speak, write, and understand English language; and
(c) in possession of a valid Class 2 Medical Certificate issued under these regulations.
(2) For a person to be eligible to receive and log flight instruction, that person must be in possession of a valid Student Pilot Licence.

Solo flight requirements

35. (1) A holder of a Student Pilot Licence shall not operate an aircraft in first solo flight unless that student has met the requirements of this section.
(2) A student pilot shall be required to pass an aeronautical knowledge test in the following subjects—
(a) Air law;
(b) Aircraft general;
(c) Flight performance and planning;
(d) General navigation;
(e) Human performance and limitations;
(f) Meteorology;
(g) Principles of flight;
(h) Airspace structure and procedures for the airport where the student will perform solo flight;
(i) Flight characteristics and operational limitations for the make and model of aircraft to be flown; and
(j) Radio telephony.
(3) The Authority shall administer the test referred to in subsection (2).
(4) The student pilot’s authorised instructor shall—
(i) at the conclusion of the test, review all incorrect answers with the student before authorising that student to apply for the authorities exams;
(ii) notify the air traffic services before the student commences solo flight.
(5) Prior to conducting a solo flight, a student pilot shall have—
(a) received and logged flight training at an Approved Training Organisation for the manoeuvres and procedures that are appropriate to the make and model of aircraft to be flown; and
(b) demonstrated satisfactory proficiency and safety, as judged by an authorised instructor, on the
manoeuvres and procedures required in the make and model of aircraft or similar make and model of aircraft to be flown;

(c) has been judged by an authorised instructor as being able to speak and understand the English language used for radiotelephony communications.

(5) A student pilot who is preparing for solo flight shall have received training in English Language Proficiency and log flight training for the required manoeuvres and procedures, including the following as applicable, for each category and class rating—

(a) proper flight preparation procedures, including pre-flight planning and preparation, engine operation, and aircraft systems;
(b) taxiing or surface operations, including run-up;
(c) take-offs and landings, including normal and crosswind;
(d) straight and level flight, and turns in both directions;
(e) climbs and climbing turns;
(f) airport traffic patterns;
(g) radio telephony, airport entry and departure procedures;
(h) collision avoidance, wind shear avoidance, and wake turbulence avoidance;
(i) descents, with and without turns, using high and low drag configurations;
(j) flight at various airspeeds from cruise to slow flight;
(k) stall entries from various flight attitudes, configurations and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
(l) emergency procedures and equipment malfunctions;
(m) ground reference manoeuvres;
(n) approaches to a landing area with simulated engine malfunctions;
(o) slips to a landing; and
(p) go-arounds.

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

**Privileges and Limitations**

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

(2) A holder of a Student Pilot Licence (SPL) shall not act as pilot in command (PIC) of an aircraft—

(a) that is carrying a passenger;
(b) that is carrying property for commercial purposes;
(c) that is operated for commercial purposes;
(d) in furtherance of a business;
(e) on an international flight;
(f) when the flight cannot be made under visual meteorological conditions (VMC) as specified under the Civil Aviation (Operations of Aircraft) Regulations, 2018, published in Statutory Instrument 87 of 2018, or
(g) in a manner contrary to any limitations placed in the pilot’s logbook by an authorised instructor.

(3) A holder of an Student Pilot Licence shall not act as a required flight crewmember on any aircraft for which more than one pilot is required by the aircraft type certificate or by these regulations under which the flight is conducted, except when receiving flight training from an authorised instructor on board an aircraft, and no person other than a required flight crewmember is carried on the aircraft.

(4) A holder of an Student Pilot Licence shall not operate an aircraft in solo flight unless that student pilot has received within the ninety days preceding the date of the flight an endorsement made in the student’s logbook from an authorised instructor for the specific make and model of aircraft to be flown.
(5) A holder of an Student Pilot Licence shall not act as a Pilot In Command of an aircraft unless his or her logbook has been endorsed by an authorised instructor that he is capable of communicating with air traffic control on radiotelephony.

Solo flight cross-country requirements

37. (1) A holder of a Student Pilot Licence shall meet the requirements specific to a Student Pilot Licence in these regulations before—

(a) conducting a solo cross-country flight, or any flight greater than twenty five nautical miles from the airport from where the flight originated; or

(b) conducting a solo flight and landing at any location other than the airport of origin.

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

(a) have received flight training from an authorised instructor on the manoeuvres and procedures required by this section that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;

(b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures required by this section to an authorised instructor;

(c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures required by this section in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and

(d) comply with any limitations included in the instructor’s endorsement that are required by subsection (5).

(3) A holder of an Student Pilot Licence who seeks solo cross-country flight privileges must have received ground and flight training from an authorised instructor on the cross-country manoeuvres and procedures listed in this section that are appropriate to the aircraft to be flown.

(4) Subject to subsections (2) and (3) a student pilot shall obtain an endorsement from an authorised instructor to make solo flights, subject to the following conditions—

(a) a student pilot may make solo flights to another airport that is within twenty-five nautical miles from the airport where the student pilot normally receives training if—

(i) the authorised instructor who makes the endorsement gave the student pilot flight training at the other airport, and that training included flight in both directions over the route, entering and exiting the traffic pattern, and take-offs and landings at the other airport;

(ii) the student pilot has a current solo flight endorsement in accordance with these regulations;

(iii) the instructor has determined that the student pilot is proficient to make the flight; and

(iv) the purpose of the flight is to practice take-offs and landings at that other airport; or

(b) a student pilot may make repeated specific solo cross-country flights to another airport that is within fifty nautical miles of the airport from which the flight originated, if—

(i) the authorised instructor who gave the endorsement gave the student flight training in both directions over the route, including entering and exiting the traffic patterns, take-offs, and landings at the airport to be used;

(ii) the student has current solo flight endorsements in accordance with these regulations; and

(iii) the student has a current solo cross-country flight endorsement in accordance with subsection (5), except that separate endorsements are not required for each flight made under this paragraph.

(5) Except as specified in subsection (4)(b), a student pilot shall have a solo cross-country endorsement placed in the student pilot’s log book by the authorised instructor who conducted the training for each make and model aircraft which the student will fly on each cross-country flight.

(6) A student pilot who is receiving training for cross-country flight shall receive and log flight training in the manoeuvres and procedures specified in the Tenth Schedule.
Renewal requirements

38. A holder of an Student Pilot Licence may apply for renewal of the licence if the holder has passed a Class 2 medical examination, thirty days before the expiry of the licence and upon payment of a renewal fee specified in the First Schedule.

Private Pilot Licence: Eligibility requirements

39. An applicant for a Private Pilot Licence, shall—
(a) be at least seventeen years of age for a licence other than the operation of glider or balloon;
(b) be at least sixteen years of age for a licence in a glider or balloon;
(c) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule of these regulations;
(d) receive an endorsement for the knowledge test at an Approved Training Organisation from an authorised instructor who—
   (i) conducted the training on the aeronautical knowledge areas listed in section 40, that apply to the aircraft category sought; and
   (ii) certified that the person is prepared for the required knowledge test;
(e) be in possession of a valid Class 2 Medical Certificate issued under these regulations;
(f) pass the required knowledge test on the aeronautical knowledge areas provided for in section 40;
(g) receive flight training and a logbook endorsement at an Approved Training Organisation from an authorised instructor who—
   (i) conducted the training in the areas of operation provided for in section 41, that apply to the aircraft category and class rating sought; and
   (ii) certified that the person is prepared for the required practical test;
(h) meet the aeronautical experience requirements of these regulations that apply to the aircraft category and class rating sought before applying for the practical test;
(i) pass a practical test on the areas of operation provided for in section 41 that apply to the aircraft category and class rating sought;
(j) comply with the appropriate provisions of these Regulations that apply to the aircraft category and class rating sought.

Aeronautical knowledge requirements: Private Pilot Licence

40. The general aeronautical knowledge requirements for the applicant of a private pilot licence shall be as specified in the Eleventh Schedule.

Flight instruction requirements

41. An applicant for a Private Pilot Licence (PPL) shall meet the flight instruction requirements specified in the Twelfth Schedule.

Aeronautical experience and skill requirements for Private Pilot Licence

42. An applicant for a Private Pilot Licence (PPL) shall have relevant aeronautical experience and skills as specified in the Thirteenth Schedule. The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft with a degree of competency appropriate to the privileges granted to the holder of a pilot licence, 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; 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.

Privileges and limitations

43. (1) The privileges of the holder of a valid Private Pilot Licence shall be to act as pilot-in-command or co-pilot of an aircraft of the appropriate category engaged in non-revenue flights.

(2) To carry passengers the holder of a glider licence shall have completed not less than 10 hours flight time as a pilot of gliders.

(3) If the privileges of the licence are to be exercised at night the holder must have a valid night rating.

Renewal requirements

44. A Private Pilot Licence may be renewed if the holder of the licence has successfully completed a proficiency check for the licence, fourteen days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule.

Commercial Pilot Licence: Eligibility requirements

45. (1) An applicant for a Commercial Pilot Licence shall—

(a) be at least eighteen years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Second Schedule;

(c) receive a logbook endorsement from an authorised Approved Training Organisation instructor who—

(i) conducted the required ground training on the aeronautical knowledge areas provided for in section 46, that apply to the aircraft category and class rating sought; and

(ii) certified that the person is prepared for the required knowledge test that applies to the aircraft category and class rating sought;

(d) pass the required knowledge test on the aeronautical knowledge areas provided for in section 46;

(e) receive the required training from an Approved Training Organisation and a logbook endorsement from an authorised instructor who—

(i) conducted the training on the areas of operation provided for in section 47 that apply to the aircraft category and class rating sought; and

(ii) certified that the person is prepared for the required practical test;

(f) be in possession of a Class 1 Medical Certificate issued under these regulations;

(g) meet the aeronautical experience requirements of the applicable provisions of these regulations that apply to the aircraft category and class rating sought before applying for the practical test;

(h) pass the required practical test on the areas of operation provided for in section 47 that apply to the aircraft category and class rating sought and such practical test must be undertaken in a complex aeroplane with retractable undercarriage, variable pitch propeller or turbojet engine;

(i) hold a Private Pilot Licence issued under these Regulations or meet the requirements of section 19, pertaining to Zimbabwe Defence Forces licences; and

(j) comply with the relevant provisions of these Regulations which apply to the aircraft category and class rating sought.

Aeronautical knowledge requirements for Commercial Pilot Licence

46. (1) An applicant for a Commercial Pilot Licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence.

(2) The aeronautical knowledge requirements for the applicant of the commercial pilot licence shall be as specified in the Fourteenth Schedule.

Flight instruction requirements

47. The flight instruction requirements for the Commercial pilot licence shall be as specified in the Fifteenth Schedule.
Aeronautical experience and skill requirements for Commercial Pilot Licence

48. Every applicant for the commercial pilot licence shall be required to possess aeronautical experience and skills specified in the Sixteenth Schedule.

Privileges and limitations

49. (1) A holder of a Commercial Pilot Licence may—
   (a) exercise all the privileges of the holder of a Private Pilot Licence as stipulated in section 43;
   (b) act as a pilot-in-command in commercial air transportation in an aircraft certificated for single pilot operation;
   (c) act as a co-pilot in commercial air transportation in an aircraft required to be operated with a co-pilot;
   (d) exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in section 125; and
   (e) in the case of aeroplane category fly at night;
   (f) in the case of the airship category, to pilot an airship under Instrument Flight Rules.

(2) A holder of a Commercial Pilot Licence may act as pilot in command of an aircraft engaged in commercial operations.

(3) A holder of a commercial pilot licence shall not act as a pilot-in-command of an aircraft certificated take-off mass of over 5,700 kgs.

Renewal requirements

50. A holder of a commercial pilot licence with valid ratings and medical certificates may, fourteen days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, apply for renewal of the licence if the holder of the licence has logged, as pilot in command or co-pilot within the six months preceding the date of application for renewal, the following hours—
   (a) in the case of aeroplanes and helicopter, not less than 6 hours and 6 take-offs and landings; and
   (b) in the case of lighter than air, 3 hours and 3 launches and landings.

Airline Transport Pilot Licence: Eligibility requirements

51. An applicant for an Airline Transport Pilot Licence shall—
   (a) be at least twenty-one years of age;
   (b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule to these regulations;
   (c) meet at least one of the following requirements—
      (i) hold a valid and current Zimbabwean Commercial Pilot Licence with an multi-engine instrument rating;
      (ii) meet the military experience requirements under section 19, to qualify for a Commercial Pilot Licence, and an instrument rating if the person is a rated military pilot or former rated military pilot; or
      (iii) hold either a foreign air transport pilot licence or a foreign commercial pilot licence with an instrument rating issued by another Contracting State;
   (d) meet the relevant aeronautical experience requirements provided for in section 54 before applying for the practical test;
   (e) pass a relevant knowledge test on the aeronautical knowledge areas provided for in section 52 that apply to the aircraft category and class rating sought;
   (f) pass the practical test on the applicable areas of operation provided for in section 53, that apply to the aircraft category and class rating sought;
   (g) have a valid Class 1 Medical Certificate issued under these regulations; and
   (h) have completed a multi-crew cooperation course.

Aeronautical knowledge requirements for Airline Transport pilot licence

52. (1) An applicant for an Airline Transport Pilot Licence shall receive and record ground training in a manner determined by the Authority, on the aeronautical knowledge areas that apply to aeroplane and helicopter aircraft categories.
(2) Aeronautical Knowledge requirements for air transport pilot licence referred to in subsection (1) shall be as specified in the Seventeenth Schedule.

**Flight instruction requirements**

53. (1) An Airline Transport Pilot Licence applicant for aeroplanes or helicopters shall have received the dual flight instruction required for the issue of commercial pilot licence as provided for in section 47; and

(a) in the case of air transport pilot licence aeroplane, the applicant shall have received the dual flight instructions required for the issue of the instrument rating provided for in section 76; or

(b) the applicant shall have received the dual flight instruction required for the multi-crew pilot licence.

(2) An applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres—

(a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;

(b) normal flight procedures and manoeuvres during all phases of flight;

(c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as power plant, systems and airframe;

(d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and

(e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for

(i) instrument flight including; and

(ii) simulated engine failure;

(f) in the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in subsection (2) as pilot-in-command of a multiengine aeroplane required to be operated with a co-pilot in an actual or simulated multi-crew instrument flight rules scenario.

**Aeronautical experience requirements**

54. The aeronautical experience and skills for air transport pilot licence shall be as specified in the Eighteenth Schedule.

**Additional aircraft category, class and type ratings**

55. An applicant who holds a valid Airline Transport Pilot Licence and seeks additional aircraft category, class and type rating shall—

(a) meet the applicable eligibility requirements;

(b) pass a knowledge test on the applicable aeronautical knowledge areas;

(c) meet the applicable aeronautical experience requirements; and

(d) pass the practical test on the areas of operation.

**Privileges and limitations**

56. (1) A holder of an Airline Transport Pilot Licence may—

(a) exercise all the privileges of a holder of a Private Pilot Licence, Commercial Pilot Licence and Instrument Rating for aeroplane as stipulated in sections 43, 49 and 76;

(b) act as pilot-in-command or co-pilot in commercial air transport; and

(c) exercise all the privileges of the holder of a flight radiotelephone operator licence as stipulated in section 125.

(2) A holder of an Airline Transport Pilot Licence without a flight instructor rating may be authorised to act as a line training instructor when instructing pilots within an Air Operator Certificate holder’s approved training programme in—

(a) aircraft of the category, class, and type, as applicable, for which the airline transport pilot is rated; or
(b) in synthetic flight trainers of the aircraft specified in (a).

(3) The line training instructor referred to in subsection (2) shall endorse the logbook or other training record of the person to whom training has been given.

(4) A holder of an Airline Transport Pilot Licence referred to in subsection (2) shall not instruct—

(a) in an aircraft or in an approved synthetic flight trainer except for the briefing and debriefing sessions for more than eight hours in any twenty-four consecutive-hour period provided that the cumulative hours do not exceed thirty-six hours in any seven-consecutive day period;

(b) in Category II or Category III operations unless he or she has been trained and successfully tested by the Authority, under Category II or Category III operations, as applicable.

(5) When the holder of an airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless they meet solo experience requirements established in the 13th schedule of these regulations for PPL as appropriate have been met. Any limitation of privileges shall be endorsed on the licence.

Renewal requirements

57. A holder of an Airline Transport Pilot Licence may, fourteen days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, apply for renewal of the licence if the holder of the licence has logged not less than six hours as pilot in command or co-pilot and has done six take-offs and landings within the six months preceding the date of application.

Multi-crew Pilot Licence: Eligibility requirements

58. An applicant for Multi-crew Pilot Licence shall—

(a) not be less than eighteen years of age;

(b) demonstrate the ability to read, speak, write, and understand English language in accordance with the language proficiency requirements contained in the Third Schedule;

(c) meet at least one of the following requirements—

(i) demonstrate a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the aeroplane category in an approved training course;

(ii) hold either a foreign multi-crew pilot licence or a foreign airline transport pilot licence and an instrument rating issued by another Contracting State;

(d) meet the applicable aeronautical experience requirements of this section before applying for the practical test;

(e) pass a knowledge test on the applicable aeronautical knowledge areas provided for in section 46 that apply to the aircraft category rating sought;

(f) pass the practical test on the applicable areas of operation as provided for in section 48 that apply to the aircraft category sought; and

(g) have a valid Class 1 Medical Certificate issued under these regulations.

Aeronautical Knowledge requirements for Multi-crew pilot licence

59. The applicant for a Multi-Crew Pilot Licence, shall have met the requirements specified in the Airline transport pilot licence appropriate to the aeroplane category in an approved training course as specified in the Nineteenth Schedule.

Flight instruction requirements

60. (1) The applicant for multi-crew pilot licence shall have completed a course of approved training covering the experience requirements in these regulations.

(2) The applicant shall have received dual flight instruction in all the competency units specified in the Nineteenth Schedule, to the level required for the issue of the multi-crew pilot licence, and shall include the competency units required to pilot under instrument flight rules.

Aeronautical experience and skill requirements for Multi-crew pilot Licence

61. (1) An applicant for Multi-crew pilot licence shall have completed an approved training course of not less than 240 hours as pilot flying and pilot monitoring of actual and simulated flight.
(2) Flight experience in an actual flight shall include at least—
(a) the experience requirements as provided for in section 47;
(b) upset prevention and recovery training;
(c) night flying; and
(d) flight by reference solely to instruments.

(3) In addition to meeting the requirements in subsection (2), the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in a flight simulation training device approved for that purpose by the Authority in accordance with the Nineteenth Schedule, the experience necessary to achieve the advanced level of competency defined in the Nineteenth Schedule.

(4) The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres—
(a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
(b) normal flight procedures and manoeuvres during all phases of flight;
(c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as power plant, systems and airframe;
(d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and
(e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight provided for in section 75, including simulated engine failure.

(5) In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in subsection (4)—
(a) as pilot-in-command of a multi-engined aeroplane.
(b) with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:
   (i) recognise and manage threats and errors;
   (ii) manually control the aircraft smoothly and accurately within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
   (iii) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
   (iv) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
   (v) exercise good judgement and airmanship, including structured decision making and the maintenance of situational awareness; and
   (iv) communicate effectively with other flight crewmembers and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures and use of checklists.

Privileges and limitations

62. (1) A holder of a Multi-Crew Pilot Licence shall be entitled to—
(a) exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided
(b) the requirements of these regulations have been met;
(c) exercise the privileges of the instrument rating in a multi-crew operation; and
(d) act as co-pilot of an aeroplane required to be operated with a co-pilot.

(2) A holder of Multi-Crew Pilot Licence shall, before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement of section 76 appropriate to the aeroplane category.
(3) A holder of Multi-Crew Pilot Licence shall, before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, have—

(a) completed in aeroplanes 70 hours, either as pilot-in command, or not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

(b) completed 20 hours of cross-country flight time as pilot-in-command, or not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight totalling not less than 300 Nautical Miles in the course of which full-stop landings at two different aerodromes shall be made; and

(c) met the requirements for the commercial pilot licence with the exception of the Sixteenth Schedule paragraph (1) (b) (i).

Renewal requirements

63. A holder of Multi-Crew Pilot Licence may, fourteen days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, apply for renewal of the licence if the holder of the licence has logged not less than six hours as pilot in command or co-pilot and has done six take-offs and landings within the six months preceding the date of application for renewal.

PART VII

Pilot Ratings and Authorisations

Category rating

64. A pilot seeking a category rating shall—

(a) have received the required training from an Approved Training Organisation;

(b) possess the aeronautical experience set out in these regulations for the aircraft category and, if applicable, class and type rating sought;

(c) pass the knowledge and practical test as appropriate to the pilot licence for the aircraft category and, if applicable, class and type rating sought;

(d) have an endorsement in that pilot’s logbook or training record, from an authorised instructor, that the applicant has been found competent in the following—

(i) aeronautical knowledge areas; and

(ii) areas of operation

Class ratings

65. (1) A pilot seeking an additional class rating—

(a) shall have an endorsement in that pilot’s logbook for training received from, an Approved Training Organisation and by an authorised instructor, that the applicant has been found competent in the following—

(i) relevant aeronautical knowledge areas; and

(ii) relevant areas of operation;

(b) shall pass the practical test applicable to the pilot licence for the aircraft class rating sought;

(c) may be exempted from meeting the training time requirements set out in these regulations for the aircraft class rating sought; and

(d) may be exempted from taking an additional knowledge test, if the applicant holds an aeroplane, helicopter or airship category at that pilot licence level.

(2) A pilot seeking renewal of the rating shall pass a practical test applicable to the pilot licence for the aircraft class rating sought.

Type ratings

66. (1) To act as a pilot in command of—

(a) an aircraft certificated for at least two pilots;

(b) any aircraft considered necessary by the Authority; or
(c) each type of helicopter; a pilot shall be required to hold a type rating for that aircraft.

(2) A person shall not act as a commercial pilot in an aeroplane of which the maximum certificated take-off mass is over 1,545 kg unless that person’s licence includes an Instrument Rating.

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

(a) demonstrate the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant for aeroplanes of maximum certificated take-off mass of over 5,700 kgs where training is conducted in a—
   (i) flight simulator, not less than 30 hours of flight simulator time and 3 hours of actual flying time in the aircraft type sought; or
   (ii) Level D synthetic flight trainer of the aircraft type sought approved by the Authority, not less than 36 hours;

(b) have passed the flight check-out for the aircraft type rating sought; and

(c) have passed a knowledge test on the aircraft type on which the rating is sought.

(4) The applicant for a type rating shall have gained, under appropriate supervision, experience in the applicable type of aircraft or flight simulator or both in the following—

(a) normal flight procedures and manoeuvres during all phases of flight;

(b) abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;

(c) where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;

(d) for the issue of an aeroplane category type rating, loss of control in flight and upset prevention and recovery training; and

(e) procedures for crew incapacitation and crew coordination including allocation of pilot tasks, crew cooperation and use of checklists.

(5) For the purpose of training, testing, or specific special purpose non-revenue and 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 these regulations and shall be limited in validity to the time needed to complete a specific flight.

(6) An applicant for a multi pilot certificated aircraft type rating shall have demonstrated, at airline transport pilot level the following knowledge subjects—

(a) aircraft technical general;

(b) aircraft performance;

(c) human performance;

(d) meteorology;

(e) principles of flight;

(f) radar principles.

(7) A pilot seeking renewal of the rating shall pass a practical test applicable to the pilot licence for the aircraft type rating sought.

Category II and III operations pilot authorisation requirements

67. (1) An applicant for a Category II or Category III operations pilot authorisation must—

(a) hold a pilot licence with an instrument rating or an airline transport pilot licence;

(b) hold a category and class rating, and type rating, for the aircraft for which the authorisation is sought; and

(c) have passed a practical test.
(2) An applicant for a Category II or Category III operations pilot authorisation shall have at least—

(a) fifty hours of night flight time as Pilot-In-Command;

(b) seventy-five hours of instrument time under actual or simulated instrument conditions that may include not more than—

(i) a combination of twenty-five hours of simulated instrument flight time in an approved synthetic flight trainer; or

(ii) forty hours of simulated instrument flight time if accomplished in an approved course conducted by an appropriately rated approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations 2018 as published in Statutory Instrument 80 of 2018;

and

(c) 250 hours of cross-country flight time as pilot in command.

(3) Upon passing a practical test for a Category II or III operations pilot authorisation, a pilot may, within thirty days and upon payment of a renewal application fee specified in the First Schedule, apply for renewal of that authorisation for each type of aircraft for which the pilot holds the authorisation.

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

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

(6) The Authority may issue a Category II or Category III pilot authorisation by way of—

(a) a certificate, as a part of an applicant’s instrument rating; or

(b) pilot licence.

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

(a) in the case of Category II operations, five hundred metres runway visual range (RVR) and a one hundred and fifty feet decision height (DH); and

(b) in the case of Category III operations, as specified in the authorisation document.

(8) The Authority may remove—

(a) a Category II operations limitation if the authorisation holder has shown that, since the beginning of the sixth preceding month, he or she has made three Category II operations Instruments Landing System approaches with a one hundred and fifty feet decision height to a landing under actual or simulated instrument flight conditions; or

(b) a Category III operations limitation if the authorisation holder has met the experience requirements specified in the authorisation.

(9) An authorisation holder or an applicant for an authorisation may use a synthetic flight trainer if that synthetic flight trainer is approved by the Authority for such use, to meet the experience requirement of subsection (11) (b) (ii), or for the practical test required by these regulations for a Category II or a Category III operations pilot authorisation, as applicable.

(10) An applicant for the—

(a) issue or renewal of a Category II operations pilot authorisation; and

(b) addition of another type of aircraft to a Category II operations pilot authorisation; shall have passed a practical test.

(11) To be eligible for the practical test for an authorisation under this section, an applicant shall—

(a) meet the requirements of these regulations; and

(b) if the applicant has not passed a practical test for this authorisation within the twelve months preceding the date of the test—
(i) meet the requirements of the Civil Aviation (Operations of Aircraft) Regulations 2018, as published in Statutory instrument 87 of 2018; and
(ii) have performed at least six instrument landing system approaches within the six calendar months preceding the date of the test, of which at least three of the approaches shall have been conducted without the use of an approach coupler.

(12) An applicant shall accomplish the approaches specified in subsection (11)(b)(ii)—
(a) under actual or simulated instrument flight conditions;
(b) to the minimum decision height for the instrument landing system approach in the type of aircraft in which the practical test is to be conducted, except that the approaches need not be conducted to the decision height authorised for Category II operations;
(c) to the decision height authorised for Category II operations only if conducted in an approved synthetic flight trainer qualified for Category II operations; and
(d) in an aircraft of the same category, class and type, as applicable, as the aircraft in which the practical test is to be conducted or in an approved synthetic flight trainer that—
    (i) represents an aircraft of the same category, class and type, as applicable, as the aircraft in which the authorisation is sought; and
    (ii) is used in accordance with an approved course conducted by an approved training organisation certified under the Civil Aviation (Approved Training Organisations) Regulations, 2018, as published in Statutory Instrument 80 of 2018.

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

(14) A category II operations practical test shall consist of oral and flight increments.

(15) The category II oral increments test shall be as specified in the Twentieth Schedule.

(16) The requirements for category II flight increments test shall be as specified in the Twenty First Schedule.

(17) The Authority shall require that an applicant pass a practical test for—
(a) issue or renewal of a Category III operations pilot authorisation; or
(b) the addition of another type of aircraft to a Category III operations pilot authorisation.

(18) The applicant for category III authorisation shall meet the knowledge and practical test requirements specified in the Twenty Second Schedule.

Balloon ratings

68. Where an applicant for a balloon Private Pilot Licence or balloon Commercial Pilot Licence successfully takes a practical test in—
(a) a balloon with an airborne heater, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privileges of that licence to a balloon with an airborne heater; or
(b) a gas balloon, the Authority shall place upon the pilot licence a limitation restricting the exercise of the privilege of that licence to a gas balloon.

Night Rating

69. A holder of a pilot licence shall not act as a pilot in command by night in an aircraft unless a night rating or an instrument rating is included in his or her licence.

Flight instruction requirements: Night Rating

70. An applicant for a night rating shall have received—
(a) five hours dual instruction under a qualified instructor in night flying;
(b) five flights as pilot in command including five take offs; and
(c) five landings in an aircraft.
Privileges and limitations of Night Rating

71. A night rating shall entitle a holder to act as a pilot in command of an aircraft at night but does not entitle the holder to pilot an aircraft under Instrument Flight Rules conditions.

Night Rating Renewal requirements

72. An applicant for a night rating renewal shall have within the immediately preceding six months carried out as pilot in command not less than five take-offs and five landings at night.

Instrument Rating: General eligibility requirements

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

(2) An applicant for an instrument rating shall—

(a) hold a Private Pilot Licence or Commercial Pilot Licence with an aircraft category and type rating for the instrument rating sought;

(b) receive a logbook or training record endorsement, at an Approved Training Organisation by an authorised instructor, certifying that the person is prepared to take the required practical test;

(c) pass the required knowledge test on the aeronautical knowledge areas, unless the applicant already holds an instrument rating in another category;

(d) pass the required practical test on the areas of operation in—

(i) the aircraft category, and type appropriate to the rating sought; or

(ii) a synthetic flight trainer or a flight training device appropriate to the rating sought and approved for the specific manoeuvre or procedure performed;

(e) be in possession of a valid Class 1 medical certificate issued in terms of these regulations; and

(f) the applicant should have received 20 hours dual instrument flight instruction at an Approved Training Organisation, by an authorised flight instructor.

Aeronautical knowledge requirements for an Instrument rating applicant

74. An applicant for an instrument rating shall meet all the requirements of Aeronautical knowledge as stipulated in the Twenty-Third Schedule.

Flight instruction requirements for an Instrument rating applicant

75. (1) An applicant for an Instrument Rating shall have 20 hours or more of the instrument flight time required in section 73(2)(f) while receiving and logging dual instruction in aircraft from an authorised flight instructor in an aircraft or approved synthetic flight trainer, on the subjects listed in Twenty Third Schedule.

(2) The applicant shall have gained not less than 10 hours of the instrument flight time while receiving dual instrument flight instruction in the aircraft category being sought, from an authorized flight instructor.

(3) The Approved Training Organisation shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the holder of an instrument rating—

(a) pre-flight procedures, including the use of the flight manual or equivalent document; and

(b) appropriate air traffic services documents in the preparation of an instrument flight rules flight plan;

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

(d) procedures and manoeuvres for instrument flight rules operation under normal, abnormal and emergency conditions covering at least—

(i) transition to instrument flight on take-off;

(ii) standard instrument departures and arrivals;

(iii) en-route instrument flight rules procedures;

(iv) holding procedures;

(v) instrument approaches to specified minima;

(vi) missed approach procedures; and
(vii) landings from instrument approaches; in-flight manoeuvres and particular flight characteristics; or

(e) demonstrate the ability to operate multi-engine aircraft within the appropriate category by reference solely to instrument with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

* Aeronautical experience and skill requirements of an Instrument rating applicant *

76. (1) An applicant for an Instrument Rating shall hold a pilot licence for the aircraft category being sought.

(2) An applicant for instrument rating shall have completed not less than—

(a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Licensing Authority, of which not less than 10 hours shall be in an aeroplane or helicopter; and

(b) 40 hours of instrument time in Helicopters or Aeroplanes of which—

(i) not more than 20 hours; or

(ii) in the case of a flight simulator not more than 30 hours may be instrument ground time under the supervision of an authorised instructor.

(3) An applicant for an instrument rating must have received 15 hours of dual instruction in a multi-engine aeroplane, out of the 20 hours specified in section 73 (2)(f), from an authorised flight instructor, where the privileges of the instrument rating are to be exercised on such an aeroplane.

(4) An applicant for an instrument rating shall have demonstrated the ability to perform as pilot-in-command of an aircraft, the procedures and manoeuvres described in section 75(3) with a degree of competency appropriate to the privileges granted to the holder of an Instrument rating and to—

(a) operate the aircraft within its limitations;

(b) complete all manoeuvres with smoothness and accuracy;

(c) exercise good judgement and airmanship;

(d) apply aeronautical knowledge;

(e) maintain control of the aircraft at all times in a manner such that the successful outcome of the procedures or manoeuvre is never seriously in doubt; and

(f) recognise and manage threats and errors.

(5) An applicant for an instrument rating shall have demonstrated the ability to operate a multi-engine aeroplane solely by reference to instruments with one engine inoperative, or simulated inoperative, if the privileges of the Instrument rating are to be exercised on such an aircraft.

* Privileges and limitations *

77. (1) A holder of an instrument rating may act as pilot of a specific category of aircraft flying in accordance with instrument flight rules and under instrument meteorological conditions, by day or by night.

(2) To exercise the instrument rating privileges on a multi-engine aircraft, the holder shall have complied with the requirements of sections 70, 73 and 75.

(3) Whenever the examiner or another pilot functions as a flight crew member during an initial instrument rating skills test, the privileges of the instrument rating shall be restricted to multi-pilot operations only.

(4) The limitation in subsection (3) may be removed by being tested in a single-pilot aircraft without any assistance from the examiner or another pilot.

* Renewal requirements *

78. (1) The holder of an instrument rating shall apply for renewal of such rating thirty days before the expiry of the licence rating, and upon—

(a) passing a flight test either in an aircraft or an approved flight simulator of an aircraft type rating included in the pilot licence;

(b) payment of a renewal application fee specified in the First Schedule, apply for renewal.
Flight Instructor Rating: General Eligibility Requirements

79. (1) To be eligible for a flight instructor rating an applicant shall—
(a) be at least 21 years of age; and
(b) hold either a Commercial Pilot Licence or Airline Transport Pilot Licence with—
   (i) an aircraft category and class rating that is appropriate to the flight instructor rating sought; and
   (ii) an instrument rating;
and
(c) have received a logbook endorsement from an authorised instructor on the fundamentals of instructing listed in Fifteenth Schedule appropriate to the required knowledge test; and
(d) have passed a knowledge test on the areas listed in the Fifteenth Schedule; and
(e) have received a logbook endorsement from an authorised instructor on the areas of operation appropriate to the flight instructor rating sought; and
(f) have passed the required practical test on the areas of operations which is appropriate to the flight instructor rating sought in—
   (i) an aircraft that is representative of the category and class of aircraft for the aircraft rating sought; or
   (ii) an approved synthetic flight trainer that is representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2018, published Statutory Instrument 80 of 2018;
and
(g) have accomplished the following for a flight instructor rating with an aeroplane rating—
   (i) received a logbook endorsement from an authorised instructor indicating that the applicant is competent and possesses instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures after receiving flight training in those training areas in an aircraft, as appropriate, that is certificated for spins; and
   (ii) demonstrating instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures;
and
(h) have logged at least fifteen hours as Pilot In Command in the category, class and type of aircraft that is appropriate to the flight instructor rating sought; and
(i) have complied with the appropriate civil aviation regulations that apply to the flight instructor rating sought.

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

(3) Where the retest referred to in subsection (2) is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate the knowledge and skill to an examiner in an aircraft, as appropriate, that is certificated for spins.

Aeronautical knowledge requirements

80. (1) The applicant for a flight instructor rating shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence as prescribed in Fifteenth Schedule.

(2) In addition, to the requirements of subsection (1) the applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in the following areas—
(a) techniques of applied instruction;
(b) assessment of student performance in those subjects in which ground instruction is given;
(c)  the learning process;
(d)  elements of effective teaching;
(e)  student evaluation and testing;
(f)  training philosophies;
(g)  training programme development;
(h)  lesson planning;
(i)  classroom instructional techniques;
(j)  use of training aids including Flight Simulator Training Devices as appropriate;
(k)  analysis and correction of student errors;
(l)  human performance relevant to flight instruction including principles of threat and error management;
and
(m)  hazards involved in simulating system failures and malfunctions in the air.

Aeronautical experience

81. (1) An applicant for a flight instructor rating shall have at least met—
(a)  the experience requirements in these regulations for the issue of a commercial pilot licence;
(b)  in the case of aeroplanes, 400 hours as pilot-in-command;
(c)  in the case of helicopters, 400 hours as pilot-in-command in flying machines of which 200 hours
    shall be in helicopters.

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

(3) The grades, specific requirements for each grade, privileges, limitations and additional qualifications
    of the flight instructors shall be as specified in the Twenty Fourth Schedule.

Instruction requirements

82. An applicant for a flight instructor rating shall, under the supervision of an authorised flight instructor
    under an Approved Training Organisation have—
(a)  received instruction of not less than twenty hours in flight instructional techniques including
    demonstration, student practices, recognition and correction of common student errors;
    and
(b)  practised instructional techniques in those flight manoeuvres and procedures in which it is intended
    to provide flight instruction.

Trainee’s endorsement and records

83. Subject to section 29, A holder of a flight instructor rating shall—
(a)  sign the logbook or any other approved record keeping document of each person to whom that
    instructor has given flight training or ground training;
(b)  maintain a record in a logbook or a separate document that contains the following—
    (i)  the name of each person whose logbook that instructor has endorsed for solo flight privileges,
        and the date of the endorsement; and
    (ii) the name of each person that instructor has endorsed for a knowledge test or practical test
        and a record of the kind of test, the date, and the results;
    and
(c)  retain the records required by this section for three years from the date of giving the flight or
    ground training.

Additional category

84. An applicant for an additional category flight instructor rating shall meet the eligibility requirements
    listed in Fifteenth Schedule that apply to the flight instructor rating sought.
Renewal requirements

85. A flight instructor rating may, within 30 days and upon payment of a renewal application fee specified in the First Schedule, be renewed if the applicant—

(a) passes a practical test for—
   (i) renewal of the flight instructor rating; or
   (ii) an additional flight instructor privileges; or

(b) presents to the Authority—
   (i) a record of training students that shows that within twelve months preceding the date of application for renewal of the rating, the flight instructor has endorsed at least five students for a practical test for a licence or rating, and at least eighty percent of those students passed that test on the first attempt; or
   (ii) a record which shows that within the preceding twelve months, the flight instructor has performed as a flight instructor or company check pilot and has logged not less than 20 instructional hours; or
   (iii) a certificate showing that the applicant has successfully completed an approved flight instructor refresher course consisting of ground or flight training, or both, within the ninety days preceding the date of the expiry of the flight instructor rating.

Reissue of an expired flight instructor rating

86. A holder of an expired flight instructor rating shall be required by the Authority to take and pass a flight instructor’s practical test conducted by the Authority in order to be re-issued with the flight instructor rating.

Flight Examiner Authorisation-General requirements

87. (1) A flight examiner shall hold—

(a) a licence and rating for which he wishes to be authorised to conduct skill tests or proficiency checks; and

(b) appropriate flight instructor ratings.

(2) To qualify for a flight examiner’s authorisation, a pilot shall have logged required hours of flight time and provided flight instruction as specified in the Twenty Fifth Schedule.

(3) To qualify for a flight examiner’s authorisation, a pilot shall have conducted at least two skills tests under the observation by the Authority, in the role of an examiner for which authorization is sought, including briefing, conduct of the skill test, and assessment of the applicant to whom the skill test is given, debriefing and recording or documentation.

(4) Subject to compliance with the requirements specified in these Regulations, the privileges of the examiner’s authorization are to conduct skill tests and proficiency checks for a licence and ratings issuances.

(5) Specific examiner authorisation and experience requirements for designated examiners are as stipulated in the Twenty Fifth Schedule.

Flight examiner training requirements

88. (1) The ground training for examiners shall include—

(a) examiner duties, functions and responsibilities;

(b) applicable regulations and procedures;

(c) appropriate methods, procedures and techniques for conducting the required tests and checks;

(d) proper evaluation of student performance including the detection of:
   (i) improper and insufficient training; and
   (ii) personal characteristics of an applicant that could adversely affect safety;

(e) appropriate corrective action in the case of unsatisfactory tests and checks; and

(f) approved methods, procedures and limitations for performing the required normal, abnormal and emergency procedures in aircraft.

(2) The flight training shall include—
training and practice in conducting flight evaluation from the left and right pilot seats for pilot examiners in the required normal, abnormal and emergency procedures to ensure competence to conduct the flight tests and checks;

(b) the potential results of improper, untimely or non-execution of safety measures during an evaluation; and

(c) the safety measures to be taken from either pilot seat for pilot check examiners for emergency situations that are likely to develop during an evaluation.

(3) The flight training for examiners in synthetic flight trainer shall include—

(a) training and practice in conducting flight checks in the required normal, abnormal and emergency procedures to ensure competence to conduct the evaluations tests and checks required under these Regulations; and

(b) training in the operation of synthetic flight trainer to ensure competence to conduct the evaluations required under these regulations.

PART VIII
Licences, Certificates, Ratings and Authorisations for Personnel Other Than Flight Crewmembers

Air Traffic Controller Licence: Required licences and ratings or qualifications

89. (1) A person shall not act as an air traffic controller (ATC) unless that person holds an air traffic controller licence issued under these Regulations.

(2) An air traffic controller licence shall include—

(a) one or more ratings specifying the type of air traffic control service which the holder of the licence is competent to provide; and

(b) a list of the places at which, and the type of radar equipment, if any, with the aid of which the licence holder may provide the service.

(3) Where during a continuous period of three months the holder of an air traffic controller licence has not at any time provided at a particular place the type of air traffic control service specified in the rating, the rating shall cease to be valid for that place at the end of the three months period.

(4) Upon a rating ceasing to be valid as specified for a place in sub-section (3), the holder of the air traffic controller licence shall forthwith inform the Authority to that effect and shall forward the licence to the Authority to enable the licence to be endorsed accordingly.

General eligibility requirements

90. (1) An applicant for an air traffic controller licence shall—

(a) be at least 21 years of age;

(b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule to these Regulations without impediment of speech that would interfere with two way radio conversation; and

(c) comply with the knowledge requirements of sections 91 and 92;

(d) hold a current Class 3 Medical Certificate.

(2) A student air traffic controller shall not be permitted to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment and holds an ATO Graduation Certificate.

Knowledge requirements for an issue of Air Traffic Control licence

91. (1) An applicant for an air traffic controller licence shall have received and passed an approved training course in air traffic control conducted at an approved training organisation in at least the subjects stipulated in the Twenty Sixth Schedule.

(2) The applicant shall have undergone the actual control of air traffic under the supervision of an appropriately rated air traffic controller and acquired experience for the rating sought as specified in section 93.
(3) The results for a knowledge test for an air traffic controller licence conducted by the Authority shall be valid for eighteen months from the date of passing the test.

Knowledge Requirements for Air traffic controller ratings

92. (1) The Authority shall provide a detailed knowledge syllabus for air traffic control ratings.

(2) The ratings and knowledge requirements outline for Air traffic controller shall be as stipulated in the Twenty Seventh Schedule.

Aeronautical experience and skill requirements for air traffic controller ratings

93. (1) The applicant shall have completed—
(a) an approved training course; and
(b) an approved skills test as specified by the Authority;
and in not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an instructor rated air traffic controller.

(2) The ratings referred to in subsection (1) are as stipulated in the Twenty-Eighth schedule.

(3) The experience requirements specified for air traffic controller ratings in section 99 may be credited as part of the experience specified in this section.

(4) Where two air traffic controller ratings are sought concurrently, the Authority shall determine the applicable requirements on the basis of the requirements for each rating and such requirements shall not be less than those of the more demanding rating.

Privileges and limitations

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

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

Privileges of air traffic controller ratings

95. (1) The privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be—
(a) in the case of aerodrome control rating, to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;
(b) in the case of approach control 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 of the airspace, under the jurisdiction of the unit providing approach control service;
(c) in the case of approach control surveillance rating, to provide or supervise the provision of approach control service with the use of air traffic services 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 and where the holder complies with the rating the privileges shall include the provision of surveillance radar approaches;
(d) in the case of approach precision radar control rating, to provide or supervise the provision of precision approach radar service at the aerodrome for which the licence holder is rated;
(e) in the case of area control rating, to provide or supervise the provision of area control service within the control area or portion of the control area, for which the licence holder is rated;

(f) in the case of area radar control rating, to provide or supervise the provision of area control service with the use of radar, within the control area or portion of the control area, for which the licence holder is rated.

(2) Before exercising the privileges indicated in subsection (1), the air traffic controller licence holder shall be familiar with all pertinent and current information relevant to the area of which service is sought to be provided and shall indicate by signing his or her name showing the time in Universal Time Co-ordinated in the appropriate air traffic controller log book.

(3) The holder of an air traffic controller license shall not provide instruction in an operational environment except with an endorsement of On the Job Instructor Rating.

Invalidation of air traffic controller ratings upon ceasing to operate by holder

96. (1) An air traffic controller rating becomes invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period of three months and shall remain invalid until the controller’s ability to exercise the privileges of the rating has been re-established through a new application, training and validation test.

(2) Upon a rating ceasing to be valid as specified in sub-section (1), the holder of the air traffic controller licence shall forthwith inform the Authority to that effect and shall forward the licence to the Authority to enable the licence to be endorsed accordingly.

Maximum working hours

97. (1) An air traffic controller may not serve or be required to serve—

(a) for more than twelve consecutive hours; or

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

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

Responsibilities over fatigue

98. A person holding an air traffic controller licence shall not act as an air traffic controller nor shall an employer allow a licensed controller, if the controller or the employer knows or suspects that the controller is suffering from or, having regard to the circumstances of the period of duty to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of any aircraft to which an air traffic control service may be provided.

Prohibition of unlicensed air traffic controllers

99. (1) An air traffic controller shall not provide any type of air traffic service required to be provided under the Civil Aviation (Rules of the Air and Air Traffic Services) Regulations, 2018, published in Statutory Instrument 197 of 2018, unless he does so in accordance with the terms of—

(a) a valid air traffic controller licence so granted authorising air traffic controller to provide that type of service at that aerodrome or other places; or

(b) a valid air traffic controller licence so granted which does not authorise the air traffic controller to provide that type of service at the aerodrome or other place, but he is supervised by a person who is present at the time and who is the holder of a valid air traffic controller licence so granted which authorises him to provide at that aerodrome or other place the type of air traffic control service which is being provided; or

(c) an engagement as a student air traffic controller who shall be supervised by a holder of a valid air traffic controller’s licence so granted to provide that type of service at any aerodrome or at a place at which air traffic control service is provided; or

(d) as a member of the Zimbabwean Defence Forces at a military air traffic services establishment.

(2) A holder of an air traffic controller licence shall not perform any of the functions specified in section 89 in respect of a rating at any of the places referred to in subsection (1) unless his licence includes that rating.
and the rating is valid for the place at which, and the type of radar equipment, if any, with the aid of which functions are performed.

Licence Renewal, refresher training and proficiency requirements.

100. (1) An air traffic controller licence may, upon payment of a renewal application fee specified in the First Schedule, be renewed if the holder demonstrates, at a level appropriate to the privileges being renewed, the skill, judgement and performance required to provide a safe, orderly and expeditious control service through proficiency checks, refresher training and a medical examination.

(2) An Air Traffic Control licence holder shall undergo proficiency checks annually and refresher training every three years.

Air traffic controller instructor ratings (theoretical and practical) and examiner approvals

101. (1) An applicant for an air traffic controller instructor rating shall—
(a) be at least 21 years of age;
(b) have successfully completed the appropriate instructor training as approved by the Authority;
(c) hold a current and valid air traffic controller licence with a minimum of three years’ experience;
(d) hold at least one valid air traffic control rating; and
(e) pass an instructor evaluation test.

(2) For renewal of air traffic controller instructor rating may, upon payment of the application fee specified in the First Schedule, be renewed if the holder presents proof of competency and having exercised the privileges of the rating in the last six months preceding the date of renewal application.

(3) The Authority may designate air traffic controller instructors as examiners if—
(a) the Authority is satisfied that the applicant is competent to conduct rating assessments in any of the ratings held by him or her;
(b) he or she has passed the air traffic service operator examiner evaluation test; and
(c) has held an air traffic controller instructors rating for at least two years.

Ground Instructor Authorisation

102. (1) An applicant for a ground instructor authorisation shall—
(a) be at least eighteen years of age;
(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule to these regulations;
(c) pass a knowledge test on the fundamentals of instructing including—
   (i) the learning process;
   (ii) elements of effective teaching;
   (iii) student evaluation and testing;
   (iv) course development;
   (v) lesson planning;
   (vi) classroom training techniques;
   (vii) techniques of applied instructions;
   (viii) use of training aids;
   (ix) analysis and correction of student errors; and
   (x) human performance relevant to ground instruction;
(d) pass a knowledge test on the aeronautical knowledge areas required for commercial pilot licence or airline transport pilot licence.

(2) A ground instructor authorisation shall be issued with either one of the following ratings—
(a) basic;
(b) advanced;
(c) instrument; or
(d) a combination of (a) and (c), or (b) and (c).

(3) The knowledge test specified in subsection (1)(c) is not required if the applicant holds a flight instructor rating issued under these regulations.

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

Privileges

103. (1) A holder of a ground instructor authorisation may exercise the privileges appropriate to the rating as follows—
(a) in the case of holder of a basic ground instructor rating—
   (i) ground training in the aeronautical knowledge areas required for the issue of a private pilot licence or associated ratings;
   (ii) ground training required for a private pilot flight check-out; and
   (iii) a recommendation for a knowledge test required for the issuance of a Private Pilot Licence;
(b) in the case of holder of an advanced ground instructor rating—
   (i) ground training in the aeronautical knowledge areas required for the issue of CPL or ATPL pilot licence or rating;
   (ii) ground training required for any flight check out; and
   (iii) a recommendation for a knowledge test required for the issue of CPL or ATPL licence;
(b) in the case of holder of an instrument ground instructor rating—
   (i) ground training in the aeronautical knowledge areas required for the issue of an instrument rating;
   (ii) ground training required for an instrument proficiency check; and
   (iii) a recommendation for a knowledge test required for the issue of an instrument rating.

(2) A person who holds a ground instructor authorisation shall be authorised, within the limitations of the ratings on the ground instructor authorisation, to endorse the logbook or other training record of a person to whom the holder has provided the training or recommendation specified in subsection (1).

Requirements for Ground Instructor Authorisation

104. An applicant for a ground instructor authorisation is required to hold or have held a Commercial Pilot Licence or Airline Transport Pilot Licence as appropriate or passes the following—
(a) aeronautical knowledge requirements for Commercial Pilot Licence as prescribed in section 46 for basic ground instructor rating;
(b) aeronautical knowledge requirements for Airline Transport Pilot Licence as specified in section 52 for advanced ground instructor rating;
(c) in the case of instrument ground instructor rating—
   (i) meet the requirements of either (a) or (b) and in addition the instrument rating knowledge requirements as prescribed in section 74; and
   (ii) be a holder of a valid instrument rating.

Renewal requirements

105. (1) A holder of a ground instructor licence shall not perform the duties of a ground instructor unless within the twelve preceding months, the person has served for three months as a ground instructor or has undergone a refresher course approved by the Authority within three months of application.

(2) A holder of a ground instructor licence may, upon payment of a renewal application fee specified in the First Schedule, apply for the renewal of his or her licence if requirements of (1) are met.
Flight Operations Officer or flight dispatcher Licence

General eligibility requirements

106. An applicant for a flight operations officer or flight dispatcher licence shall—

(a) be at least twenty one years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule; and

(c) comply with the knowledge requirements, experience, training requirements and skill requirements for flight operations officer as contained in these Regulations.

Knowledge requirements

107. (1) An applicant for a flight operations officer licence shall pass a knowledge test covering the areas specified in the Twenty Ninth Schedule.

(2) The knowledge test results for a flight operations officer licence shall be valid for eighteen months after passing the examination.

Experience or training requirements

108. (1) An applicant for a flight operations officer licence shall present documentary evidence satisfactory to the Authority that the applicant has the experience as follows—

(a) a total of two years' service in any one or in any combination of the capacities specified in subparagraph (i), (ii) and (iii), provided that in any combination of experience the period served in any capacity shall be at least one year—

(i) a flight crewmember in commercial air transport; or

(ii) a meteorologist in an organization dispatching aircraft in commercial air transport; or

(iii) an air traffic controller, or technical supervisor of flight operations officer or air transportation flight operations systems officer;

or

(b) at least one year as an assistant in the dispatching aircraft used in commercial air transport; or

(c) has satisfactorily completed an course approved of training.

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

Skill requirements

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

(a) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports;

(b) provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route;

(c) forecast weather trends pertinent to air transportation with particular reference to destination and alternates;

(d) determine the optimum flight path for a given segment and create accurate manual or computer generated flight plans;

(e) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and

(f) recognise and manage threats and errors.

Privileges

110. Subject to compliance with the requirements set forth in these Regulations, the privileges of a holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in the Civil Aviation (Operation of Aircraft) Regulations, 2018, published Statutory Instrument 87 of 2018.
Renewal requirements

111. A flight operations officer licence may, upon payment of a renewal fee specified in the First Schedule, be renewed if the holder has performed his duties in the six months preceding the date of application for renewal exercising the privileges of the licence and passed a skills test or has undergone and passed a refresher training course approved by the Authority within three months of the application.

Flight operations instructor Ratings and Examiner Approval

112. (1) An applicant for a flight operations instructor rating shall—
(a) be at least 21 years of age;
(b) have met the instructor knowledge requirements in section 106 and any additional requirements as may be specified by the Authority;
(c) hold a current and valid flight operations officer licence with a minimum of 3 years’ experience.

(2) An applicant for renewal of flight operations instructor rating shall, thirty days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, pass a practical test conducted by the Authority.

(3) The Authority may designate the following as flight operations examiners—
(a) designated flight examiners;
(b) flight instructors;
(c) flight operations instructors with at least five years’ experience.

(4) Designated examiner authorisations shall be valid for one year from the date of issue.

(5) Designated examiner renewal shall subject to the approval by the Authority.

(6) Detailed requirements are outlined in the Thirty-Third Schedule.

Aircraft Maintenance engineers Licence issuance

113. For purpose of aircraft maintenance, the Authority may issue—
(a) Aviation Maintenance engineers licence; or
(b) Inspection authorisations; or
(c) Aviation repairman authorisations.

Minimum Eligibility Requirements for Aircraft Maintenance Engineer’s license or associated rating(s)

114. (1) An applicant for an Aircraft Maintenance Engineer’s licence or any associated rating shall—
(a) be at least 18 years of age; and
(b) submit evidence of having successfully completed the Ministry of Higher and Tertiary Education, Science and Technology Development Apprenticeship Training or equivalent training appropriate to the privileges sought; and
(c) equivalent training shall be as weighted and confirmed by the applicable arm of the Ministry of Higher and Tertiary Education, Science and Technology Development; and
(d) 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; and
(e) comply with the knowledge, and skill requirements as per Thirty-second Schedule, as well as experience and competency requirements specified for the license and rating sought; and
(f) pass all approved tests for the applicable Aeronautical Engineering Certificate/Basic licence within a period of 24 months; and
(g) any person presenting or undertaking training under any aircraft trade or a holder of an AME licence shall maintain a logbook and shall record therein all work carried out on aircraft, aircraft systems and aircraft components.
Experience requirements for type specific ratings: an applicant for an Aircraft Maintenance Engineer Type license and associated ratings may qualify by either practical experience or through completion of approved training in a Civil Aviation Authority of Zimbabwe approved/accepted Aviation Training Organisation.

(3) Skill requirements—
(a) each applicant for an Aircraft Maintenance Engineer license or rating shall pass a skills test on the license or rating that he/she seeks;
(b) skills test may be conducted by Designated Examiners or a board as set out in the Thirty-second Schedule. Requirements for designation of examiners are as set out in the Thirty-second Schedule.

Ratings

115. The Authority may issue the following ratings—
(a) Airframe(A)/(B); or
(b) Power plant(C)/(D); or
(c) Avionics (X) (Aircraft Electrical, Radio and Instrument Systems); or
(d) Other ratings as may be determined by the Authority from time to time.

Aircraft Maintenance Engineers personnel group or type ratings eligibility

116. (1) To be eligible for the grant of an aircraft maintenance engineer group or type rating a person shall—
(a) be a holder of a current aircraft maintenance engineer licence;
(b) have practical experience on the type or group of aircraft or components for which the rating is sought as required by the Authority and as specified in section 116;

shall have successfully completed—
(i) examinations approved by the Authority; or
(ii) a training course relevant to the type of aircraft or components for which the rating is sought conducted by—
A. an approved training organisation; or
B. by the original equipment manufacturer of the applicable aircraft or component.

(2) Skill—the applicant for an aircraft maintenance engineer group or type rating shall have demonstrated the ability to perform those functions applicable to the privileges to be granted as outlined in the Thirty-second Schedule.

(3) The knowledge test results for an aircraft maintenance engineer’s licence shall be valid for twenty-four months from the date of passing final examination.

(4) An applicant for an aircraft maintenance engineer group or type rating, who is a holder of an aeronautical engineering degree from a foreign accredited university, shall have his or her qualifications weighted and confirmed by the applicable government department.

Experience requirements for licence with or without type rating.

117. (1) Except as specified in subsection (2) applicants for the issue or extension of a licence in categories A, B, C, D and X must show confirmed specific periods of aircraft maintenance experience totaling at least three years.

(2) An applicant for Category “X”—Compass Compensation and Adjustment shall hold a Licence without Type Ratings (LWTR) in Categories “A” or “C” or “X” and shall have a minimum of six months engineering experience relating to the maintenance of operating aircraft in the two years preceding the date of application with a minimum of six compass swings.

(3) Excluding component workshops or on static or non-flying aircraft, an applicant shall demonstrate the following minimum experience gained while maintaining operating aircraft—
(a) in the case of Category “A” or “C” Licence Without Type Rating, twenty-four months relating to Airframe or Engine maintenance or both Airframe and Engine maintenance, twelve months of which must be in the two years immediately preceding the date of application; or
(b) in the case of Category “X” Licence Without Type Rating (excluding Category “X”–Compass Compensation and Adjustment), twenty-four months related to avionic systems, twelve months of which must be in the two years immediately preceding the date of application; and

(c) six months, within the twelve months referred to in (a) and (b), relevant to the specific Licence without Type Rating for which application is being made.

(4) Where an applicant for category “X” electrical holds a valid licence which includes both Category “A” and Category “C” Licence Without Type Rating subdivisions, the experience in subsection (3)(b) need not be complied with and the applicant need show only the six months experience relevant to the Licence Without Type Rating required in subsection 3(c).

(5) An applicant for a Licence Without Type Rating in one category holding a valid licence in another category the experience requirement of subsection (3)(a) and (3)(b) may be reduced dependent on the total practical experience accumulated while holding that licence and training attended but in any case shall demonstrate the experience requirements of subsection 3(c). Any of the periods specified above may be concurrent.

(6) Subject to subsection (7) extension of a licence to include a type rating—

(a) shall not require a period of general experience additional to that required for the relevant Licence without Type Rating, which must be held before a type rating is granted; and

(b) shall require satisfactory record of experience, gained within the three years before the application, appropriate to the type rating sought.

(7) An applicant for a type rating from a holder of a Licence Without Type Rating which was gained following successful completion of an approved initial course shall show confirmed evidence that he has obtained at least twelve months relevant aircraft engineering experience with an organisation engaged in the maintenance of operational aircraft in addition to that gained during the course.

Privileges

118. (1) Subject to compliance with the requirements specified in this regulation, the holder of a current aircraft maintenance engineer licence may exercise the following privileges—

(a) certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory, instrument or item of equipment or both instrument and item of equipment; and

(b) sign a maintenance release following inspection, maintenance operations or routine servicing.

(2) The privileges of the holder of an aircraft maintenance licence shall be exercised only as endorsed on the holder’s licence, in respect of—

(a) aircraft as are entered on the licence in their entirety either specifically or under broad categories; or

(b) airframes and engines and aircraft systems or components as are entered on the licence either specifically or under broad categories; or

(c) aircraft avionic systems or components as are entered on the licence either specifically or under broad categories—

(i) provided that the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a maintenance release, or such airframe, engine, aircraft system or component, or aircraft avionic system or component which the licence holder is certifying as being airworthy; and

(ii) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence a period of at least 6 months; or

(d) has supervised the maintenance of aircraft relevant to the ratings held in an executive capacity; or

(e) has performed a technical training function relevant to the ratings held in an approved training organisation; or

(f) has passed a skills test approved by the Authority; or

(g) has been engaged in any combination of (a), (b), (c) or (d).
(4) An Aircraft Maintenance Engineer may exercise the privileges of the endorsed ratings in respect to aircraft or component specified on the rating, unless operating under the authority of an approved maintenance organisation, in which case the rating holder shall comply with the requirements of the approved maintenance organisation.

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

Renewal requirements

119. (1) A holder of an Aircraft Maintenance Engineer’s Licence shall, upon payment of a renewal application fee specified in the First Schedule, apply for renewal of licence at least thirty days before the expiry date of his or her licence.

(2) The holder of an aircraft maintenance engineers licence must have performed work comparable with that required for the grant of the licence for periods totaling at least six months during the twenty four months preceding the date of the expiry of the licence and such experience shall be endorsed in the personal log book.

(3) Any person who fails to comply with the provisions of subsection (2), must file an application for renewal with the Authority accompanied by evidence of having passed a skills test within the last 60 days before the application for renewal.

Aviation Repair Specialist Authorisation- Eligibility requirements

120. An applicant for an aviation repair specialist authorisation shall—

(a) be at least eighteen years of age;

(b) demonstrate the ability to read, speak, write, and understand the English language and interpret technical reports and maintenance publications and carry out technical discussions in the English language;

(c) be specially qualified to perform maintenance on aircraft or aircraft components appropriate to the job for which the aviation repair specialist was employed;

(d) be employed for a specific job requiring special qualifications by an approved maintenance organisation certificated under the Civil Aviation (Approved Maintenance Organisation) Regulations 2018, published in Statutory Instrument 77 of 2018;

(e) be recommended for certification by the aviation repair specialist’s employer, to the satisfaction of the Authority, as able to satisfactorily maintain aircraft or components, appropriate to the job for which the aviation repair specialist is employed; and

(f) either—

(i) have at least eighteen months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and certificated; or

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

(3) The duration of the aviation repair specialist authorisation is twelve months provided the holder is in the continual employment of the sponsoring Approved Maintenance Organisation in an aviation repair position.

Aviation Repair Specialist Authorisation Privileges and limitations

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

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

(3) An aviation repair specialist may perform or supervise the maintenance, preventive maintenance or alteration of aircraft, airframes, engines, propellers, appliances, components and parts appropriate to the designated speciality area for which the aviation repair specialist is or authorised and rated, but only in connection with employment by a maintenance organisation approved under the Civil Aviation (Approved Maintenance Organisation) Regulations, 2018, published in statutory instrument 77 of 2018.
(4) An aviation repair specialist shall not perform or supervise duties unless the aviation repair specialist understands the current instructions of the employing Approved Maintenance Organisation and the instructions for continued airworthiness, which relate to the specific operations concerned.

Display of authorisation

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

Surrender of authorisation

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

Flight Radiotelephony Operator Licence: General eligibility requirements

124. (1) A person required to use radiotelephony apparatus shall hold a radiotelephony operator licence, except for a holder of a pilot licence.

(2) An applicant for a radiotelephony operator licence shall—
(a) be at least seventeen years of age;
(b) demonstrate the ability to read, speak, write and understand the English language in accordance with the language proficiency requirements contained in the Third Schedule;
(c) comply with the knowledge and skill requirements, for radio telephone operator as contained in section 124; and
(d) demonstrate a level of knowledge appropriate to the privileges granted to a holder of a radiotelephony operator licence.

Skill and knowledge requirements

125. (1) An applicant for a radiotelephony operator licence shall pass a practical and knowledge test covering the areas specified in the Thirtieth Schedule.

(2) The knowledge test results for a radiotelephony operator licence shall be valid for twelve months from passing the examination.

Privileges

126. A holder of a radiotelephony operator licence shall have the privilege to communicate with ground and airborne stations using communication radio.

Flight radio telephony instructor Ratings and Examiner Approval

127. (1) An applicant for a Flight radio telephony instructor rating shall—
(a) hold an air traffic controller instructor rating; or
(b) hold a pilot instructor rating.

(2) A practical assessment of the applicant’s ability to conduct aviation flight radio telephony procedures training shall be conducted by an authorised examiner for issue or renewal of the rating.

(3) Flight radio telephony instructor rating shall be valid for two years from the date of issue.

(4) The Authority may designate the following as flight radio telephony instructor examiners—
(a) designated air traffic controller examiners;
(b) air traffic controller instructors with at least five years’ experience.

(5) Designated examiner authorisations shall be valid for 2 years from the date of issue.

(6) Designated examiner may apply for renewal if the holder has successfully conducted an observed test in the performance of his or her duties by the Authority.

Cabin Crewmember Licence- Required licence, ratings and qualifications

128. (1) A person shall not act as a cabin crewmember unless that person holds—
(a) a cabin crewmember licence;
(b) a rating for the specific aircraft type or is operating under the supervision of a rated cabin crew for the purpose of qualifying for the rating;
(c) required knowledge for the type of aircraft and cabin crew operating position; and
(d) a current class 3 Medical Certificate.

(2) A person undergoing training to qualify for a cabin crewmember certificate or rating shall not—
(a) form a part of the required minimum number of cabin crewmember for that aircraft; and
(b) be assigned to an cabin crew operating position that requires a cabin crewmember.

Eligibility requirements

129. An applicant for cabin crewmember certificate shall be—
(a) at least eighteen years of age;
(b) able to read, speak and understand the English language sufficiently to adequately carry out the responsibilities of a cabin crewmember;
(c) have completed a course of training at an Approved Training Organisation; and
(d) have passed a knowledge and skills test.

Knowledge requirements

130. (1) Aeronautical knowledge requirements for cabin crews are as stipulated in the Thirty First Schedule.

(2) The knowledge test results for a cabin crewmember licence shall be valid for twelve months from the date of passing the final examination.

(3) The Authority shall provide detailed syllabus for the knowledge and practical training required for cabin crew qualification.

Skill requirements

131. (1) An applicant for a cabin crewmember licence shall have logged training received in an approved log book and demonstrated the ability to perform as cabin crewmember of an aircraft in areas specified in subsection (2).

(2) Subject to subsection (1) applicant for a cabin crewmember licence shall—
(a) be able to execute those safety duties and functions which the cabin crewmember is assigned to perform in the event of an emergency or in a situation requiring emergency evacuation;
(b) be drilled and capable in the use of emergency and lifesaving equipment required to be carried such as life jackets, life rafts, evacuation slides, emergency exits, portable fire extinguishers, oxygen equipment and first-aid kits;
(c) when serving on aeroplanes operated above 10,000 feet, knowledgeable as regards the effect of lack of oxygen and, in the case of pressurized aeroplanes, as regards physiological phenomena accompanying a loss of pressurisation;
(d) have an understanding of other crewmembers’ assignments and functions in the event of an emergency or unlawful interference so far as is necessary for the fulfilment of the cabin crewmember’s own duties;
(e) have knowledge of the types of dangerous goods which may or may not, be carried in a passenger cabin and has completed the dangerous goods training programme required by Civil Aviation (Dangerous Goods) Regulations, 2018, published in Statutory Instrument 51 of 2018;
(f) be knowledgeable about Crew Resource Management and human performance as related to passenger cabin safety duties including flight crew-cabin crew co-ordination.
(g) be able to conduct Pre-flight and pre-boarding, boarding, taxi, climb, descent, ramp, fuelling with passengers onboard, turbulence and taxi out procedures.

Privileges

132. A holder of a cabin crewmember licence may act as a cabin crewmember in a maximum of 4 different aircraft types specified in the licence when such aircraft are engaged in commercial transport operations.

Renewal requirements for Cabin Crew Licence

133. A holder of a cabin crewmember licence may, fourteen days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, apply for renewal if the holder has successfully completed the—
Cabin Crew Instructor Rating and Designated Examiner Authorisation

134. (1) The applicant for an instructor rating shall be current on aircraft types that the instructor will provide training on and in possession of the following—
(a) a valid Zimbabwean cabin crew member licence;
(b) valid class II medical certificate;
(c) original or certified proof of having undergone an approved train the trainer course;
(d) a minimum of two (2) years and at least one thousand (1000) flying hours as an active cabin crew member; and
(e) proof of internal instructor assessments conducted by the Approved Training Organisation’s Designated Examiner.

(2) A practical assessment of the applicant’s ability to conduct aviation Safety and Emergency Procedures training shall be conducted by an authorised examiner.

(3) An applicant for a designated examiner authorisation shall be a cabin crew instructor with a minimum of two years as an instructor.

(4) The cabin crew instructor rating shall be valid for 2 years from the date of issuance.

(5) The cabin examiner authorisation shall be valid for 2 years from the date of issuance.

Privileges

135. (1) A holder of a cabin instructor rating is authorised to act as a cabin crewmember instructor for issue or renewal of cabin crew licence and aircraft type ratings.

(2) A holder of a cabin examiner authorisation is authorised to act on behalf of the Authority in the conduct of cabin crew examination duties for issue or renewal of licences.

Renewal requirements for Cabin crew Instructor licence and Cabin crew Examiner Authorisation

136. (1) A holder of a cabin crewmember instructor rating may, 14 days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, apply for renewal if the holder has successfully undergone an annual check by the Authority.

(2) The annual check referred to in subsection (1) shall include observation by the Authority during the instructors’ performance of his or her duties.

(3) A holder of a cabin examiner authorisation may, 14 days before the expiry of the licence and upon payment of a renewal application fee specified in the First Schedule, apply for renewal if the holder has successfully undergone observation flight in the performance of his or her duties by the Authority.

PART IX
AVIATION MEDICAL STANDARDS AND CERTIFICATION

Medical Assessment-General

137. (1) The Authority may after initial examination of an applicant issue, a class of Medical Assessment that is intended to indicate the minimum medical standards as follows—
(a) class 1 applies to applicants for or holders of—
  (i) commercial Pilot Licence for aeroplanes, helicopters and powered-lift; or
  (ii) airline transport Pilot Licence for aeroplanes, helicopters and powered-lift; or
  (iii) multi-crew pilot licence for aeroplanes;
(b) class 2 applies to applicants for or holders of—
  (i) commercial Pilot Licence for lighter-than-air aircraft
  (ii) Private Pilot Licence for aeroplanes, helicopters and glider;
  (iii) Student Pilot Licence for all aircraft and powered-lift;
(c) class 3, applies to applicants for or holders of air traffic controller and cabin crew licences.
(2) The Authority shall apply, as part of its State Safety Programme, basic safety management principles to the medical assessment process of licence holders that shall include—
   (a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk;
   (b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk; and
   (c) aviation related health promotion for licence holders to reduce future medical risks to flight safety.

(3) For applicants under 40 years of age, the Authority shall, at its discretion, allow medical examiners to omit certain routine examination items related to the assessment of physical fitness, whilst increasing the emphasis on health education and prevention of ill health.

Aviation medical examiner, designation and qualifications

138. (1) The Authority may designate a medical doctor who meets the qualifications specified in subsection (2) as an aviation designated medical examiner to—
   (a) conduct medical examinations for fitness of applicants for the issue or renewal of licences or certificates specified in these regulations;
   (b) accept applications for physical examinations necessary for issue of a Medical Certificate under these regulations;
   (c) examine applicants for and holders of Medical Certificates to determine whether the applicants meet applicable medical standards;
   (d) recommend issuance, renewal, denial or withdrawal of Medical Certificates to an applicant based on meeting or failing to meet applicable medical standards.

(2) For a medical doctor to be authorised as an aviation designated medical examiner, he shall—
   (a) be qualified and licenced in the practice of medicine;
   (b) have obtained a qualification in aviation medicine recognised by the Authority;
   (c) before designation demonstrate adequate competence in aviation medicine; and
   (d) have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.

(3) A Medical Doctor Certificate approved by Medical and Dental Practitioners Council of Zimbabwe or similar bodies from a Contracting States can be used to fulfil requirements of subsections 2(a) and (b).

(4) A medical examiner shall—
   (a) receive refresher training after every three years;
   (b) have to his or her disposal the minimum relevant medical equipment and facilities as prescribed by the Authority in the Fifth Schedule.

(5) The Authority shall retain the right to reconsider any action of an aviation designated medical examiner.

Medical examiner Designation Certificate

139. (1) No medical examiner may conduct medical assessments unless that examiner holds a medical designation Certificate issued by the Authority in terms of section 140.

(2) The medical examiner designation Certificate shall authorise the examiner to conduct medical assessment in accordance with section 137.

Application for medical examiner designation certificate

140 (1) Any person who wishes to conduct medical assessments on behalf of the Authority shall submit a written application accompanied by—
   (a) proof of aviation medicine training from an institution recognised by the Authority; and
   (b) A medical doctor certificate from a recognised institution specified in section 137(3).

(2) An application in terms of this section shall be accompanied by an application fee specified in the First Schedule.
Issue of medical examiner designation certificate

141. (1) The Authority may, upon the payment of the fees specified in the First Schedule, issue medical examiner designation certificate if, after investigation, the Authority is satisfied that the applicant is properly qualified in terms of section 137(2).

(2) The Authority may refuse an application for medical examiner designation certificate where the applicant—
   (a) is not properly or adequately qualified;
   (b) previously held an medical examiner designation which was revoked; or
   (c) has violated the provisions of these regulations.

Duration of medical examiner designation certificate

142. A medical examiner designation certificate issued shall be valid for three years unless—
   (a) suspended, revoked or otherwise terminated by the Authority under this Part; or
   (b) surrendered to the Authority by the holder.

Renewal of a medical examiner designation certificate

143. (1) A medical examiner designation certificate holder may make an application for renewal of medical designation certificate at least 30 days before the date of expiry of the certificate accompanied by the renewal fees specified in the First Schedule.

   (2) Where an application for renewal is made after the time period referred to in subsection (1), the Authority may renew the medical examiner designation Certificate upon payment of fees specified in the First Schedule.

Suspension or Revocation of medical examiner designation certificate

144. The Authority may, subject to section 194, suspend or revoke medical examiner designation Certificate where —
   (a) any inspection made to the medical examiner by the Authority has shown that he is not operating in compliance with these regulations; or
   (b) the medical examiner has contravened any of the provisions of the Civil Aviation Act [Chapter 13:16]; or
   (c) the medical examiner has failed to comply with any other condition specified by the Authority; or
   (d) the continuous operations of the medical examiner are against public interest; or
   (e) any falsification of documents by the medical examiner has occurred.

Aviation medical assessor, designation and qualifications

145. (1) The Authority may designate medical assessors to conduct safety oversight on medical examiner designation certificate holders.

   (2) The Authority shall use the services of the Medical Assessors to evaluate reports submitted to it by medical examiners.

   (3) The medical assessors shall—
      (a) be qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance; and
      (b) have 5 years’ experience as a designated medical examiner;
      (c) maintain the currency of their professional knowledge by attending refresher training every three years.

   (4) The Authority shall retain the right to reconsider any action of a designated medical assessor.

Medical Assessor Designation Certificate holder responsibilities

146. (1) No medical assessor may conduct safety oversight on medical examiners unless that assessor holds a Medical Assessor Certificate issued by the Authority in terms of section 147.
(2) The medical assessor designation Certificate holder shall be—
(a) authorised to conduct safety oversight on designated medical examiners on behalf of the Authority; and
(b) authorised to periodically conduct medical assessments in accordance with the specifications issued by the Authority for the maintenance of his or her currency.
(c) authorised to periodically evaluate the competence of medical examiners to ensure that they meet applicable standards for good medical practice and aeromedical risk assessment; and
(d) in charge of Accredited Medical Conclusions.

Application for medical assessor designation certificate

147. (1) Any person who wishes to conduct safety oversight on designated medical examiners on behalf of the Authority shall submit a written application with proof of qualifications in terms of section 144(3).

(2) An application in terms of this section shall be accompanied by an application fee specified in the First Schedule.

Issue of medical assessor designation certificate

148. (1) The Authority may, upon the payment of the fees specified in the First Schedule, issue medical assessor designation certificate if, after investigation, the Authority is satisfied that the applicant is properly qualified in terms of section 144(3).

(2) The Authority may refuse an application for a medical assessor designation certificate where the applicant—
(a) is not properly or adequately qualified; or
(b) previously held medical assessor designation certificate that was revoked; or
(c) there is already enough designated assessors for the fulfilment of those functions; or
(d) has violated the provisions of these regulations.

Duration of medical assessor designation certificate

149. A medical assessor designation certificate issued under this part shall be valid for one year unless when—
(a) it is, suspended, revoked or otherwise terminated by the Authority; or
(b) surrendered to the Authority by the holder.

Renewal of a medical assessor designation certificate

150. (1) A medical assessor designation certificate holder shall make an application for renewal of the certificate at least 30 days before the date of expiry of the certificate accompanied by the renewal fees specified in the First Schedule.

(2) Where an application for renewal is not made within the period specified in subsection (1), the Authority may renew the medical assessor designation certificate subject to the payment of a late payment fee specified in the First Schedule.

Suspension or revocation of medical assessor designation certificate

151. The Authority may, subject to section 194, suspend or revoke a medical assessor designation certificate where—
(a) any inspection made to the medical assessor by the Authority has shown that he is not operating in compliance with these regulations; or
(b) the medical assessor has contravened any of the provisions of the Civil Aviation Act [Chapter 13:16]; or
(c) the medical assessor has failed to comply with any other condition specified by the Authority; or
(d) the continuous operations of the medical assessor are against public interest; or
(e) any falsification of documents by the medical assessor has occurred.

Medical Certification Procedures: Medical records

152. (1) An applicant for a Medical Certificate shall—
(a) furnish the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history that is as complete and accurate as the applicant’s knowledge permits; and

(b) indicate to the Examiner whether a medical assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension; and

(c) sign the application form; and

(d) indicate whether they have previously undergone such an examination, and if yes, the date, place and result of the last examination.

(2) Any false declaration to a Medical Examiner made by an applicant for a license or rating shall be reported to the Authority for appropriate sanction.

(3) Where an applicant for a Medical Certificate fails within a reasonable period to provide the requested medical information or history, or fails to authorise the release so requested, the Authority may—

(a) deny the application; or

(b) suspend, modify or revoke all Medical Certificates held by the applicant.

(4) Where a Medical Certificate is suspended or modified under subsection (3), the suspension or modification remains in effect until—

(a) the holder provides the requested information, history, or authorisation to the Authority; and

(b) the Authority determines that the holder meets the medical standards.

Aviation medical examiner submission of signed medical evaluation report

153. (1) An aviation medical examiner who is authorised to conduct a medical examination under these regulations shall—

(a) sign the required report and Medical Certificate and submit directly to the Authority the full details in the form and manner prescribed by the Authority;

(b) report to the Authority any individual case where in the aviation medical examiner’s judgment, an applicant has failed to meet any requirement that is likely to jeopardize flight safety; and

(c) submit to the Authority or designated medical assessor the report, whether the evaluation is terminated prior to completion, yielded sub-standard results, or was completed satisfactorily.

(2) If the medical report is submitted to the Authority or in electronic format, adequate identification of the applicant and examiner shall be established.

Issue of Medical Certificate

154. (1) An aviation medical examiner shall issue the applicable medical certificate to any person who meets the medical standards prescribed in these regulations, based on medical examination and evaluation of the applicant’s history and condition.

(2) A person to be issued with a medical certificate shall undergo a medical examination based on the following standards contained in these regulations—

(a) physical and mental conditions;

(b) visual and colour perception; and

(c) hearing.

(3) If the medical examination is carried out by two or more medical examiners, the Authority shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.

(4) The medical examiner shall be required to submit sufficient medical records to the Authority or to enable the Authority to audit Medical Assessments.

Denial of Medical Certificate

155. (1) An applicant for a medical certificate may be denied a certificate if, upon medical examination, the applicant does not meet the physical and mental standards specified in these regulations.

(2) The denial of the Medical Certificate is effective—
(a) from the date of the medical evaluation that determined the applicant did not meet the physical and mental standards specified in these regulations; and
(b) until such time that the applicant is again determined by the Authority to be fit to exercise the privileges through an accredited medical conclusion; or
(c) with respect to a transient condition, until a subsequent satisfactory report is acceptable to the Authority.

(3) An applicant who is denied a Medical Certificate by an aviation medical examiner may, within 30 days after the date of the denial, apply in writing to the Authority for reconsideration of the denial.

(4) Upon receiving an application for reconsideration, the Authority shall—
(a) appoint more than one medical examiner to conduct medical examination on the applicant; and
(b) designate one of the medical examiners to be responsible for coordinating the results of the examination, evaluation and findings with regard to medical fitness, and signing the report.

(5) Where the applicant does not apply for reconsideration during the 30 day period after the date of the denial, the Authority shall consider that applicant has withdrawn the application for a Medical Certificate.

(6) The period of validity of a medical assessment may be reduced when clinically indicated.

Medical confidentiality

156. (1) The designated Medical Examiner, Assessor and the Authority shall keep medical reports and records—
(a) in confidentiality; and
(b) secure in access restricted and fireproof lockers.

(2) The designated Medical Examiner, Assessor and the Authority shall ensure that only authorised personnel have access to restricted lockers specified in subsection (1)(b).

(3) When justified by operational considerations, a medical assessor shall determine to what extent pertinent medical information, in addition to the information contained in the medical report submitted under these regulations, is presented to relevant officials of the Licensing Authority.

Issue of Medical Certificate with limitation

157. (1) The Authority may issue a medical certificate with a limitation to an applicant who does not meet the applicable standards for a medical certificate if the applicant shows to the satisfaction of the Authority that—
(a) an accredited medical conclusion indicates that in special circumstances the applicant’s failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety or endanger public safety; and

(b) relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration.

(2) The Authority shall issue a medical limitation on a licence when the Authority or an aviation medical examiner determines the safe performance of the licence holder’s duties is dependent on compliance with such a limitation.

Duration of Medical Certificate

158. (1) A Class 1 Medical Certificate issued to an applicant—
(a) who is under the age of 40 years shall be valid for 12 months; and
(b) in the case of single pilot operations, who is 40 years of age or more shall be valid for 6 months;
(c) in the case of multi crew operations—
(i) who is under the age of 60 years shall be valid for 12 months
(ii) who is above 60 years of age shall be valid for 6 months, from the day the medical examination is performed.

(2) A Class 2 Medical Certificate issued to an applicant who is—
(a) under the age of 40 years shall be valid for 60 months; between the ages of 40 years to fifty years shall be valid for 24 months;
(b) above fifty years of age shall be valid for twelve months from the day the medical examination is performed.

(3) A Class 3 Medical Certificate issued to an applicant who is—
(a) under the age of 40 years shall be valid for 48 months;
(b) between the ages of 40 years to 50 years shall be 24 months; and
(c) above fifty years of age shall be valid for twelve months from the day the examination is performed.

(4) Flight crew members, cabin crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a Medical Certificate appropriate to the licence.

**Renewal of Medical Certificate**

159. (1) The requirements for the renewal of a Medical Certificate are the same as those for the initial assessment except where otherwise specifically stated.

(2) When required to obtain or renew correcting lenses, the applicant for medical examination shall advise the aviation medical examiner conducting the medical examination of the new prescription, including revised reading distances—
(a) for a Class 1 Medical Certificate, for the visual cockpit tasks relevant to the types of aircraft in which the applicant is likely to function;
(b) for a Class 2 Medical Certificate, for the visual cockpit and cabin tasks relevant to the types of aircraft in which the applicant is likely to function; and
(c) for a Class 3 Medical Certificate, for the air traffic control duties and cabin tasks the applicant is to perform.

**Prohibition of medical certificate**

160. A person shall not hold or be issued with a medical certificate if that person suffers from any disease or disability that could render that person likely to become suddenly unable to either perform assigned duties safely or operate an aircraft safely.

**Medical requirements**

161. A person shall not hold or be issued a medical certificate if that person—
(a) has any organic, functional or structural disease, defect or limitation which is active, latent, acute or chronic;
(b) has any wound, injury or sequelae from operation; or
(c) uses any prescribed or non-prescribed medication or other treatment;
(d) that, based on the case history and appropriate qualified medical judgement relating to the condition involved, the Authority finds that the medication or treatment—
   (i) makes the person unable to safely perform the duties or exercise the privileges of the licence or rating applied for or held; or
   (ii) may reasonably be expected, for the maximum duration of the medical Certificate applied for or held, to make the applicant unable to perform the duties or exercise the privileges of the licence or rating.

**Physical and mental requirements**

162. (1) An applicant for a Medical Certificate shall be free from—
(a) any abnormality, congenital or acquired; or
(b) any active, latent, acute or chronic disability; or
(c) any wound, injury or sequelae from operation; or
(d) any effect or side-effect of any prescribed or non-prescribed therapeutic diagnostic or preventive medication taken such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.
(2) An applicant who has an established medical history or clinical diagnosis of—

(a) an organic mental disorder; or
(b) a mental or behavioural disorder due to use of psychoactive substances including dependence syndrome induced by alcohol or other psychoactive substances;
(c) schizophrenia or schizotypal or delusional disorder;
(d) a mood (affective) disorder;
(e) a neurotic, stress-related or somatoform disorder;
(f) a behavioural syndrome associated with psychological disturbances or physical factors;
(g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;
(h) mental retardation;
(i) a disorder of psychological development;
(j) a behavioural or emotional disorder with onset in childhood or adolescence; or
(k) a mental disorder not otherwise specified such as might render the applicant unable to safely exercise the privileges of the licence applied for or held shall be assessed as medically unfit.

(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.

Hearing test requirements

163. (1) A person holding or being issued a Medical Certificate shall be required to demonstrate a hearing performance sufficient for the safe exercise of his licence or rating privileges.

(2) Applicants for—

(a) Class 1 Medical Assessments shall be tested by pure-tone audiometry at first issue of the assessment, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years; or
(b) an alternative practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant’s licence and ratings are valid;
(c) Class 3 Medical Assessments shall be tested by pure-tone audiometry at first issue of the assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years; or
(d) an alternative practical hearing test conducted in the flight or workplace for which the applicant’s licence and ratings are valid and may be used;
(e) Class 2 Medical Assessment should be tested by pure-tone audiometry at first issue of the assessment and, after the age of 50 years, not less than once every two years.

(3) At a medical examination where audiometer is not performed, an applicant shall be tested in a quiet room by whispered and spoken voice tests.

(4) The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately of:

(a) more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz; or
(b) more than 50 dB at 3 000 Hz.

(5) A class 1 applicant with a hearing loss greater than the above may—

(a) be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals, or
(b) be subjected to an alternative practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant’s licence and ratings are valid and may be used.

(6) The background noise specified in subsection (5) shall be representative of the noise in the cockpit of the type of aircraft for which the applicant’s licence and ratings are valid.
(7) In the speech material for discrimination testing in terms of sub-sections (3) and (5), both aviation-
relevant phrases and phonetically balanced words shall be used.

(8) A person shall not hold or be issued a Class 2 medical certificate if that person is unable to hear an
average conversational voice in a quiet room, using both ears, at a distance of two metres from the examiner
and with the back turned to the examiner.

(9) An applicant for a Class 3 medical certificate with a hearing loss greater than those specified
in subsection (4) may be declared fit provided that the applicant has normal hearing performance against a
background noise that reproduces or simulates that experienced in a typical air traffic control or cabin crew
working environment.

(10) A practical hearing test conducted in an air traffic control environment in terms of subsection (9)
shall be representative of the one for which the applicant’s license and ratings are valid and may be used for
class 3 medical certificates.

(11) Medical Examiners shall use such methods of examination as will guarantee reliable testing of
hearing.

Issue of Medical Certificate for persons under oral drugs

164. A Medical Certificate may be issued to an applicant where oral drugs are administered under conditions
permitting appropriate medical supervision and control and which, according to an accredited medical conclusion,
are compatible with the safe exercise of the applicant’s licence and rating privileges.

Visual requirements: general

165. (1) A person holding or being issued a Medical Certificate shall have—
(a) normally functioning eyes and adnexae;
(b) normal fields of vision;
(c) normal binocular function; and
(d) no active pathological condition, acute or chronic, nor sequelae of surgery or trauma of the eyes
or their adnexae, which is likely to reduce proper visual function to an extent that would interfere
with the safe exercise of the applicant’s licence rating privileges.

(2) A person with reduced stereopsis, abnormal convergence not interfering with near vision, and
ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia shall not be
disqualified.

Vision testing requirements

166. (1) The Designated Medical examiner shall measure and record the corrected and uncorrected visual
acuity at each examination.

(2) An applicant for a medical examination who uses contact lenses need not have his uncorrected
visual acuity measured at each re-examination provided the history of the contact lens prescription is known.

(3) The test for visual acuity must comply with the following—
(a) for a visual acuity test in a lighted room, use a test illumination level of approximately 50 lx,
normally corresponding to a brightness of 3 to 60 cd per square metre;
(b) visual acuity shall be measured by means of a series of optotypes of landolt, or similar optotypes,
placed at a distance of six metres from the applicant, or five metres as appropriate.

(4) The Authority may require a separate ophthalmic report before issue of a Medical Certificate.

(5) The conditions which indicate a need to obtain an ophthalmic report include—
(a) a substantial decrease in the uncorrected visual acuity;
(b) any decrease in best corrected visual acuity; and
(c) the occurrence of eye disease, eye injury or eye surgery.

Acceptability of correcting lenses

167. (1) A person may meet the visual acuity fitness for near or distant vision by using correcting lenses.
(2) Correcting spectacles may be used if—
   (a) not more than one pair of correcting spectacles is used to demonstrate compliance with visual
       acuity requirements;
   (b) single-vision near correction lenses (full lenses of one power only, appropriate to reading) are not
       used for both near and distance vision; and

(3) An applicant who needs near correction to meet the requirement will require “look-over”, bifocal
or 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 windsreen, without removing the lenses.

(4) An applicant for medical examination may use contact lenses to meet the distance vision acuity
requirement if the lenses are—
   (a) monofocal;
   (b) non-tinted; and
   (c) well tolerated.

(5) A person issued with a Medical Certificate that requires the holder of such certificate to have correcting
lenses or spectacles shall have a limitation placed on the document requiring that person, while exercising the
privileges of the licence or certificate, must—
   (a) wear the distant-correction lenses at all times;
   (b) have readily available and use the near-correction spectacles as necessary to accomplish near
vision functions; and
   (c) have a second pair of suitable spectacles (distant or near-correction, as appropriate) available for
immediate use.

Distance vision requirements
168. (1) A person issued with a Medical Certificate shall have a distant visual acuity, with or without
correcting lenses of at least—
   (a) 6/9 or better in each eye separately, with binocular visual acuity of 6/6 or better, for class 1 medical
       certificate; or
   (b) 6/12 with binocular visual acuity of 6/9 or better, for class 2 medical certificate; or
   (c) 6/9 or better in each eye separately with binocular visual acuity of 6/6 or better, for class 3 medical
       certificate.

(2) No limits shall 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—
   (a) such correcting lenses are worn during the exercise of the privileges of the licence or rating
       applied for or held; and
   (b) in addition a pair of suitable correcting spectacles or contact lenses shall be kept readily available
       during the exercise of the privileges of the applicant’s licence.

(3) An applicant for a medical certificate with a large refractive error shall use contact lenses or high-
index spectacle lenses.

(4) Where spectacles are used, high-index lenses are needed to minimise peripheral field distortion.

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

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

Near vision requirements
169. (1) An applicant for a medical certificate shall meet the following minimum visual standards for near
visual acuity to read, while wearing correcting lenses, if any required in Section 167(6) the—
   (a) N14 chart or its equivalent at a distance of 100 cm, with “N14” referring to “Times Roman” font;
and
Civil Aviation (Personnel Licensing) Regulations, 2019

(a) N5 chart at a distance of 30 to 50 cm as selected by the applicant, with “N5" referring to “Times Roman” font.

(2) Where the near-vision requirements are met only by the use of near-correction and the applicant also needs distant-correction, both corrections must be added to a pair of spectacles to be used to meet the requirements.

(3) When required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the aviation medical examiner of reading distances for the duties the applicant is to perform.

(4) When required to obtain or renew correcting lenses, an applicant for a medical certificate shall advise the aviation medical examiner of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.

Colour perception requirements

170. (1) An applicant for a medical certificate shall demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.

(2) The applicant shall be able to correctly identify a series of pseudoisochromatic plates (tables) in daylight or in artificial light of the same colour temperature such as that provided by standard Illuminats “C” or “D65” as specified by the International Commission on Illumination.

(3) An applicant failing to obtain a satisfactory score in such a test may nevertheless be assessed as fit provided the applicant is able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights displayed by means of a recognized colour perception lantern in a special test conducted by the aviation medical designated examiner.

(4) An applicant for a medical certificate unable to satisfactorily complete the special test provided in subsection (3) shall only be assessed as unfit except for a Class 2 Medical Certificate with the restriction: “Valid for Day Operations Only.”

(5) Sunglasses worn during the exercise of the privileges of a licence or rating should be non-polarizing and of a neutral grey tint.

Ear and related structures

171. (1) A person shall not hold or be issued a Medical Certificate if that person—

(a) possesses any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant’s licence or rating privileges;

(b) except for Class 3 Medical Certificate—

   (i) has disturbance of vestibular function;

   (ii) has significant dysfunction of the eustachian tubes;

   (iii) has unhealed perforation of the tympanic membranes; and

   (iv) has nasal obstruction;

(c) has malformation or any disease of the buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant’s licence and rating privileges;

(d) a single dry perforation of the tympanic membrane need not render a person unfit.

Cardiovascular: general

172. (1) A person shall not hold nor be issued a Medical Certificate if that person has any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of his or her licence or rating privileges.

(2) An applicant who has undergone coronary by-pass grafting or angioplasty with or without stenting or other cardiac intervention or who has a history of myocardial infarction or suffers from any other potentially incapacitating cardiac condition shall not hold nor be issued a medical certificate unless the applicant’s cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant’s licence or rating privileges.

(3) The applicant for a medical certificate with an abnormal cardiac rhythm shall be assessed as unfit
unless the cardiac arrhythmia has been investigated and evaluated with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant’s licence or rating privileges.

**Blood pressure and circulation**

173. (1) A person shall not hold or be issued a medical certificate if that person has—
   (a) systolic and diastolic blood pressures outside normal limits; or
   (b) a significant functional or structural abnormality of the circulatory system.

   (2) The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant’s licence and rating privileges.

**Electrocardiography examination**

174. (1) Electrocardiography shall form part of the heart examination for the first issue of a medical certificate of any class.

   (2) Electrocardiography shall be included in re-examinations of class 1 applicants between the ages of 30 and 50 at least once every two years.

   (3) Electrocardiography shall be included in re-examinations of applicants over the age of 50 at least once every two years for classes 2 and 3 and annually for class 1.

**Neurological requirements**

175. (1) A person shall not hold nor be issued a medical certificate if that person has a medical history or clinical diagnosis of—
   (a) a progressive or non-progressive disease of the nervous system, the effects of which, are likely to interfere with the safe exercise of the applicant’s licence or rating privileges;
   (b) epilepsy; or
   (c) any disturbance of consciousness without satisfactory medical explanation of cause.

   (2) A person shall not hold nor be issued a medical certificate if that person has suffered any head injury, the effects of which, are likely to interfere with the safe exercise of the applicant’s licence and rating privileges.

**Respiratory capability**

176. (1) A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—
   (a) disability of the lungs or any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations;
   (b) active pulmonary tuberculosis; and
   (c) asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations.

   (2) Unless there is an accredited medical conclusion indicating that the use of drugs for control of asthma is not likely to interfere with the safe exercise of the applicant’s license or rating privileges, the use of such drug shall be a disqualifying condition.

   (3) An applicant with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant’s condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant’s licence or rating privileges.

   (4) An applicant with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.

   (5) An applicant who is not completely free from those hernias that might give rise to incapacitating symptoms shall be assessed as unfit.

   (6) Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.

   (7) Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression,
shall be assessed as unfit.

Radiology (X-ray) evaluation

177. A designated medical examiner shall conduct radiography evaluation during the initial chest examination and as necessary in subsequent medical examinations where there are historical chest cavity issues, symptoms or doubtful clinical cases.

Vestibular apparatus

178. (1) A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

(a) active acute or chronic pathological process of the internal ear or of the middle ear;
(b) a disease or condition of the middle or internal ear, nose, oral cavity, pharynx or larynx that—
   (i) interferes with, or is aggravated by, flying or may reasonably be expected to do so; or
   (ii) interferes with, or may reasonably be expected to interfere with clear and effective speech communication;
(c) disease or condition manifested by, or that may reasonably be expected to be manifested by, vertigo or a disturbance of equilibrium;
(d) permanent disturbances of the vestibular apparatus;
(e) permanent obstruction to eustachian tubes; or
(f) unhealed perforation of the tympanic membranes.

(2) Unless there is an accredited medical conclusion indicating that the condition is not likely to affect the safe exercise of the applicant’s license or rating privileges, the following medical conditions are disqualifying—

(a) acute or chronic impairment of nasal air entry on either side; or
(b) serious malformation or serious, acute or chronic affection of the buccal cavity or upper respiratory tract.

(3) A single perforation of the tympanic membrane need not render the applicant unfit.

Bones, muscles and tendons

179. A person shall not hold nor be issued a medical certificate if that person possesses any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant’s licence and rating privileges.

Endocrine system

180. A person shall not hold or be issued a medical certificate if that person has an established medical history or clinical diagnosis of any metabolic, nutritional or endocrine disorders that are likely to interfere with safe exercise of his or her licence or rating privileges.

Diabetic applicant

181. A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

(a) insulin treated diabetes mellitus; or
(b) non-insulin treated diabetes mellitus unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of that person’s licence or rating privileges.

Gastrointestinal and digestive tract

182. (1) A person shall not hold, nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of—

(a) significant impairment of function of the gastrointestinal tract or its adnexa;
(b) sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular, obstruction due to stricture or compression; or
(c) hernias that might give rise to incapacitating symptoms except for Class 3 medical certificate.

(2) Unless there is an accredited medical conclusion indicating that the effects of the operation are not
likely to cause incapacitation in flight, an applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs that may cause incapacity in flight shall not hold, nor be issued a medical certificate.

Kidneys and urinary tract

183. (1) A person shall not hold nor be issued a medical certificate if that person has an established medical history or clinical diagnosis of genito-urinary disease, unless adequately investigated and his or her condition found unlikely to interfere with the safe exercise of the person’s licence or rating privileges.

(2) Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.

(3) A person shall not hold nor be issued a medical certificate if that person has—

(a) any sequelae of diseases of, or surgical procedures on the kidneys or the genitor-urinary tract, in particular obstructions due to stricture or compression, unless his condition has been investigated and evaluated in accordance with the best medical practice and is assessed not likely to interfere with the safe exercise of that person’s licence or rating privileges; or

(b) undergone nephrectomy unless the condition is well compensated.

Lymphatic glands or disease of the blood.

184. An applicant for a medical certificate with diseases of the blood or the lymphatic system shall be assessed as unfit unless adequately investigated and his condition found unlikely to interfere with the safe exercise of the applicant’s licence or rating privileges.

Gynaecological conditions

185. An applicant for a medical certificate who has a gynaecological disorder that is likely to interfere with the safe exercise of the applicant’s licence or rating privileges shall be assessed as unfit.

Pregnancy

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

(2) For an applicant with a low-risk uncomplicated pregnancy evaluated and supervised in accordance with subsection (1), the fit certificate shall—

(a) in the case of Class 1 and 2 medical certificate be limited to the period from the end of the 12th week to the end of the 26th week of gestation; and

(b) in the case of Class 3 medical certificate be limited to the period from 12th week until the end of the 34th week of gestation.

(3) Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.

(4) The Air Traffic Service Provider (as defined in Civil Aviation (Rules of the Air and Air Traffic Services) Regulations, 2018, published in S. I. 197 of 2018) shall take precautions for the timely relief of an air traffic controller in the gestational period in the event of early onset of labour or other complications.

Speech impairments

187. An applicant for a medical certificate with stuttering or other speech impairments sufficiently severe to cause defect of speech communication shall be assessed as unfit.

Acquired Immunodeficiency Syndrome

188. (1) An applicant for a medical certificate with acquired immunodeficiency syndrome shall be assessed as unfit.

(2) An applicant who is seropositive for human Immunodeficiency virus (HIV) shall be assessed as unfit unless the applicant’s condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant’s licence or rating privileges.
PART X
GENERAL PROVISIONS

Possession of licence

189. (1) A holder of a licence, certificate or authorisation issued by the Authority shall have in his or her physical possession or at the work site when exercising the privileges of that licence, certificate or authorisation.

(2) A crewmember of a foreign registered aircraft shall hold a valid licence, certificate or authorisation, including an appropriate and current medical certificate, issued by the State of Registry and has it in his or her physical possession or at the work station when exercising the privileges of that licence, certificate or authorisation.

Inspection of licences, certificates and authorisations

190. (1) A person who holds a licence, certificate, or authorisation required by these Regulations shall present it for inspection upon a request from the Authority or any person authorised by the Authority.

(2) Any person who refuses to present his or her licence for inspection upon a request from the Authority or any person authorised by the Authority in terms of subsection (1) shall have his or her licence suspended or revoked.

Change of name

191. (1) Notwithstanding the requirements of the Civil Aviation (General procedures and enforcement) Regulations 2018, a holder of a licence, certificate or authorisation issued under these Regulations may, upon payment of application fee specified in the First Schedule, may apply for the amendment of a licence or certificate to reflect the new name assumed by the applicant.

(2) The holder of a licence shall include with any such request—
   (a) the current licence or certificate; and
   (b) a court order, Deed of Change of Name or other legal document verifying the name change;

(3) The Authority may change the licence, certificate or authorisation and issue a replacement thereof.

(4) The Authority shall return to the holder the original documents specified in subsection 2 and retain copies thereof and return the replaced licence, certificate or authorisation with the appropriate endorsement.

Change of Address

192. (1) Notwithstanding the requirements of the Civil Aviation (General Procedures and Enforcement) Regulations, 2018, a holder of a licence, certificate, or authorisation issued under these regulations shall notify the Authority of the change in the physical address and mailing address, whether postal or email and shall do so in the case of—
   (a) physical address, at most fourteen days after the change of address;
   (b) mailing address upon the change;
   (c) if the permanent mailing address is a post office box number, then the applicant must provide a current residential address.

(2) Any person who fails to comply with requirements of subsection (1) shall be guilty and liable to a civil penalty not exceeding level 5.

Replacement of documents

193. (1) A person may, upon payment of a fee specified in the First Schedule, apply to the Authority in the prescribed form for replacement of documents issued under these regulations if the documents are lost, defaced or destroyed.

(2) If the duplicate document has been issued in substitution for a document which has been lost, defaced or believed to have been destroyed, the original document is still in existence, shall thereupon become void.

(3) If a document which has become void, in terms of subsection (2) comes into the possession or custody of any person who knows that a duplicate has been issued in substitution therefor, he or she shall without delay, deliver or transmit such documents to the Authority.
Suspension and revocation of documents

194. (1) The Authority may—

(a) where there has been a breach of any condition subject to which any licence, certificate, approval, permission, exemption, authorisation, or any other document has been granted or issued under these Regulations; or

(b) where the Authority considers it to be in the public interest;

(c) suspend provisionally, pending further investigation, any licence, certificate, approval, permission, exemption, authorisation or such other document issued, granted or having effect under these Regulations.

(2) Where any licence, certificate, approval, permission, exemption, authorisation or such other document issued, granted or having effect under these Regulations is suspended, the Authority shall conduct the hearing of the alleged violation referred to in subsection (1) within 45 days or any further reasonable period as the Authority may allow from the day of suspension.

(3) Any person whose licence, certificate, approval, permission, exemption, authorisation or such other document issued, granted or having effect under these regulations has been suspended, shall, cease to exercise all privileges conferred upon him by such licence, certificate, approval, permission, exemption, authorisation or such other document issued, granted or having effect under these regulations, pending the outcome of the hearing referred to in subsection (2).

(4) The Authority may, upon the completion of an investigation and hearing which have shown sufficient ground to its satisfaction and where it considers it to be in the public interest, endorse, limit revoke or vary any licence, certificate, approval, permission, exemption, authorisation or other document issued or granted under these Regulations.

(5) The Authority shall give notice to the person or organisation concerned of its intention under subsection (4) and the reasons thereof and shall state in the notice that representations in relation to the proposed action may be made in writing to the Authority before a specified date (which shall be not less than 2 weeks after the date of the notice).

(6) The Authority shall consider any representations made to it pursuant to subsection (5) before suspending, varying, limiting or revoking a licence, rating, authorisation, approval or certificate under subsection (4) or enlarging or reducing the period of a suspension or variation.

(7) A holder or any person having the possession or custody of any licence, certificate, approval, permission, exemption, authorisation or other documents which has been revoked or varied under these Regulations shall after receiving written communication from the Authority surrender it to the Authority within 14 days from the date notice of revocation or variation is given.

(8) The Authority may, at any time, after due consideration, remove any such endorsement, limitation, suspension or variation and may issue or re-issue, with or without an endorsement, a replacement licence, rating or authorisation in lieu of any licence, rating or authorisation which it has suspended, varied or revoked.

Use and retention of documents and records

195. (1) A person shall not—

(a) use any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these regulations which has been forged, altered, revoked, or suspended, or to which he is not entitled; or

(b) forge or fraudulently alter any licence, certificate, approval, permission, exemption, authorisation or other document issued or required under these regulations; or

(c) lend, transfer, assign or cede any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these Regulations to any other person; or

(d) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such licence, certificate, approval, permission or exemption, authorisation or other document.

(2) During the period for which the record is required under these regulations to be preserved, a person shall not mutilate, alter, render illegible or destroy any records, or any entry made therein, required by or under these regulations to be maintained, or knowingly make, or procure or assist in the making of, any false entry in any such record, or willfully omit to make a material entry in such record.
(3) All records required to be maintained by or under these regulations shall be recorded in a permanent and indelible material.

(4) A person shall not issue any licence, certificate, approval, permission, exemption, authorisation or other document issued or required by or under these regulations unless he or she is authorised to do so under these regulations.

(5) No person, acting under the delegated powers of the Authority, may issue any document of the kind referred to in subsection (4) unless he or she has satisfied himself that all statements in the document are correct, and that the applicant is qualified to hold that document.

(6) A person who is the holder of an aircraft maintenance licence, issued or validated under these regulations or who is authorised to certify for the purposes thereof, shall not—
   (a) certify anything not prescribed in the licence privileges; and
   (b) certify anything which the holder has not ascertained to be correct; and
   (c) certify fraudulently.

(7) Any person who contravenes the provisions of this section shall be guilty of an offence and liable to a fine not exceeding level 14 or to imprisonment for a period not exceeding ten years or to both such fine and such imprisonment.

**Use of psychoactive substances**

196. (1) A holder of a licence, rating or a certificate issued under these Regulations shall not exercise the privileges of the licence, rating or certificate while under the influence of any psychoactive substance, by reason of which human performance is impaired, which might render them unable to safely and properly exercise these privileges.

(2) A person whose function is critical to the safety of aviation (safety-sensitive personnel) shall not undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired.

(3) A holders of a licence provided for in these regulations shall not engage in any problematic use of substances.

(4) The Authority shall ensure 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 their functions may be considered after successful treatment or, if 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 jeopardise safety.

**Reports of violation**

197. (1) Any person who knows of a violation of the Civil Aviation Act or any regulations or orders issued there under, shall report it to the Authority.

(2) The Authority will determine the nature and type of any additional investigation or enforcement action that needs to be taken.

(3) Any person who fails to report a violation specified in subsection (1) shall be guilty of an offence and liable to a fine not exceeding level 5 or to imprisonment not exceeding 6 months or a or both such imprisonment or fine.

**Offences and penalties**

198. (1) Save as provided in these regulations, any person who contravenes the provisions of these regulations shall be guilty of an offence and liable to a fine not exceeding level 7 or to imprisonment for a period not exceeding two years or to both such fine and such imprisonment.

**Appeals**

199. Any person who is aggrieved by a decision, proposal or action of the Authority under these regulations may appeal against the decision, proposal or action, as the case may be, in terms of section 78 of the Act.

**Repeal**

**First Schedule**  
(Schedules 3, 4, 38, 44, 50, 57, 63, 67, 78, 85, 100, 104, 110, 111, 126, 132, 135, 139, 140, 142, 146, 147, 149, 192, 194)

**SCHEDULE OF FEES**

A. The following fees are payable:

For application of licences, certificates, ratings, designation and authorisations of the following:

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Description</th>
<th>Fee (USD)</th>
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<tbody>
<tr>
<td>(i)</td>
<td>Student pilot licence</td>
<td>5.00</td>
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<tr>
<td>(ii)</td>
<td>Private pilot licence</td>
<td>7.00</td>
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<td>(iii)</td>
<td>Commercial Pilot licence</td>
<td>10.00</td>
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<td>(iv)</td>
<td>Airline Transport Pilot licence</td>
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<td>(v)</td>
<td>Multi-crew Pilot Licence</td>
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<td>(vi)</td>
<td>Instrument Rating</td>
<td>10.00</td>
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<td>(vii)</td>
<td>Special Authorisations e.g Cat II/III</td>
<td>10.00</td>
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<tr>
<td>(viii)</td>
<td>Ground or Knowledge Instructor Authorisation</td>
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<td>(a) Basic</td>
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<td>(b) Advanced or any knowledge instructor</td>
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<td>Flight Examiner designation including TRE</td>
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<td>(xiii)</td>
<td>Cabin Crew Licence</td>
<td>7.00</td>
</tr>
<tr>
<td>(xiv)</td>
<td>Cabin Crew Instructor Rating</td>
<td>10.00</td>
</tr>
<tr>
<td>(xv)</td>
<td>Cabin Crew Examiner Authorisation</td>
<td>12.00</td>
</tr>
<tr>
<td>(xvi)</td>
<td>Cabin Crew Rating</td>
<td>5.00</td>
</tr>
<tr>
<td>(xvii)</td>
<td>Flight Operations Officer or Dispatcher Licence</td>
<td>7.00</td>
</tr>
<tr>
<td>(xviii)</td>
<td>Flight Operations Instructor/Dispatcher Instructor</td>
<td>9.00</td>
</tr>
<tr>
<td>(xix)</td>
<td>Flight Operations Examiner/Dispatcher examiner</td>
<td>10.00</td>
</tr>
<tr>
<td>(xx)</td>
<td>Radio Telephony Operator</td>
<td>5.00</td>
</tr>
<tr>
<td>(xxi)</td>
<td>Maintenance Engineer Licence</td>
<td>10.00</td>
</tr>
<tr>
<td>(xxii)</td>
<td>Maintenance Engineer Instructor</td>
<td>12.00</td>
</tr>
<tr>
<td>(xxiii)</td>
<td>Maintenance Engineer Examiner</td>
<td>15.00</td>
</tr>
<tr>
<td>(xxiv)</td>
<td>Maintenance Engineer Rating</td>
<td>7.00</td>
</tr>
<tr>
<td>(xxv)</td>
<td>(a) Medical examiner Domestic Designation</td>
<td>10.00</td>
</tr>
<tr>
<td></td>
<td>(b) Medical examiner Foreign Designation</td>
<td>15.00</td>
</tr>
<tr>
<td></td>
<td>(c) Medical examiner Class 3 designation</td>
<td>35.00</td>
</tr>
<tr>
<td></td>
<td>(d) Medical examiner Class 2 designation</td>
<td>45.00</td>
</tr>
<tr>
<td></td>
<td>(e) Medical examiner Class 1 designation</td>
<td>75.00</td>
</tr>
<tr>
<td>(xxvi)</td>
<td>(a) Medical assessor Domestic Designation</td>
<td>12.00</td>
</tr>
<tr>
<td></td>
<td>(b) Medical assessor Foreign Designation</td>
<td>15.00</td>
</tr>
<tr>
<td>(xxxi)</td>
<td>Application for remarking of any Knowledge examination</td>
<td>20.00</td>
</tr>
<tr>
<td>(xxxii)</td>
<td>Application for exemptions</td>
<td>100.00</td>
</tr>
</tbody>
</table>

B. For the issue of licences, certificates, ratings, designation and authorisations of the following:

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Description</th>
<th>Fee (USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i)</td>
<td>Student pilot licence</td>
<td>30.00</td>
</tr>
<tr>
<td>(ii)</td>
<td>Private pilot licence</td>
<td>100.00</td>
</tr>
<tr>
<td>(iii)</td>
<td>Commercial Pilot licence</td>
<td>180.00</td>
</tr>
<tr>
<td>(iv)</td>
<td>Airline Transport Pilot licence</td>
<td>500.00</td>
</tr>
<tr>
<td>(v)</td>
<td>Multi-crew Pilot Licence</td>
<td>450.00</td>
</tr>
<tr>
<td>(vi)</td>
<td>Instrument Rating</td>
<td>40.00</td>
</tr>
<tr>
<td>(vii)</td>
<td>Special Authorisations e.g Cat II/III</td>
<td>20.00</td>
</tr>
<tr>
<td>(viii)</td>
<td>Ground or Knowledge Instructor Authorisation</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) Basic</td>
<td>100.00</td>
</tr>
</tbody>
</table>
### Civil Aviation (Personnel Licensing) Regulations, 2019

| (b) Advanced or any knowledge instructor | 120.00 |
| (x) Flight Instructor Designation | 150.00 |
| (xi) Flight Examiner Designation including TRE | 150.00 |
| (xii) Air Traffic Controller licence | 60.00 |
| (xiii) Cabin Crew Licence | 40.00 |
| (xiv) Cabin Crew Instructor | 60.00 |
| (xv) Cabin Crew Examiner | 90.00 |
| (xvi) Flight Operations Officer/Dispatcher Examiner | 90.00 |
| (xvii) Flight Operations Officer/Dispatcher Instructor | 100.00 |
| (xviii) Flight Operations Officer/Dispatcher examiner | 150.00 |
| (xix) Flight Operations Officer/Dispatcher | 90.00 |
| (xx) Radio Telephony Operator | 60.00 |
| (xxi) Maintenance Engineer Licence | 100.00 |
| (xxii) Maintenance Engineer Instructor | 60.00 |
| (xxiii) Maintenance Engineer Examiner | 80.00 |
| (xxiv) Maintenance Engineer Rating | 30.00 |
| (xxv) Medical examiner Domestic Designation | 300.00 |
| (xxvi) Medical assessor Domestic Designation | 100.00 |
| (xxvii) Flight Examiner Designation | 150.00 |
| (xxviii) Flight Instructor Designation | 150.00 |
| (xxix) Flight Examiner Designation | 150.00 |
| (xxx) Flight Operations Officer/Dispatcher | 150.00 |
| (xxxi) Additional Air Traffic Controller (ATC) Rating | 40.00 |
| (xxxii) Additional Rating to ATC Examiner Rating | 50.00 |
| (xxxiii) Additional Type to Instructor Rating | 45.00 |
| (xxxiv) Additional Type to Examiner Rating | 50.00 |
| (xxxv) Additional Type to Cabin Crew Instructor Rating | 25.00 |
| (xxxvi) Additional Type to Cabin Crew Examiner Rating | 30.00 |
| (xxxvii) Radio Telephony Examiner Rating | 25.00 |
| (xxxviii) Ground or Knowledge Instructor Rating | 50.00 |
| (xix) Any other approval not specified in these regulations | 50.00 |

### C. For renewal of licences, certificates, ratings, designation and authorisations:

| (i) Student pilot licence | 30.00 |
| (ii) Private pilot licence | 100.00 |
| (iii) Commercial Pilot licence | 180.00 |
| (iv) Airline Transport Pilot licence | 500.00 |
| (v) Multi-crew Pilot Licence | 450.00 |
| (vi) Flight Examiner Designation | 150.00 |
| (vii) Instrument Rating | 40.00 |
| (viii) Special Authorisations e.g Cat II/III | 20.00 |
| (ix) Ground or Knowledge Instructor Authorisation |  |
| (a) Basic | 100.00 |
| (b) Advanced or any knowledge instructor | 120.00 |
| (x) Simulator Instructor Designation | 150.00 |
| (b) Simulator examiner designation | 155.00 |
| (xi) Flight Instructor or TRI | 150.00 |
| (b) Flight Examiner or TRE | 150.00 |
| (xii) Air Traffic Controller Licence | 150.00 |
| (b) Rating | 40.00 |
| (xiii) Cabin Crew Licence | 40.00 |
| (xiv) Cabin Crew Instructor Rating | 60.00 |
| (xv) Cabin Crew Examiner Authorisation | 80.00 |
| (xvi) Cabin Crew Rating | 20.00 |
| (xvii) Flight Operations Officer Licence/Dispatcher Licence | 90.00 |
D. For late application for renewal of licences, certificates, ratings, designation and authorisations. These are to be paid on top of the normal application fee:

| (i) | Student pilot licence | 10,00 |
| (ii) | Private pilot licence | 15,00 |
| (iii) | Commercial Pilot licence | 20,00 |
| (iv) | Airline Transport Pilot licence | 25,00 |
| (v) | Multi-crew Pilot Licence | 25,00 |
| (vi) | Instrument Rating | 20,00 |
| (vii) | Special Authorisations e.g Cat II/III | 20,00 |
| (viii) | Ground or Knowledge Instructor Authorisation |
| (a) | Basic | 20,00 |
| (b) | Advanced or any Knowledge instructor | 25,00 |
| (ix) | Simulator Instructor Designation | 30,00 |
| | Simulator examiner designation | 35,00 |
| (x) | Flight Instructor designation including TRI | 30,00 |
| | Flight Examiner Designation including TRE | 35,00 |
| (xi) | Air Traffic Controller licence | 20,00 |
| (xii) | Cabin Crew Licence | 10,00 |
| (xiii) | Cabin Crew Instructor Rating | 15,00 |
| (xiv) | Cabin Crew Examiner Authorisation | 20,00 |
| (xv) | Flight Operations Officer/Dispatcher | 10,00 |
| (xvi) | Flight Operations Officer/Dispatcher Instructor | 15,00 |
| (xvii) | Flight Operations Officer/Dispatcher Examiner | 20,00 |
| (xviii) | Flight Operations Officer/Dispatcher Instructor | 20,00 |
| (xix) | Maintenance Engineer Licence | 20,00 |
| (xx) | Maintenance Engineer Instructor | 25,00 |
| (xxi) | Maintenance Engineer Examiner | 30,00 |
| (xxii) | Medical examiner Designation | 20,00 |
| (xxiii) | Medical assessor Designation | 25,00 |

E. Validation and conversion of foreign licences.

| (i) | Private pilot licence | 50,00 | 200,00 |
| (ii) | Commercial Pilot licence | 90,00 | 400,00 |
| (iii) | Airline Transport Pilot licence | 100,00 | 600,00 |
| (iv) | Multi-crew Pilot Licence | 100,00 | 400,00 |
| (vi) | Simulator Instructor | 150,00 | 600,00 |
| (vii) | Simulator Examiner |
| (a) | Flight Instructor including TRI | 150,00 | 600,00 |
| (b) | Flight examiner including TRE | 150,00 | 600,00 |
| (viii) | Cabin Crew Licence | 40,00 | 200,00 |
| (ix) | Cabin Crew Instructor Rating | 60,00 | 200,00 |
| (x) | Cabin Crew Examiner Authorisation | 100,00 | 250,00 |
| (xi) | Flight Operations Officer/Dispatcher | 90,00 | 400,00 |
| (xii) | Flight Operations Officer/Dispatcher Instructor | 100,00 | 400,00 |
### F. Fees for Knowledge examinations.

<table>
<thead>
<tr>
<th>Knowledge, oral and practical examination for</th>
<th>Written</th>
<th>Oral</th>
<th>Practical</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) Private pilot licence</td>
<td>40.00</td>
<td>100.00</td>
<td></td>
</tr>
<tr>
<td>(ii) Commercial Pilot licence(Aircraft below 5700KGS)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single engine aircraft</td>
<td>50.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-engine aircraft</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(iii) Commercial Pilot licence(Aircraft Above 5700KGS)</td>
<td>50.00</td>
<td>200.00</td>
<td></td>
</tr>
<tr>
<td>(iv) Airline Transport Pilot licence</td>
<td>55.00</td>
<td>250.00</td>
<td></td>
</tr>
<tr>
<td>(v) Multi-crew Pilot Licence</td>
<td>55.00</td>
<td>250.00</td>
<td></td>
</tr>
<tr>
<td>(vi) Type rating Additions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft below 5700Kgs</td>
<td>50.00</td>
<td>100.00</td>
<td></td>
</tr>
<tr>
<td>Aircraft above 5700Kgs</td>
<td>75.00</td>
<td>150.00</td>
<td></td>
</tr>
<tr>
<td>(vii) Simulator Instructor(TRI)</td>
<td>-</td>
<td>-</td>
<td>200.00</td>
</tr>
<tr>
<td>(viii) Flight Instructor</td>
<td>75.00</td>
<td>50.00</td>
<td>200.00</td>
</tr>
<tr>
<td>(ix) Ground or knowledge Instructor</td>
<td>50.00</td>
<td>-</td>
<td>50.00</td>
</tr>
<tr>
<td>(x) Flight examiner including TRE</td>
<td>75.00</td>
<td>100.00</td>
<td>300.00</td>
</tr>
<tr>
<td>(xi) Air Traffic Controller licence</td>
<td>25.00</td>
<td>50.00</td>
<td>100.00</td>
</tr>
<tr>
<td>(xii) Cabin Crew Licence</td>
<td>25.00</td>
<td>-</td>
<td>100.00</td>
</tr>
<tr>
<td>(xiii) Cabin Crew Instructor Rating</td>
<td>20.00</td>
<td>50.00</td>
<td>100.00</td>
</tr>
<tr>
<td>(xiv) Cabin Crew Examiner Authorisation</td>
<td>-</td>
<td>-</td>
<td>150.00</td>
</tr>
<tr>
<td>(xv) Flight Operations Officer/Dispatcher</td>
<td>50.00</td>
<td>50.00</td>
<td>-</td>
</tr>
<tr>
<td>(xvi) Flight Operations Officer/Dispatcher Instructor</td>
<td>75.00</td>
<td>50.00</td>
<td>-</td>
</tr>
<tr>
<td>(xvii) Flight Operations Officer/Dispatcher examiner</td>
<td>-</td>
<td>50.00</td>
<td>100.00</td>
</tr>
<tr>
<td>(xviii) Radio Telephony Operator</td>
<td>25.00</td>
<td>25.00</td>
<td>-</td>
</tr>
<tr>
<td>(xix) Maintenance Engineer Licence</td>
<td>50.00</td>
<td>50.00</td>
<td>100.00</td>
</tr>
<tr>
<td>(xx) Maintenance Engineer Instructor</td>
<td>75.00</td>
<td>75.00</td>
<td>100.00</td>
</tr>
<tr>
<td>(xxi) Maintenance Engineer Examiner</td>
<td>-</td>
<td>75.00</td>
<td>100.00</td>
</tr>
<tr>
<td>(xxii) Off Schedule exam fee (To be paid on top of normal fees)</td>
<td>40.00</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>(xxiii) Remarking of any knowledge examination</td>
<td>100.00</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

### G. Authorisation for Synthetic flight trainers

- For the issuing of a duplicate or replacement licence: 200.00 USD

### H. Additional fees

<table>
<thead>
<tr>
<th>Fee Description</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) For amendment of or addition to a licence</td>
<td>35.00</td>
</tr>
<tr>
<td>(ii) For the change of name address or any other personal particulars on a licence</td>
<td>50.00</td>
</tr>
<tr>
<td>(iii) For the issuing of a letter of confirmation of an experience/qualification to a holder.</td>
<td>80.00</td>
</tr>
</tbody>
</table>

### I. The following fees are payable:

<table>
<thead>
<tr>
<th>Fee Description</th>
<th>USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) For appeal against being found medically unfit</td>
<td>100.00</td>
</tr>
</tbody>
</table>

### J. The following exemptions fees are payable:
Exemptions in relation to | Exemptions
--- | ---
Licence | 300.00
Certificate | 200.00
Approval | 350.00
Authorisation | 350.00
Designation | 500.00
Rating | 200.00
Examination and testing | 200.00
Audit | 200.00

K.

(i) For an urgent exemption application to be considered within 5 working days of request | 500.00
(ii) Reactivation of archived file | 50.00

L. Fees Relating to Publications:

| Description | Fee
--- | ---
(i) Syllabus for student pilot licence | 10.00
(ii) Syllabus for private pilot’s licence | 10.00
(iii) Syllabus for commercial pilot’s licence including instrument rating | 10.00
(iv) Syllabus for Airline Transport Pilot licence | 10.00
(v) Syllabus for Instructors | 10.00
(vi) Syllabus for Aircraft Maintenance Engineer/Mechanic/Engineer | 5.00
(vii) Syllabus for the Radio Telephony Operator Licence | 10.00
(viii) Personal Flying Logbook flight crew and cabin | 30.00
(ix) Aircraft Maintenance Engineer/Mechanic/Engineer logbook | 30.00
(x) any other syllabus published by the Authority | 10.00

SECOND SCHEDULE (Section 3)
SPECIFICATIONS FOR PERSONNEL LICENCES

1. Personnel licences issued by the Authority shall meet the following minimum specifications:

1.1 Detail

(a) The Civil Aviation Authority of Zimbabwe shall ensure that other States are able to easily determine the licence privileges and validity of ratings.

(b) The following details shall appear on the licence:

(i) Name of the country ZIMBABWE (in bold type);

(ii) Title of licence (in very bold type);

(iii) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;

(iv) Name of holder in full;

(v) Date of birth;

(vi) Address of holder;

(vii) Nationality of holder;

(viii) Signature of holder;

(ix) Authority and, where necessary, conditions under which the licence is issued;

(x) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;

(xi) Signature of officer issuing the licence and the date of such issue;

(xii) Seal or stamp of Authority;

(xiii) Ratings, e.g. category, class, type of aircraft, airframe, facility, service etc.;

(xiv) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention;

(xv) Drivers licence size colour photograph of the holder shall be included on the second page of the licence.
2. Material: First quality security papers, shall be used and the items mentioned in paragraph 1.1(b) shown clearly thereon.

3. Licences issued by the Authority shall be in English language.

4. Arrangement of items: Item headings on the licence shall be uniformly numbered in roman numerals as indicated in paragraph 1 (b), so that on any licence the number will, under any arrangement, refer to the same item heading.

**THIRD SCHEDULE (Sections 8,16,17,18,19,20,39,51,58,90,101,105,113,123)**

**LANGUAGE PROFICIENCY REQUIREMENTS**

(1) To meet the language proficiency requirements contained in section 8, an applicant for a licence or a licence holder shall demonstrate, in a manner acceptable to the Authority, compliance with the holistic descriptors at paragraph (2) and with the Operational Level (Level 4) of the Language Proficiency Rating Scale in paragraph (3).

(2) Holistic descriptors - proficient speakers shall—

(a) communicate effectively in voice-only (telephone/radiotelephone) and in face-to-facesituations;

(b) communicate on common, concrete and work-related topics with accuracy and clarity;

(c) use appropriate communicative strategies to exchange messages and to recognize and resolve;

(d) misunderstandings (e.g. to check, confirm, or clarify information) in a general or work-related context;

(e) handle successfully and with relative ease the linguistic challenges presented by a complication; or

(f) unexpected turn of events that occurs within the context of a routine work situation; or

(g) communicative task with which they are otherwise familiar; and

(h) use a dialect or accent which is intelligible to the aeronautical community.

(3) Rating scales—

(a) 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 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.

(b) 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 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.

(iv) Interactions: Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
(c) Expert Level (Level 6)

(i) Pronunciation: Pronunciation, stress, rhythm, and intonation, thought 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.

FOURTH SCHEDULE (Section 9)

VALIDITY OF LICENCES AND CERTIFICATES

(1) A Student Pilot Licence (SPL) shall be valid for a period of twelve months from the date the licence is issued or renewed by the Authority subject to the requirements of these regulations.

(2) A Private Pilot Licence (PPL) with an aeroplane or rotorcraft or glider category rating shall be valid for a period of 24 months from the date the licence is issued or renewed by the Authority subject to valid ratings and the requirements of these regulations.

(3) A Commercial Pilot Licence (CPL) shall be valid for 2 years from the date the licence is issued or renewed by the Authority subject to valid ratings and the requirements of these regulations.

(4) An Airline Transport Pilot Licence (ATPL) rating shall be valid for five years from the date the licence is issued or renewed by the Authority subject valid ratings and to the requirements of these regulations.

(5) An instrument rating is valid for a period of twelve months from the date of the initial or renewal flight test licence is issued or renewed by the Authority subject to the requirements of these regulations.

(6) A night rating is valid for a period of twenty four months from the date of the initial issue flight test or renewal experience of the rating subject to the requirements of these regulations.

(7) A Flight Operation Officer Licence is valid for a period of twelve months from the date of issue or renewal subject to the requirements of these regulations.

(8) A Flight Operations/Dispatcher Instructors rating shall be valid for two years from date of issue or renewal subject to the requirements of these regulations.

(9)—

(a) A Cabin Crewmember Licence is valid for twelve months from the date of issue or renewal subject to the requirements of these regulations.

(b) The cabin crew instructor rating shall be valid for 2 years after passing a skills test subject to the requirements of these regulations.

(10)—

(a) An Aircraft Maintenance Engineer Licence is valid for a period of twenty four months from the date of issue or renewal subject to the requirements of these regulations.

(b) An Aircraft Maintenance Engineer Instructors rating is valid for a period of twenty four months from the date of issue or renewal subject to the requirements of these regulations.

(11) A Flight Instructor Rating is valid for a period of twenty four from the date of the instructor flight test or renewal subject to the requirements of these regulations.

(12) A Ground Instructor Licence is valid for a period of twenty four months from the date of issue or renewal subject to the requirements of these regulations.

(13) An Air Traffic Controller Licence shall be valid from the date the licence is issued or renewed for the remainder of the validity of the holder’s Medical Certificate subject to the requirements of these regulations.

(14) An Air Traffic Controller instructor rating shall be valid for 4 years from the date the licence is issued or renewed for the remainder of the validity of the holder’s Medical Certificate subject to the requirements of these regulations.

(15) An Air Traffic Controller examiner designation certificate shall be valid for 4 years from date of issue or renewal subject to the requirements of these regulations.

(16) A medical examiner designation certificate shall be valid for 3 years from date of issue or renewal subject to the requirements of these regulations.

(17) A medical assessor designation certificate shall be valid for 1 year form date of issue subject to the requirements of these regulations.
(18) A Multi crew Pilot Licence (MPL) shall be valid for five years from the date the licence is issued or renewed by the Authority subject to the requirements of these regulations.

(19) A pilot, cabin crew, aircraft maintenance engineer or dispatch licence examiner designation certificate shall be valid for 1 year from date of issue or renewal subject to the requirements of these regulations.

(20) The validity period of the following ratings issued on a pilot licence, shall be as follows—

(i) Single-pilot Aeroplane Class Rating is 2 Years from date of skills test.

(iv) Multi-engine Aeroplane Class Rating is 1 Year from date of skills test.

(v) Type Rating Aeroplane(above 5700kgs) & Helicopter is 1 Year from date of skills test.

**Fifth Schedule (Sections 11 and 137)**

**MEDICAL-TECHNICAL FACILITIES**

The medical-technical facilities of an Aeromedical Centre should consist of the equipment of a general medical practice and, in addition, of:

(a) Cardiology
   Facilities to perform:
   (1) 12-lead resting ECG;
   (2) stress ECG;
   (3) 24-hour blood pressure monitoring; and
   (4) 24-hour heart rhythm monitoring.

(b) Ophthalmology
   Facilities for the examination of:
   (1) near, intermediate and distant vision;
   (2) external eye, anatomy, media and fundoscopy;
   (3) ocular motility;
   (4) binocular vision;
   (5) colour vision (anomaloscopy or equivalent);
   (6) visual fields;
   (7) refraction; and
   (8) heterophoria.

(c) Hearing: pure-tone audiometer

(d) Otorhinolaryngology
   Facilities for the clinical examination of mouth and throat and:
   (1) otoscopy;
   (2) rhinoscopy;
   (3) tympanometry or equivalent; and
   (4) clinical assessment of vestibular system.

(e) Examination of pulmonary function: (1) spirometry

(f) The following facilities should be available at the AeMC or arranged with a service provider:
   (1) clinical laboratory facilities; and
   (2) ultrasound of the abdomen.

The aero-medical center shall be headed by a designated aviation medical examiner.

**Sixth Schedule (Sections 16,20)**

**EXPERIENCE REQUIREMENTS FOR VALIDATION/CONVERSION OF PILOT LICENCES**

<table>
<thead>
<tr>
<th>Licence</th>
<th>Experience</th>
<th>Validation Privileges</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATPL(A)</td>
<td>&gt;1 500 hours as PIC in multi-pilot * certificated aeroplanes</td>
<td>Commercial air transport in multi-pilot aeroplanes as PIC</td>
</tr>
<tr>
<td>ATPL(H)</td>
<td>&gt;1 000 hours as PIC on multi-pilot helicopters</td>
<td>Commercial air transport multi-pilot helicopters as PIC</td>
</tr>
<tr>
<td>Licence</td>
<td>Experience</td>
<td>Validation Privileges</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>ATPL(A) or CPL(A)/IR</td>
<td>&gt; 500 hours as PIC or co-pilot on multi-pilot aeroplanes</td>
<td>Commercial air transport in multi-pilot aeroplanes as co-pilot</td>
</tr>
<tr>
<td>ATPL(H) or CPL(H)/IR</td>
<td>&gt; 500 hours as PIC or co-pilot on multi-pilot helicopters</td>
<td>Commercial air transport in multi-pilot helicopters as co-pilot</td>
</tr>
<tr>
<td>CPL(A)/IR</td>
<td>&gt; 1 000 hours as PIC in commercial air transport since gaining an IR</td>
<td>Commercial air transport in single-pilot aeroplanes as PIC</td>
</tr>
<tr>
<td>CPL(H)/IR</td>
<td>&gt; 1 000 hours as PIC in commercial air transport since gaining an IR</td>
<td>Commercial air transport in single-pilot helicopters as PIC</td>
</tr>
<tr>
<td>CPL(A)</td>
<td>&gt; 700 hours in aeroplanes other than gliders, including 200 hours in the</td>
<td>Activities in aeroplanes other than commercial air transport</td>
</tr>
<tr>
<td></td>
<td>activity role for which validation is sought, and 50 hours in that role</td>
<td></td>
</tr>
<tr>
<td></td>
<td>in that role in the last 12 months</td>
<td></td>
</tr>
<tr>
<td>CPL(H)</td>
<td>&gt; 700 hours in helicopters including 200 hours in the activity role for</td>
<td>Activities in helicopters other than commercial air transport</td>
</tr>
<tr>
<td></td>
<td>which validation is sought, and 50 hours in that role in the last 12</td>
<td></td>
</tr>
<tr>
<td></td>
<td>months</td>
<td></td>
</tr>
<tr>
<td>CPL(G)</td>
<td>&gt; 250 hours as PIC in commercial air transport, including of which 50</td>
<td>Commercial air transport in gliders as PIC</td>
</tr>
<tr>
<td></td>
<td>must be in G within the past 12 months</td>
<td></td>
</tr>
<tr>
<td>MPL(A)</td>
<td>&gt; 250 as co-pilot of turbine-powered air transport aeroplanes</td>
<td>Commercial air transport in turbine-powered air transport aeroplanes</td>
</tr>
<tr>
<td></td>
<td>certificated for operations with a minimum crew of at least two pilots</td>
<td>certificated for operations with a minimum crew of at least two pilots as co-pilot</td>
</tr>
<tr>
<td></td>
<td>operated in commercial air transport within the past 12 months</td>
<td></td>
</tr>
<tr>
<td>PPL(A)/IR</td>
<td>&gt; 100 hours PIC instrument flight time</td>
<td>Private flights under IFR</td>
</tr>
<tr>
<td>PPL(H)/IR</td>
<td>&gt; 100 hours PIC instrument flight time</td>
<td>Private flights under IFR</td>
</tr>
</tbody>
</table>

*CPL(A)/IR holders on multi-pilot aeroplanes shall have demonstrated ICAO ATPL(A) level knowledge before validation

### SEVENTH SCHEDULE (Section 20)

**CONVERSION OF FOREIGN LICENCES MODULES**

(a) for Airline Air Transport Licence, Multi-crew Pilot Licence or Commercial Pilot Licence—

(i) Class I medical examination;

(ii) Air law;

(iii) Meteorology;

(iv) Operational Procedures; and

(v) Pass an instrument rating or initial licence issue skills test if not instrument rated;

(b) for Private Pilot Licence—

(i) an examination for the Class 2 Medical Certificate;

(ii) the knowledge examinations comprising of air law and Radiotelephony;

(iii) an initial licence skills test or instrument rating skills test;

(c) for lighter-than-air, paragraphs (a) or (b) shall apply as applicable;

(d) for a cabin crew licence—

(i) an examination for the Class 3 Medical Certificate;

(ii) the following knowledge examinations—

A. air law;

B. aviation security;

C. dangerous goods;

D. human factors;

E. aviation medicine;

F. aircraft technical general;

G. safety and emergency procedures; and

H. navigation;

(iii) pass a skills test appropriate to the privileges to be granted;

(e) for flight operations officer licence or flight dispatcher, knowledge examinations comprising of—

A. air law;
B. principles of operation of aeroplane engines, systems and instruments;
C. operating limitations of aeroplanes and engines;
D. minimum equipment list;
E. flight performance calculation, planning procedures and loading;
F. operational flight planning;
G. fuel consumption and endurance calculations;
H. alternate aerodrome selection procedures;
I. en-route cruise control;
J. extended diversion time operation;
K. preparation and filling of air traffic services flight plans;
L. human performance relevant to dispatch duties;
M. aeronautical meteorology;
N. the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
O. aeronautical meteorological reports, charts and forecasts;
P. codes and abbreviations;
R. Navigation;
S. air navigation with particular reference to instrument flight;
T. operational procedures for the carriage of freight and dangerous goods;
U. procedures relating to aircraft accidents and incidents;
V. emergency flight procedures, procedures relating to unlawful interference and sabotage of aircraft;
W. principles of flight relating to the appropriate category of aircraft;
X. Radio communication;
and
(ii) pass an initial licence skills test.

Eighth Schedule (Section 26)

SKILLS TESTS FOR ISSUE OF PILOT LICENCES

A. CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL (A)

(a) The route to be flown for the navigation test should be chosen by the Designated Flight Examiner. The route may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test should have a duration that allows the pilot to demonstrate his/her ability to complete a route with at least three identified waypoints and may, as agreed between the applicant and Examiner, be flown as a separate test.

(b) An applicant should indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorised checklist for the aeroplane on which the test is being taken. During pre-flight preparation for the test the applicant should be required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the aeroplane used.

Flight Test Tolerance

(c) The applicant should demonstrate the ability to:
(1) operate the aeroplane within its limitations;
(2) complete all manoeuvres with smoothness and accuracy;
(3) exercise good judgment and airmanship;
(4) apply aeronautical knowledge;
(5) maintain control of the aeroplane at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

(d) The following limits are for general guidance. The Examiner should make allowance for turbulent conditions and the handling qualities and performance of the aeroplane used:

(i) normal flight ± 150 ft
(ii) with simulated engine failure ± 200 ft (if ME aeroplane is used)
(2) heading or tracking of radio aids:
   (i) normal flight ω ± 10°
   (ii) with simulated engine failure ω ± 15° (if ME aeroplane is used)

(3) speed:
   (i) take-off and approach 15/5 knots
   (ii) all other flight regimes ± 15 knots

B. CONTENTS OF THE SKILL TEST FOR THE ISSUE OF A PPL(H)

(a) The area and route to be flown should be chosen by the Examiner and all low level and hover work should be at an adequate aerodrome or site. Routes used for navigation–enroute procedures may end at the aerodrome of departure or at another aerodrome. The applicant should be responsible for the flight planning and should ensure that all equipment and documentation for the execution of the flight are on board. The navigation section of the test shall consist of at least three legs, each leg of a minimum duration of 10 minutes. The skill test may be conducted in two flights.

(b) An applicant should indicate to the Examiner the checks and duties carried out, including the identification of radio facilities. Checks should be completed in accordance with the authorized checklist or pilot operating handbook for the helicopter on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing should be calculated by the applicant in compliance with the operations manual or flight manual for the helicopter used.

Flight test tolerance

(c) The applicant shall demonstrate the ability to:

1. operate the helicopter within its limitations;
2. complete all manoeuvres with smoothness and accuracy;
3. exercise good judgement and airmanship;
4. apply aeronautical knowledge;
5. maintain control of the helicopter at all times in such a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt;

(d) The following limits are for general guidance. The Examiner should make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

1. height:
   (i) normal forward flight ± 150 ft
   (ii) with simulated major emergency ± 200 ft
   (iii) hovering IGE flight ± 2 ft

2. heading or tracking of radio aids:
   (i) normal flight ± 10°
   (ii) with simulated major emergency ± 15°

3. speed:
   (i) take-off ±10 knots/15 knots
   (ii) all other flight regimes ±15 knots

4. ground drift:
   (i) take-off hover IGE ±3 ft
   (ii) landing no sideways or backwards movement

C. INSTRUMENT RATING SKILL TEST

1. An applicant for an IR shall have received instruction on the same class or type of aircraft to be used in the test which shall be appropriately equipped for the training and testing purposes.

2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

3. Further training may be required following a failed skill test. There is no limit to the number of skill tests that may be attempted.

Conduct of the test
4. The test is intended to simulate a practical flight. The route to be flown shall be chosen by the examiner. An essential element is the ability of the applicant to plan and conduct the flight from routine briefing material. The applicant shall undertake the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 1 hour.

5. Should the applicant choose to terminate a skill test for reasons considered inadequate by the examiner, the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the examiner, only those sections not completed shall be tested in a further flight.

6. At the discretion of the examiner, any manoeuvre or procedure of the test may be repeated once by the applicant. The examiner may stop the test at any stage if it is considered that the applicant’s demonstration of flying skill requires a complete retest.

7. An applicant shall fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if there is no other crew member. The examiner shall take no part in the operation of the aircraft, except when intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic. Responsibility for the flight shall be allocated in accordance with these regulations.

8. Decision heights/altitude, minimum descent heights/altitudes and missed approach point shall be determined by the applicant and agreed by the examiner.

9. An applicant for an IR shall indicate to the examiner the checks and duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the authorized checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

Flight Test Tolerances

10. The applicant shall demonstrate the ability to:
   (i) operate the aircraft within its limitations;
   (ii) complete all manoeuvres with smoothness and accuracy;
   (iii) exercise good judgement and airmanship;
   (iv) apply aeronautical knowledge; and
   (v) maintain control of the aircraft at all times in such a manner that successful outcome of a procedure or manoeuvre is never seriously in doubt.

11. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the aircraft used.

   **Height:**
   - Generally: ±100 feet
   - Starting a go-around at decision height/altitude: ±50 feet/-0 feet
   - Minimum descent height/MAP/altitude: ±50 feet/-0 feet

   **Tracking:**
   - On radio aids: ±5°
   - For angular deviations: Half-scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS) ±5°.
   
   3D linear vertical deviations (e.g. RNP APCH)

   - LNAV/VNAV) using Baro VNAV: not more than – 75 feet below the vertical profile at any time, and no more than + 75 feet above vertical profile at or below 1000 feet above aerodrome level.

   **Heading**
   - All engine operating: ±5°
   - With simulated engine failure: ±10°

   **Speed**
   - All engine operating: ±5 knots
   - With simulated engine failure: ±10 knots/- knots
D. SKILL TEST FOR A COMMERCIAL PILOT LICENCE (CPL)

A. GENERAL

1. An applicant for a skill test for the CPL shall have received instruction on the same class or type of aircraft to be used in the test.

2. An applicant shall pass all the relevant sections of the skill test. If any item in a section is failed, that section is failed. Failure in more than one section will require the applicant to take the entire test again. An applicant failing only in one section shall only repeat the failed section. Failure in any section of the retest, including those sections that have been passed on a previous attempt, will require the applicant to take the entire test again. All relevant sections of the skill test shall be completed within 6 months. Failure to achieve a pass in all relevant sections of the test in two attempts will require further training.

3. Further training may be required following any failed skill test. There no limit to the number of skill tests that may be attempted.

Conduct of the test

4. Should the applicant choose to terminate a skill test for reasons considered inadequate by the Flight Examiner (FE), the applicant shall retake the entire skill test. If the test is terminated for reasons considered adequate by the FE, only those sections not completed shall be tested in a further flight.

5. At the discretion of the FE, any manoeuvre or procedure of the test may be repeated once by the applicant. The FE may stop the test any stage if it is considered that the applicant’s demonstration of flying skills requires a complete re-test.

6. An applicant shall be required to fly the aircraft from a position where the PIC functions can be performed and to carry out the test as if no other crew member is present. Responsibility for the flight shall be allocated in accordance with national regulations.

7. An applicant shall indicate to the FE the checks duties carried out, including the identification of radio facilities. Checks shall be completed in accordance with the checklist for the aircraft on which the test is being taken. During pre-flight preparation for the test, the applicant is required to determine power settings and speeds. Performance data for take-off, approach and landing shall be calculated by the applicant in compliance with the operations manual or flight manual for the aircraft used.

8. The FE shall take no part in the operation of the aircraft except where intervention is necessary in the interests of safety or to avoid unacceptable delay to other traffic.

B. CONTENT OF THE SKILL TEST FOR THE ISSUE OF A CPL – AEROPLANES

1. The aeroplane used for the skill test shall meet the requirements for training aeroplanes, and shall be certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear.

2. The route to be flown shall be chosen by the FE and the destination shall be a controlled aerodrome. The applicant shall be responsible for the flight planning and shall ensure that all equipment and documentation for the execution of the flight are on board. The duration of the flight shall be at least 90 minutes.

3. The applicant shall demonstrate the ability 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 such a manner that the successful outcome of procedure or manoeuvre is never seriously in doubt.

Flight test tolerances

4. The following limits shall apply, corrected to make allowance for turbulent conditions and handling qualities and performance of the aeroplane used.

Height:

<table>
<thead>
<tr>
<th>Condition</th>
<th>Tolerance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Normal flight</td>
<td>±100 feet</td>
</tr>
<tr>
<td>With simulated engine failure</td>
<td>±150 feet</td>
</tr>
</tbody>
</table>

Tracking on radio aids: ±5°

Heading
Normal flight ±10'
with simulated engine failure ±5'

Speed
Take-off and approach ±5 knots
All other flight regimes ±10 knots

E. SKILLS TEST FOR CPL-HELICOPTERS

1. The helicopter used for the skill test shall meet requirements for training helicopters.

2. The area and route to be flown shall be chosen by the FE and all low level and hover work shall be at an approved aerodrome/site. Routes used for this test may end at the aerodrome of departure or at another aerodrome of which one destination shall be a controlled aerodrome. The skill test may be conducted in 2 flights. The total duration of the flight(s) shall be at least 90 minutes.

3. The applicant shall demonstrate the ability to:
   (a) operate the helicopter 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 helicopter at all times in such a manner that the successful outcome of procedure or manoeuvre is never seriously in doubt.

Flight test tolerances

4. The following limits shall apply, corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used.

Height
Normal flight ±100 feet
simulated major emergency ±150 feet

Tracking radio aids ±10°

Heading
Normal flight ±10°
simulated major emergency ±15°

Speed
Take-off and approach multi-engine ±5 knots
all other flight regimes ±10 knots

Ground drift
T.O hover I.G.E. ±3 feet
Landing no sideways or backwards movement

NINTH SCHEDULE (Section 35)
SOLO FLIGHT REQUIREMENTS

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

(a) in a multiengine aeroplane—
   (i) proper flight preparation procedures, including pre-flight planning and preparation, power plant operation, and aircraft systems;
   (ii) taxiing or surface operations, including run-ups;
   (iii) take offs and landings, including normal and crosswind;
   (iv) straight and level flight, and turns in both directions;
   (v) climbs and climbing turns;
(vi) airport traffic patterns, including entry and departure procedures;
(vii) collision avoidance, winds hear avoidance, and wake turbulence avoidance;
(viii) descents, with and without turns, using high and low drag configurations;
(ix) flight at various airspeeds from cruise to slow flight;
(x) stall entries from various flight attitudes and power combinations with recover initiated at the first indication of a stall, and recovery from a full stall;
(xi) emergency procedures and equipment malfunctions;
(xii) ground reference manoeuvres;
(xiii) approaches to a landing area with simulated engine malfunctions; and
(xiv) go-arounds;

(b) in a helicopter—
(i) approaches to the landing area;
(ii) hovering and hovering turns;
(iii) simulated emergency procedures, including auto-rotational descents with a power recovery and power recovery to a hover;
(iv) rapid decelerations; and
(v) simulated one engine inoperative approaches and landings for multiengine helicopter.

(c) in a gyroplane—
(i) approaches to the landing area;
(ii) high rates of descent with power on and with simulated power off, and recovery from those flight configurations; and
(iii) simulated emergency procedures, including simulated power off landings and simulated power failure during departures

(d) in a glider—
(i) the applicable manoeuvres and procedures shown in paragraph (a);
(ii) launches, including normal and crosswind;
(iii) inspection of towline rigging and review of signals and release procedures;
(iv) aero tow, ground tow, or self-launch procedures;
(v) procedures for disassembly and assembly of the glider;
(vi) slips to a landing;
(vii) procedures and techniques for thermalling; and
(viii) emergency operations, including towline break procedures.

(e) in an airship—
(i) rigging, ballasting, and controlling pressure in the ballonets, and superheating; and
(ii) landings with positive and with negative static trim;

(f) in a balloon—
(i) layout and assembly procedures;
(ii) ascents and descents;
(iii) landing and recovery procedures;
(iv) operation of hot air or gas source, ballast, valves, vents, and rip panels, as appropriate;
(v) use of deflation valves or rip panels for simulating an emergency;
(vi) the effects of wind on climb and approach angles; and
(vii) obstruction detection and avoidance techniques.
TENTH SCHEDULE (Section 37)
SOLO FLIGHT CROSS-COUNTRY MANOEUVRE REQUIREMENTS

A student pilot who is receiving training for cross-country flight shall receive and log flight training in the manoeuvres and procedures below:

(a) in an aeroplane or helicopter—
   (i) use of aeronautical charts for visual flight rules navigation using pilotage and dead reckoning with the aid of a magnetic compass;
   (ii) use of aircraft performance charts pertaining to cross-country flight;
   (iii) procurement and analysis of aeronautical weather reports and forecasts, including recognition of critical weather situations and estimating visibility while in flight;
   (iv) recognition, avoidance, and operational restrictions of hazardous terrain features in the geographical area where the student pilot will conduct cross-country flight;
   (v) use of radios for VFR navigation and two-way communications;
   (vi) climbs at best angle and best rate; and
   (vii) control and manoeuvring solely by reference to flight instruments, including straight and level flight, turns, descents, climbs, use of radio aids, and air traffic control clearances;

(b) in a glider—
   (i) the manoeuvres and procedure specified in (a), as applicable;
   (ii) landings accomplished without the use of the altimeter from at least two thousand feet above the surface; and
   (iii) recognition of weather and upper air conditions favourable for cross-country soaring, ascending flight, descending flight, and altitude control;

(c) in an airship—
   (i) the manoeuvres and procedures specified in (a) as applicable;
   (ii) control of air pressure with regard to ascending and descending flight and altitude control;
   (iii) control of the airship solely by reference to flight instruments; and
   (iv) recognition of weather and upper air conditions conducive for the direction of cross-country flight.

ELEVENTH SCHEDULE (Section 40)
AERONAUTICAL KNOWLEDGE REQUIREMENTS FOR PPL

(1) An application for private pilot licence shall have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of such licence and appropriate to the category of aircraft intended to be included in the licence in at least the following subjects—

(a) air law—
   (i) rules and regulations relevant to the holder of a PPL;
   (ii) rules of the air;
   (iii) altimeter setting procedures;
   (iv) appropriate air traffic services practices and procedures for aeroplane, helicopter, powered-lift and airship aircraft;

(b) aircraft general knowledge for aeroplanes, airships, helicopters and powered lift—
   (i) principles of operation and functioning of engines, systems and instruments;
   (ii) operating limitations of the relevant category of aircraft and engines;
   (iii) relevant operational information from the flight manual or other appropriate document;
   (iv) for helicopter and powered-lift, transmission (power-trains) where applicable;
   (v) for airship, physical properties and application of gases;

(c) flight performance, planning and loading—
   (i) effects of loading and mass distribution on flight characteristics; mass and balance calculations;
   (ii) use and practical application of take-off, landing and other performance data;
   (iii) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;
1. An applicant for a Private Pilot Licence (PPL) shall receive and log ground and at least 20 hours dual flight training from an authorised instructor on the following areas of operation:

(a) for all categories and class ratings, as applicable:
   (i) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
Civil Aviation (Personnel Licensing) Regulations, 2019

(ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
(iii) control of the aircraft by external visual reference;
(iv) flight at critically slow airspeeds, recognition of, and recovery from, incipient and full stalls;
(v) flight at critically high airspeeds, recognition of, and recovery from, spiral dives;
(vi) normal and cross-wind take-offs and landings;
(vii) maximum performance (short field and obstacle clearance) take-offs and short-field landings;
(viii) flight by reference solely to instruments, including the completion of a level 180° turn;
(ix) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;
(x) emergency operations, including simulated aircraft equipment malfunctions; and
(xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures;
(xii) recognize and manage threats and errors; and
(xiii) communication procedures and phraseology.

(b) for aeroplane category rating, with a multi engine class rating the areas covered in paragraph (a) and in addition the following requirements:

(i) emergency operations; including the applicant’s knowledge and performance of the following tasks:
   A. emergency descent;
   B. engine failure during take-off before Vmc
   C. engine failure after lift-off (simulated)
   D. approach and landing with an inoperative engine (simulated); and

(ii) multi-engine operations; including the applicant’s knowledge and performance of the following tasks:
   A. manoeuvring with one engine inoperative;
   B. Vmc demonstration; and
   C. engine failure during flight (by reference to instruments).

(c) for rotorcraft category rating with a helicopter class rating the areas covered in paragraph (a) and in addition the following:

(i) control of the helicopter by external visual reference;
(ii) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
(iii) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;
(iv) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
(v) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
(vii) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach and landing; and

(d) for rotorcraft category rating with a gyroplane class rating the areas covered in paragraph (a) and in addition flight at slow airspeeds;

(e) for rotorcraft category, the applicant should have received dual instrument flight instruction from an authorized flight instructor and the instructor should ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented helicopter;

(f) for glider category rating the following areas:

(i) pre-flight operations, including glider assembly and inspection;
(ii) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;
(iii) traffic pattern operations, collision avoidance precautions and procedures;
(iv) control of the glider by external visual reference;
(v) flight throughout the flight envelope;
(vi) recognition of, and recovery from, incipient and full stalls and spiral dives;
(vii) normal and cross-wind launches, approaches and landings;
(viii) cross-country flying using visual reference and dead reckoning; and
(ix) emergency procedures;

(g) for lighter-than-air category and class rating the following areas:
   (i) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;
   (ii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
   (iii) collision avoidance precautions;
   (iv) control of a free balloon by external visual reference;
   (v) recognition of, and recovery from, rapid descents;
   (vi) cross-country flying using visual reference and dead reckoning;
   (vii) approaches and landings, including ground handling; and
   (viii) emergency procedures;

(h) for powered-lifts category rating, operational experience in the following areas:
   (i) recognize and manage threats and errors;
   (ii) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;
   (iii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
   (iv) control of the powered-lift by external visual reference;
   (v) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings—normal, out of wind and sloping ground;
   (vi) take-offs and landings with minimum necessary power;
   (vii) maximum performance take-off and landing techniques;
   (viii) restricted site operations; quick stops;
   (ix) flight by reference solely to instruments, including the
   (x) completion of a level 180° turn;
   (xi) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
   (xii) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
   (xiii) emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable;
   (xiv) transmission and interconnect driveshaft failure, where applicable;
   ( xv) operations to from and transiting controlled aerodromes, compliance with air traffic services procedures; and
   (xvi) communication procedures and phraseology.

2. Subject to (1)(c), the applicant shall be required to receive not less than 20 hours of dual instruction time in helicopters from an authorized flight instructor.

3. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot—
   (a) recognize and manage threats and errors;
   (b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;
   (c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
   (d) control of the helicopter by external visual reference;
   (e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
   (f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;
   (g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
   (h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;
(i) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;

(J) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and

(k) communication procedures and phraseology.

**Thirteenth Schedule (Section 42)**

**Aeronautical Experience and Skills—PPL**

1. An applicant for a Private Pilot Licence (PPL) with an aeroplane category rating shall have completed:
   (a) for a single engine class rating for each category rating sought—
      (i) not less than 40 hours of flight time as pilot of aeroplanes, or 35 hours if completed during a course of approved training as pilot of aeroplane a total of 5 hours may have been completed in a flight simulator; and
      (ii) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made;

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

2. An applicant for a Private Pilot Licence (PPL) with a helicopter category rating shall have completed, for a single engine helicopter type rating:
   (a) not less than 40 hours of flight time or 35 hours if completed during a course of approved training as pilot of helicopter, a total of 5 hours may have been completed in a synthetic flight trainer; and
   (b) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, 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. An applicant for a PPL with glider category shall have completed—
   (a) not less than six hours of flight time as pilot of gliders including two hours solo flight time during which not less than 20 launches and landings have been performed; and
   (b) if the applicant has logged forty hours of flight time in aeroplanes the applicant shall complete three hours of flight time in a glider, including two hours of solo flight time during which not less than ten launches and landings have been performed.

4. An applicant shall have demonstrated the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres described in regulation 38 with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to—
   (a) recognize and manage threats and errors;
   (b) operate the glider within its limitations;
   (c) complete all manoeuvres with smoothness and accuracy;
   (d) exercise good judgement and airmanship;
   (e) apply aeronautical knowledge; and
   (f) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.

5. An applicant for a PPL with a balloon class rating shall have completed 16 hours which consists of not less than 8 training flights in the areas of operation that includes—
   (a) where the training is being performed in a gas balloon:
      (i) two flights of two hours each that consists of one training flight within sixty days prior to application for the rating on the areas of operation for a gas balloon;
      (ii) five hours of solo flight in a gas balloon under an authorized instructor; and
      (iii) one flight involving a controlled ascent to three thousand feet above the launch site.

   (b) where the training is being performed in a balloon with an airborne heater:
      (i) two flights of one hour each within sixty days prior to application for the rating on areas of operation appropriate to a balloon with an airborne heater;
(ii) five hours solo flight in a balloon with an airborne heater under an authorised instructor; and

(iii) one flight involving a controlled ascent to three thousand feet above the launch site.

6. An applicant for a PPL with an airship class rating shall have completed twenty-five hours of flight training in airships on the areas of operation which consists of at least:

(a) If the privileges of the licence are to be exercised at night, three hours of night flight training in an airship that includes:

(i) a cross-country flight of over twenty-five nautical miles total distance; and

(ii) five take-offs and five landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport; and

(b) five hours of solo flight in an airship with an authorised instructor.

7. An applicant for a Private Pilot Licence (PPL) with a powered-lift category rating shall have completed:

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

(b) not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full stop landing at two different aerodromes shall be made.

8. Except for balloons and gliders, an applicant for PPL who has flight time as a pilot in other categories may be credited with 10 hours of the total flight time.

FOURTEENTH SCHEDULE (Section 46)

AERONAUTICAL KNOWLEDGE REQUIREMENTS FOR CPL

1. The detailed CPL syllabi for the aeronautical knowledge areas applicable to any relevant aircraft category and class rating subjects shall be published by the Licensing Authority and the outline is as follows—

(a) air law—

(i) rules and regulations relevant to the holder of a CPL;

(ii) rules of the air;

(iii) appropriate air traffic services practices and procedures

(b) aircraft general knowledge:

(i) principles of operation and functioning of power plants, systems and instruments;

(ii) operating limitations of relevant aircraft category and power plants, relevant operational information from the flight manual or other appropriate document;

(iii) use and serviceability checks of equipment and systems of appropriate aircraft category;

(iv) maintenance procedures for airframes, systems and power plants of appropriate aircraft category;

(v) for helicopter and powered-lift, transmission(power-trains) where applicable;

(vi) for airship, physical properties and practical application of gases;

(c) flight performance, planning and loading—

(i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;

(ii) use and practical application of take-off, landing and other performance data;

(iii) pre-flight and en-route flight planning appropriate to commercial operations under VFR;

(iv) preparation and filing of air traffic services flight plans and appropriate air traffic services procedures.

(v) in the case of airship, helicopter and powered-lift effects of external loading;

(d) human performance—human performance relevant to the CPL including principles of threat and error management;

(e) 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 and altimetry;

(ii) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the moment of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions and hazardous weather avoidance;

(iii) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;

(f) air navigation including—

(i) the use of aeronautical charts;

(ii) instruments and navigation aids;
(iii) understanding of the principles and characteristics of appropriate navigation systems and operation of airborne equipment;

(g) operational procedures;
   (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
   (ii) appropriate precautionary and emergency procedures;
   (iii) operational procedures for carriage of freight; potential hazards associated with dangerous goods;
   (iv) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft; and
   (v) night and high altitude;
   (vi) application of threats and error management principles to operational performance.
   (vii) altimeter setting procedures;
   (viii) in the case of the helicopters, and if applicable, powered-lift settling with power; ground resonance; retreating blade stall; roll-over and other operation hazards; safety procedures, associated with flight in VMC;

(h) principles of flight: principles of flight relating to aircraft;
   (i) radiotelephony: communication procedures and phraseology as applied to VFR operations, action to be taken in case of communication failure.

2. The aeronautical knowledge areas applicable to any relevant helicopter category and class rating shall include all areas covered above in addition to the following areas—
   (a) power plants; transmissions (power trains);
   (b) external loads on helicopter handling;
   (c) settling with power, ground resonance, roll-over and other operating hazards; and
   (d) operational procedures for carriage of freight including external loads;

3. The aeronautical knowledge areas applicable to any relevant lighter than air category and class rating shall be as follows—
   (a) air law—
      (i) rules and regulations relevant to the holder of a free balloon pilot licence; rules of the air;
      (ii) appropriate air traffic services practices and procedures;
   (b) aircraft general knowledge—
      (i) principles of operation of free balloon systems and instruments;
      (ii) operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;
      (iii) physical properties and practical application of gases used in free balloons;
   (c) flight performance and planning—
      (i) effects of loading on flight characteristics; mass calculations;
      (ii) use and practical application of launching, landing and other performance data, including the effect of temperature;
      (iii) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures and altimeter setting procedures; operations in areas of high-density traffic;
   (d) human performance;
   (e) human performance relevant to the free balloon pilot;
   (f) meteorology; application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;
   (g) navigation; practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;
   (h) operational procedures—
      (i) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;
      (ii) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;
      (iii) application of threats and error management principles to operational performance;
   (i) principles of flight;
   (j) principles of flight relating to free balloons;
   (k) in case of airship—
      (i) use, limitation and serviceability of avionics and instruments necessary for the control and navigation;
      (ii) use accuracy and reliability of navigation systems used in departure;
      (iii) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;
FLIGHT INSTRUCTION REQUIREMENTS FOR CPL

1. An applicant for a Commercial Pilot Licence (CPL), shall receive and record ground and flight training from an authorised instructor on the following areas of operation that apply to the aircraft category and class rating sought—

(a) for all categories and class ratings, as applicable:
   (i) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
   (ii) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;
   (iii) control of the aircraft by external visual reference;
   (iv) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;
   (v) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;
   (vi) normal and cross-wind take-offs and landings;
   (vii) maximum performance (short field and obstacle clearance) take-offs; short-field landings;
   (viii) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
   (ix) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;
   (x) abnormal and emergency procedures and manoeuvres including simulated aircraft equipment malfunctions;
   (xi) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures, radiotelephony procedures and phraseology;
   (xii) in actual flight, upset prevention and recovery training approved by the Authority;
   (xiii) an applicant for a CPL(A) shall receive and log not less than 25 hours dual instruction at an Approved Training Organisation from an authorised instructor;
   (xiv) recognise and manage threats and errors;

(b) in addition to the areas of operation specified in paragraph (a), the applicable areas of operation for a multiengine class rating as follows:

   (i) emergency operations; including the applicant’s knowledge and performance of the following tasks:
      A. emergency descent;
      B. engine failure during take-off before Vmc (simulated);
      C. engine failure after lift-off (simulated);
      D. approach and landing with one inoperative engine (simulated);
      E. systems and equipment malfunctions; and
      F. emergency equipment and survival gear;

   (ii) high altitude operations; including the applicant’s knowledge and performance of the following tasks:
      A. supplemental oxygen; and
      B. pressurisation.

   (iii) multi-engine operations: including the applicant’s knowledge and performance of the following tasks:
      A. manoeuvring with one engine inoperative;
      B. Vmc demonstration;
      C. engine failure during flight (by reference to instruments); and
      D. instrument approach with one engine inoperative (by reference to instruments);

(c) for a rotorcraft category rating with a helicopter type rating:

   (i) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;
   (ii) ground manoeuvring and run-ups; hovering; take-offs and landings—normal, out of wind and sloping ground; steep approaches;
   (iii) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;
   (iv) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;
   (v) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;
   (vi) abnormal and emergency procedures, including simulated helicopter equipment;
   (vii) malfunctions, autorotative approach and landing;
   (viii) an applicant for a CPL(H) shall receive and log not less than 30 hours dual instruction at an ATO from an authorised instructor;
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(d) for a rotorcraft category rating with a gyroplane class rating: flight at slow airspeeds;
(e) for a lighter-than-air category rating with a balloon or airship class rating:
   (i) fundamentals of instructing;
   (ii) pre-flight operations, assembly, rigging, inflation, mooring and inspection;
   (iii) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;
   (iv) collision avoidance precautions;
   (v) control by external visual reference;
   (vi) recognition of, and recovery from, rapid descents;
   (vii) cross-country flying using visual reference and dead reckoning;
   (viii) approaches and landings, including ground handling; and
   (ix) emergency procedures;
   (x) recognise and manage threats and errors;
   (xi) recognition of leaks;
   (xii) flight under IFR; and
   (xiii) communication procedures and phraseology.

Sixteenth Schedule (Sections 48, 62)
Aeronautical Experience and Skills for CPL

1. An applicant for a Commercial Pilot Licence (CPL) for aeroplanes shall obtain the following hours of aeronautical experience—
   (a) not less than 200 hours of flight time, or 150 hours if completed during an integrated course of approved training provided for in an Approved Training Organisation under the Civil Aviation (Approved Training Organisation) Regulations, 2018, as a pilot of aeroplanes, of which 10 hours may have been completed in a synthetic flight trainer;
   (b) in aeroplanes, not less than:
      (i) 100 hours as PIC or, in the case of a course of approved training, 70 hours as PIC;
      (ii) 20 hours of cross-country flight time as PIC including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;
      (iii) 20 hours of instrument instruction time, of which not more than 10 hours may have been acquired in a FSTD; and
      (iv) five hours of night flying as PIC, including not less than 10 take-offs and 10 landing by night, and a cross-country flight of at least three legs, each of a minimum length of 50 NM; and
      (v) least five hours instruction in an aeroplane with adjustable flaps, retractable undercarriage and variable pitch propeller or turbojet engine;
   (c) a 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; or
      (ii) 30 hours as PIC holding a PPL on helicopters; or
      (iii) 100 hours as PIC holding a CPL on helicopters.

2. An applicant for a CPL helicopter licence shall have completed—
   (a) not less than 150 hours of flight time, or 100 hours if completed during an integrated course of approved training provided for in an ATO under the Civil Aviation (Approved Training Organisation) Regulations, 2018, as a pilot of helicopters, of which 10 hours may have been completed in a synthetic flight trainer;
   (b) not less than:
      (i) 35 hours as PIC;
      (ii) 10 hours of cross-country flight time as PIC including a cross-country flight in the course of which full-stop landings at two different points shall be made;
      (iii) 10 hours of instrument instruction time of which not more than five hours may be instrument ground time; and
      (iv) if the privileges of the licence are to be exercised at night, five hours of night flight time including five take-offs and five landing patterns as PIC;
   (c) the applicant of a pilot licence in the helicopter category may be credited towards the 150 hours of flight time as follows—
(i) 20 hours as PIC holding a PPL in aeroplanes; or
(ii) 50 hours as PIC holding a CPL in aeroplanes;
(d) an applicant for a CPL (gyroplane) shall have completed—
   (i) one hundred and fifty hours of flight time as a pilot, including at least one hundred hours in powered aircraft, of which twenty-five hours shall be in gyroplanes;
   (ii) one hundred hours of PIC flight time, including at least:
      A. ten hours in gyroplanes; and
      B. three hours in cross-country flight in gyroplanes; and
   (iii) twenty hours of training on the areas of operation listed in schedule fifteen, including at least—
      A. five hours of instrument training in an aircraft;
      B. one cross-country flight of at least two hours in a gyroplane in day VFR conditions, consisting of a total straight-line distance of more than fifty nautical miles from the original point of departure; and
   (iv) ten hours of solo flight in a gyroplane on the areas of operation listed in schedule fifteen, including at least—
      A. one cross-country flight with landings at a minimum of three points, with one segment consisting of a straight-line distance of at least fifty nautical miles from the original point of departure; and
      B. five hours in night visual flight rules conditions with ten takeoffs and ten landings with each landing involving a flight in the traffic pattern.

3. An applicant for a commercial pilot licence lighter than air (airship category) shall have completed not less than 200 hours of flight time as a pilot, including not less than—
   (a) 50 hours as a pilot of airships;
   (b) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than—10 hours of cross-country flight time; and 10 hours of night flight;
   (c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and
   (d) 20 hours of flight training in airships.

4. An applicant for a CPL lighter than air (balloon category) shall have completed 35 hours which consists of not less than 20 hours training flights in the areas of operation, that includes—
   (a) for a gas balloon;
      (i) two training flights of not less than two hours each in the appropriate areas of operation within sixty days prior to application for the rating;
      (ii) 10 hours as PIC; and
      (iii) two flights involving a controlled ascent to five;
      (iv) thousand feet above the launch site;
   (b) for a balloon with an airborne heater:
      (i) two training flights of two hours each in the appropriate areas of operation within sixty days prior to application for the rating;
      (ii) 10 hours as PIC; and
      (iii) two flights involving a controlled ascent to five thousand feet above the launch site.

5. The applicant for shall have demonstrated the ability to perform as pilot in command of an aircraft within the appropriate category of aircraft with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence—
   (i) recognise and manage threats and errors;
   (ii) operate the free balloon 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.
AERONAUTICAL KNOWLEDGE REQUIREMENTS FOR AIR TRANSPORT PILOT LICENCE

1. The aeronautical knowledge areas applicable to aeroplane aircraft category shall be detailed in syllabi published by the Authority, the outline is as follows—

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

(b) 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 engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;
   (iii) operating procedures and limitations of relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;
   (iv) use and serviceability checks of equipment and systems of appropriate aircraft;
   (v) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;
   (vi) maintenance procedures for airframes, systems and engines of appropriate aircraft;

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

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

(e) 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 in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
   (iii) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;
   (iv) practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jet streams;

(f) 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;

(g) 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) 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 helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC.
(h) principles of flight—principles of flight relating to aircraft; subsonic aerodynamics; compressibility effects, manoeuvre boundary limits, wing design characteristics, effects of supplementary lift and drag devices; relationships between lift, drag and thrust at various airspeeds and in different flight configurations;

(i) radiotelephony—radiotelephony procedures and phraseology; action to be taken in case of communication failure.

2. The aeronautical knowledge areas applicable to helicopter category rating shall include all areas covered above and in addition the following areas—

(a) helicopter general knowledge—

(i) general characteristics and limitations of electrical, hydraulic, and other helicopter systems; flight control systems, including autopilot and stability augmentation;

(ii) principles of operation, handling procedures and operating limitations of helicopter Power plants; transmission (power-trains); effects of atmospheric conditions on engine performance; relevant operational information from the flight manual;

(iii) operating procedures and limitations of appropriate helicopters, effects of atmospheric conditions on helicopter performance and relevant operational information from the flight manual;

(b) flight performance and planning—

(i) effects of loading and mass distribution, including external loads, on helicopter handling, flight characteristics and performance; mass and balance calculations;

(ii) causes, recognition and effects of engine, airframe and rotor icing and hazardous weather avoidance;

(c) operational procedures:

(i) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;

(ii) precautionary and emergency procedures; settling with power, ground resonance, retreating blade stall, dynamic roll-over and other operating hazards; safety practices associated with flight under VFR;

(iii) operational procedures for carriage of freight, including external loads, and dangerous goods;

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

(d) principles of flight—Principles of flight relating to helicopters;

(e) radiotelephony procedures and phraseology as applied to VFR operations and action to be taken in case of communication failure.

**EIGHTEENTH SCHEDULE (Section 54)**

**AERONAUTICAL EXPERIENCE AND SKILLS FOR AIR TRANSPORT PILOT LICENCE**

1. An applicant for an airline transport pilot licence, shall have completed, in the case of—

(a) an aeroplane, not less than 1 500 hours of flight time as a pilot of aeroplanes or powered-lifts; or

(b) helicopter not less than 1 000 hours of flight time as a pilot of helicopter;

and credit for such experience as PICUS shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.

2. The applicant shall have completed in aeroplanes not less than—

(a) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

(b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as PIC or as co-pilot 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;

(c) in helicopters: 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

(d) for aeroplanes 75 hours of instrument time, of which not more than 30 hours may be obtained in the synthetic flight trainer and for helicopter 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

(e) for aeroplanes 100 hours and for helicopter 50 hours of night flight as PIC or as co-pilot.

3. The applicant should have completed in powered-lifts not less than—

(a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;

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

4. Where the applicant for ATPL aeroplanes or helicopter has flight time as a pilot of either category, the applicant shall be credited with 50% of the flight time as PIC towards the flight time of the category sought.

5. The applicant shall have demonstrated in a flight test the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres—
(a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;
(b) normal flight procedures and manoeuvres during all phases of flight;
(c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;
(d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists;
(e) in the case of aeroplanes and powered lifts, procedures and manoeuvres for instrument flight described in regulation 75(3), including simulated engine failure;
(f) in the case of an aeroplane, the applicant shall have demonstrated in a flight test, the ability to perform the procedures and manoeuvres described in (5)(a) to (e) as pilot in command of a multi-engined aeroplane.

6. An applicant shall have demonstrated in a flight test the ability to perform the procedures and manoeuvres described in these regulations with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to—
(a) recognise and manage threats and errors;
(b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;
(c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;
(d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;
(e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and
(f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to standard operating procedures (SOPs) and use of checklists.

7. The flight test referred in (5) shall be a cross country flight conducted under IFR in an aircraft that is—
(a) a multi engine aircraft required to be operated with multi-crew shall have a Maximum Certificated Takeoff Mass of 5700 kg or more; or
(b) a Full Flight Simulator Training Device Level D that is approved for the conduct of flight test for the issue of an airline transport licence.

8. When the holder of an airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements, as appropriate, established for—
(a) private pilot licence: to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements of section 41 and 42 have been met;
(b) before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified in section 73 appropriate to the aeroplane category;
(c) before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have:
(i) completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;
(ii) completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, including a cross-country flight 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 applicable requirements for the commercial pilot licence.

9. Any limitation of privileges specified in (5) shall be endorsed on the licence.

10. The Authority shall determine whether experience as a pilot under instruction in a flight simulation training device is acceptable as part of the total flight time of 1,500 hours.
1. Training:
   (a) in order to meet the requirements of the multi-crew pilot licence in the aeroplane category, the applicant shall have completed an approved training course. The training shall be competency-based and conducted in a multi-crew operational environment;
   (b) during the training, the applicant shall have acquired the knowledge, skills and attitudes required as the underpinning attributes for performing as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.

2. Assessment level
   The applicant for the multi-crew pilot licence in the aeroplane category shall have satisfactorily demonstrated performance in all the nine competency units specified in 3, at the advanced level of competency as defined in the Level of Competency.

3. Competency units
   The nine competency units that an applicant has to demonstrate are as follows—
   (a) apply threat and error management (TEM) principles;
   (b) perform aeroplane ground operations;
   (c) perform take-off;
   (d) perform climb;
   (e) perform cruise;
   (f) perform descent;
   (g) perform approach;
   (h) perform landing; and
   (i) perform after-landing and aeroplane post-flight operations.

4. Simulated flight
   The flight simulation training devices used to gain the experience specified in section 61 shall have been approved by the Authority.
   (1) Flight simulation training devices shall be categorised as follows—
   (a) Type I. E-training and part tasking devices approved by the Authority that have the following characteristics:
      (i) involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a sidestick controller, or an FMS keypad; and
      (ii) involve psychomotor activity with appropriate application of force and timing of responses.
   (b) Type II. A flight simulation training device that represents a generic turbine-powered aeroplane.
   (c) Type III. A flight simulation training device that represents a multi-engined turbine-powered aeroplane certificated for a crew of two pilots with enhanced daylight visual system and equipped with an autopilot.
   (d) Type IV. Fully equivalent to a Level D flight simulator or to a Level C flight simulator with an enhanced daylight visual system.

MULTI-CREW PILOT LICENCE—AEROPLANE LEVELS OF COMPETENCY

1. Core flying skills
   The level of competency at which the applicant shall have complied with the requirements for the private pilot licence, including night flight requirements, and, in addition, have completed, smoothly and with accuracy, all procedures and manoeuvres related to upset training and flight with reference solely to instruments. From the outset, all training is conducted in an integrated multi-crew, competency-based and threat and error management (TEM) environment. Initial training and instructional input levels are high as core skills are being embedded in the ab initio application. Assessment at this level confirms that control of the aeroplane is maintained at all times in a manner such that the successful outcome of a procedure or a manoeuvre is assured.

2. Level I (Basic)
   The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that if the successful outcome of a procedure or manoeuvre is in doubt, corrective action is taken. Performance in the generic cockpit environment does not yet consistently meet the Standards of knowledge, operational skills and level of achievement required in the core competencies. Continual training input is required to meet an acceptable initial operating standard. Specific performance improvement/ personal development plans will be agreed and the details recorded. Applicants will be continuously assessed as to their suitability to progress to further training and assessment in successive phases.

3. Level 2 (Intermediate)
   The level of competency at which assessment confirms that control of the aeroplane or situation is maintained at all times and in such a manner that the successful outcome of a procedure or manoeuvre is assured. The training received at Level 2 shall be
conducted under the instrument flight rules, but need not be specific to any one type of aeroplane. On completion of Level 2, the applicant shall demonstrate levels of knowledge and operational skills that are adequate in the environment and achieves the basic standard in the core capability. Training support may be required with a specific development plan to maintain or improve aircraft handling, behavioural performance in leadership or team management. Improvement and development to attain the Standard is the key performance objective. Any core competency assessed as less than satisfactory should include supporting evidence and a remedial plan.

4. Level 3 (Advanced)

The level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions. Assessment confirms that control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

**Twentieth Schedule (Section 67)**

**CATEGORY II OPERATIONS PRACTICAL TEST ORAL INCREMENTS**

A category II operations practical test consists of an oral and flight increment:

(a) in case of an oral increment test the applicant shall demonstrate knowledge of the following—

(i) required landing distance;

(ii) recognition of the decision height;

(iii) missed approach procedures and techniques using computed or fixed altitude guidance displays

(iv) use and limitations of RVR;

(v) use of visual clues, their availability or limitations, and altitude at which they are normally discernible at reduced RVR;

(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 Category II operations equipment;

(x) assigned duties of the co-pilot during Category II approaches, unless the aircraft for which authorisation is sought does not require an co-pilot; and

(xi) instrument and equipment failure warning systems.

**Twenty-First Schedule (Section 67)**

**FLIGHT INCREMENTS**

1. A category II flight increment test shall be conducted in an aircraft of the same category, class, and type, as applicable, as the aircraft in which the authorisation is sought or in an approved synthetic flight trainer that—

(a) represents an aircraft of the same category, class and type, as applicable, as the aircraft in which the authorisation is sought; and

(b) is used in accordance with an approved course conducted by an Approved Training Organisation in accordance with the Civil Aviation (Approved Training Organisations) Regulations.

2. The flight increment shall consist of at least two ILS approaches to one hundred feet above including at least one landing and one missed approach.

3. All approaches performed during the flight increment shall be made with the use of an approved flight control guidance system:

   Provided that where an approved auto approach coupler is installed, at least one approach shall be hand flown using flight director commands.

4. If a multiengine 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.

5. If an approved multi-engine synthetic flight trainer is used for the practical test, the applicant shall execute a missed approach with the most critical engine, if applicable, failed.

6. For an authorisation for an aircraft that requires a type rating, the applicant shall have passed a practical test in co-ordination with a co-pilot who holds a type rating in the aircraft in which the authorisation is sought.

7. The Authority’s inspector or evaluator may conduct oral questioning at any time during a practical test.
An applicant for a Category III operations pilot authorisation shall demonstrate knowledge of the following—

(a) required landing distance;
(b) determination and recognition of the alert height or decision height, as applicable, including use of a radio altimeter;
(c) recognition of and proper reaction to significant failures encountered prior to and after reaching the alert height or decision height, as applicable;
(d) missed approach procedures and techniques using computed or fixed attitude guidance displays and expected height loss as they relate to manual go around or automatic go around, and initiation altitude, as applicable;
(e) use and limitations of Runway Visual Range, including determination of controlling Runway Visual Range and required transmissometers;
(f) use, availability, or limitations of visual cues and the altitude at which they are normally discernible at reduced Runway Visual Range readings including:
   (i) unexpected deterioration of conditions to less than minimum Runway Visual Range during approach, flare, and rollout;
   (ii) demonstration of expected visual references with weather at minimum conditions;
   (iii) the expected sequence of visual cues during an approach in which visibility is at or above landing minima; and
   (iv) procedures and techniques for making a transition from instrument reference flight to visual flight during a final approach under reduced Runway Visual Range;
(g) effects of vertical and horizontal wind shear;
(h) characteristics and limitations of the ILS and runway lighting system;
(i) characteristics and limitations of the flight director system auto approach coupler, including split axis type if equipped, auto throttle system, if equipped, and other Category III operations equipment;
(j) assigned duties of the co-pilot during Category III operations, unless the aircraft for which authorisation is sought does not require a co-pilot;
(k) recognition of the limits of acceptable aircraft position and flight path tracking during approach, flare, and, if applicable, rollout; and
(l) recognition of, and reaction to, airborne or ground system faults or abnormalities, particularly after passing alert height or decision height, as applicable.

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

(a) represents an aircraft of the same category and class, as applicable, as the aircraft in which the authorisation is sought; and
(b) is used in accordance with an approved course conducted by an approved training organisation certificated under the Civil Aviation (Approved Training Organisations) Regulations, 2018.

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

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

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

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

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

8. Subject to the limitations of this schedule, for Category IIIB operations predicated on the use of a fail passive rollout control system, the applicant shall execute at least one manual rollout using visual reference or a combination of visual and instrument references, and shall initiate the manoeuvre by a fail passive disconnect of the rollout control system:

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

9. A person authorised by the Authority may conduct an oral test at any time during the Category III operations pilot authorisation practical test.
AERONAUTICAL KNOWLEDGE REQUIREMENTS FOR INSTRUMENT RATING APPLICANT

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

(a) air law — rules and regulations relevant to flight under Instrument Flight Rules (IFR); related air traffic services practices and procedures;

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

(c) flight performance and planning—
   (i) pre-flight preparations and checks appropriate to flight under IFR;
   (ii) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;

(d) human performance for the aircraft category being sought—human performance relevant to instrument flight in aircraft including principles of Threat and Error Management;

(e) meteorology for the aircraft category being sought—
   (i) application of aeronautical meteorology; interpretation and use of weather reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;
   (ii) causes, recognition and effects of engine and air frame icing; frontal zone penetration procedures; hazardous weather avoidance;
   (iii) in the case of helicopters and powered lifts, effects of rotor icing;

(f) navigation for the aircraft category being sought—
   (i) practical air navigation using radio navigation aids;
   (ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;

(g) operational procedures for the aircraft category being sought—
   (i) 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;
   (ii) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;
   (iii) application of Threat and Error Management to operational performance.

(h) communication procedures and phraseology as applied to aircraft operations under all phases of flight; action to be taken in case of communication failure.

GRADE III AEROPLANE FLIGHT INSTRUCTOR RATING

1. Requirements for Grade III Aeroplane Flight Instructor Rating

1.1 An applicant for a Grade III Aeroplane Flight Instructor rating must—

(a) hold a valid CPL (Aeroplane) or ATPL (Aeroplane);
(b) have successfully completed at least 20 hours of flight instructor patter training conducted by a Grade I or a Grade II Aeroplane Flight Instructor, of which at least 15 hours must be in an aeroplane and 5 hours may be in a FSTD approved for the purpose;
(c) have passed the applicable theoretical knowledge examination;
(d) have successfully completed the appropriate training course approved by the Authority and conducted by an approved training organisation;
(e) have successfully undergone the instructor ground evaluation test; and
(f) undergo the skills test referred to in paragraphs 4.1–4.4 conducted by a DFE within 36 months of completing the instructor theoretical knowledge examinations and within 30 days of successfully completing the instructor ground evaluation referred to in (e).
1.2 The holder of a flight instructor rating in another category of aircraft may be exempted from attending the theoretical training referred to in paragraph 1.1(c).

1.3 The number of hours referred to in paragraph 1.1(b) may be reduced to 10 hours of flight training in aeroplanes if the applicant is the holder of a flight instructor rating in another category of aircraft.

2. Application for Grade III Aeroplane Flight Instructor Rating

2.1 An application for a Grade III Aeroplane Flight Instructor Rating must be made on the appropriate form and in the manner set out by the Authority and submitted to the Authority within 30 days of having completed the skills test.

2.2 If the applicant complies with the requirements the Authority may issue a Grade III Aeroplane Flight Instructor Rating.

3. Theoretical knowledge examination for Grade III Aeroplane Flight Instructor Rating

3.1 An applicant for a Grade III Aeroplane Flight Instructor Rating must have passed the appropriate written examination as provided for by section 80, conducted by the Authority.

3.2 An applicant, who is the holder of a flight instructor rating in another category of aircraft, shall be exempted from that portion of the theoretical knowledge examinations dealing with matters of a common nature already passed.

4. Skills test for Grade III Aeroplane Flight Instructor Rating

4.1 An applicant for a Grade III Aeroplane Flight Instructor Rating must have demonstrated to an appropriately rated DFE the ability to perform as a Grade III Aeroplane Flight Instructor the procedures and manoeuvres set out by the Authority with a degree of competency appropriate to the privileges granted to the holder of a Grade III Aeroplane Flight Instructor Rating.

4.2 The applicant must undergo the skills test within 36 months of passing the appropriate theoretical knowledge examination and within the 30 days immediately preceding the date of application.

4.3 The skills test must be conducted—

(a) in an aeroplane with a MCM in excess of 450 kg, fitted with fully functional dual controls, or in an approved level D FSTD; or

(b) in the case of a helicopter, in an helicopter fitted with fully functional dual controls, or in an approved level D FSTD.

4.4 Before an applicant submits himself or herself for the initial skills test, he or she must provide the examiner with written proof that—

(a) he or she has satisfactorily completed the required training conducted by an approved ATO; and

(b) the Grade I or Grade II Aeroplane Flight Instructor who has provided the supervision and training considers the performance of the applicant adequate for the skills test for a Grade III Aeroplane Flight Instructor.

4.5 The applicant shall submit the forms to the Authority, within 30 days of having completed the skills test.

5. Privileges and Limitations of the holder of valid Grade III Flight Instructor Rating

5.1 For aeroplane—

(a) a Grade III Flight Instructor (Aeroplane) may give ground or flight instruction only under the supervision of the holder of a valid Grade I or Grade II Flight Instructor Rating;

(b) a Grade III Flight Instructor (Aeroplane) may, subject to (a) and (c), give instruction as limited by the endorsements in his or her logbook or licence, towards—

(i) the issue of a SPL;

(ii) the issue or revalidation of a PPL;

(iii) familiarisation and differences training;

(iv) the issue of a night rating;

(v) the issue of an instrument rating;

(vi) the issue of a multi-engine piston class rating;

(vii) the issue of a single-engine turbo-propeller class rating;

(viii) the issue of an aerobatics rating; and

(ix) the issue of a type rating.
(c) The requirements for the endorsements referred to in (b) are as follows:

(i) In all cases the instructor must have—

A. the flight instructor endorsement (PI) for the specific aeroplane class, including make and model within a class, and aeroplane type (where a type rating is required) in his or her logbook and licence (as required); or

B. written authorisation in the case of instruction on a FSTD;

(ii) In the case of instruction in an aeroplane, the instructor must have demonstrated proficiency in flying the aeroplane from each pilot seat.

(iii) For each endorsement, all relevant recency requirements must be met before the privileges of that endorsement may be exercised.

(iv) For the night rating instructor endorsement, the instructor must—

A. be the holder of a night rating and show evidence of having completed the approved training at an approved ATO.

B. have demonstrated to a DFE I or II (A) in the case of an initial Grade III skills test, or the CFI of an approved ATO in the case of an existing Grade III instructor, the ability to—

(aa) give a suitable night flying briefing;

(bb) give instruction in an aeroplane or approved FSTD on instrument flying to the level required for a night rating; and

(cc) give flight instruction at night in an aeroplane which must consist of at least three take-offs and three landings;

C. have his or her logbook endorsed by the DFE or CFI with the words “Authorised to give instruction for night ratings”.

(v) For the instrument flight instructor endorsement, the instructor must—

A. have given not less than 100 hours of instruction in an aeroplane or FSTD;

B. be the holder of a valid instrument rating appropriate to the aeroplane in which the instrument training is provided;

C. show evidence of having completed a an approved course at an approved ATO;

D. have demonstrated to a DFE I or II (A) the ability to give suitable briefings and instruction in instrument flying to the level required for an instrument rating; and

E. have his or her logbook endorsed by the DFE with the words “Authorised to give instruction for instrument ratings”.

(vi) For the multi-engine class rating instructor endorsement, the instructor must—

A. have given at least 100 hours of instruction in an aeroplane or FSTD;

B. have accumulated at least 20 hours of flight time as PIC of a multi-engine aeroplane;

C. show evidence of having completed an approved course at an approved ATO;

D. have accumulated at least 5 hours as pilot-in command in the specific make and model of the multi-engine aeroplane used for training;

E. undergo a skills test for the endorsement with a DFE I or II (A); and

F. have his or her logbook endorsed by the DFE with the words: “Authorised to give instruction for multi-engine class ratings”.

(vii) For the Single-Engine Turbo-Propeller Class Rating Instructor endorsement, the instructor must—

A. have accumulated at least 100 hours of instruction in an aeroplane or FSTD;

B. have accumulated at least 50 hours of flight time as PIC of a single-engine turbo-propeller aeroplane;

C. show evidence of having completed an approved course at an approved ATO;

D. have passed the Turbo-propeller/Turbojet endorsement examination, have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);

E. undergo a skills test for the endorsement with a DFE I or II (A); and

F. have his or her logbook endorsed by the DFE with the words: “Authorised to give instruction for single-engine turbo-propeller class ratings.

(viii) For the type rating instructor endorsement, the operator offering the type rating training must apply in writing to the Authority motivating the reason for requiring the Grade III instructor and how he or she will be supervised. The instructor must—
A. have accumulated at least 100 hours of instruction in an aeroplane or FSTD;
B. be rated as PIC on the type if required to instruct on an aeroplane;
C. show evidence of having completed a course of instruction, acceptable to the Authority, at an approved ATO on the specific type;
D. have passed the Turbo-propeller / Turbojet endorsement examination;
E. have completed the high performance aircraft theory requirements or be the holder of an ATPL(A);
F. undergo a skills test for the endorsement with a DFE I or II (A) in the case of instructing on an aeroplane, or have a written authorization in the case of instructing on a FSTD; and
G. have his or her logbook endorsed by the DFE with the words: “Authorised to give instruction for the (type by name) type rating.

5.2 For helicopter—
(a) The holder of a valid Grade III Helicopter Flight Instructor Rating may, under the supervision of a Grade I or Grade II Helicopter Flight Instructor with the appropriate type ratings, give flight instruction in helicopters in respect of which he or she is the holder of appropriate type rating as an instructor.
(b) Grade III Flight Instructor (Helicopter) may give flight instruction limited towards—
(i) the issue of a PPL (Helicopter) and single-engine type ratings in respect of helicopters with a MCM of 3 175 kg or less;
(ii) differences and familiarisation training;
(iii) recurrent training; and
(iv) route training.
(c) The holder of a valid Grade III Helicopter Flight Instructor Rating must have demonstrated, to a DFE with the appropriate type rating and specific field endorsement, or to a person authorised for the purpose in writing by the Authority, the ability to provide flight instruction in that field with a degree of competency appropriate to the privileges granted by the rating and endorsement, in order for him or her to exercise the privileges, referred to in (b), in any of the following fields—
(i) instrument flight training; provided that the holder shall also holds a valid instrument rating on either aeroplanes or helicopters;
(ii) turbine-engine helicopter flight training;
(iii) multi-engine helicopter flight training.
(d) For the purposes of (b) and (c), the Chief Flying Instructor (CFI), or a Grade I or Grade II Helicopter Flight Instructor who has been approved for the purpose by the CFI, shall provide supervision and guidance with regard to the following—
(i) periodic surveillance;
(ii) assessment of the standard of instruction provided;
(iii) standardisation of the methods of instruction used; and
(iv) guidance on the conduct of all ATO operations.
(e) Notwithstanding the provisions of paragraph 5.4, the holder of a Grade III Helicopter Flight Instructor Rating, who has been the holder of a Grade I or Grade II Helicopter Flight Instructor Rating in the past, may apply to the Authority to retain all or some of the privileges of a Grade II Helicopter Flight Instructor.
(f) Notwithstanding the provisions of paragraph 5.7, the holder of a Grade III Helicopter Flight Instructor Rating, who has a minimum of 500 hours helicopter flight instructor experience, may apply to the Authority to exercise some of the privileges of a Grade II Helicopter Flight Instructor.

6. Period of validity and re-issue of Grade III Aeroplane Flight Instructor Rating

6.1 A Grade III Aeroplane Flight Instructor Rating shall be valid for a period of 12 months calculated from—
(a) the date of issue or re-issue; or
(b) the beginning of the month following the date of—
(i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
(ii) revalidation of such rating if revalidated prior to the period referred to in paragraph 6.1.

6.2 If a period of 12 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director General for the reissuing of the rating, if he or she—
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(a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and

(b) either–

(i) has given not less than 20 hours of flight instruction in aeroplanes; or

(ii) provides proof of having attended a flight instructor refresher seminar conducted by an approved aviation training organisation.

6.3 If a period of more than 12 months has lapsed after the date of expiry of the rating, the licence holder may apply to the Authority for the reissuing of the rating, if he or she–

(a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar conducted by an approved ATO;

(b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade III Flight Instructor Rating (Aeroplane); and

(c) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating.

7. Revalidation of Grade III Aeroplane Flight Instructor Rating

7.1 To revalidate a Grade III Aeroplane Flight Instructor Rating, the holder of the rating must comply with the following requirements–

(a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and

(b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either–

(i) have given not less than 20 hours of flight instruction in aeroplanes; or

(ii) provide proof of having attended a flight instructor refresher conducted by an approved ATO.

7.2 The DFE must endorse the successful revalidation check as an Aeroplane Flight Instructor Grade III in the candidate’s pilot logbook, complete the appropriate revalidation skills test form and submit the form to the Authority within 30 days of having completed the skills test, together with the applicable fee as set out in the First Schedule.

7.3 If the result of the skills test contemplated in paragraph 7.1 reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must–

(a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto; and

(b) report such result to the Director General in writing.

GRADE II AEROPLANE FLIGHT INSTRUCTOR RATING

8. Requirements for Grade II Aeroplane Flight Instructor Rating

8.1 An applicant for a Grade II Aeroplane Flight Instructor Rating must–

(a) hold a valid CPL (Aeroplane) or an ATPL (Aeroplane);

(b) hold a valid instrument rating;

(c) must have the night rating instructor and instrument flight instructor endorsements in his or her logbook;

(d) hold, or have held during the immediately preceding 90 days, a valid Grade III Aeroplane Flight Instructor Rating;

(e) provide proof of having given instruction in every exercise of the PPL syllabus specified by the Authority.

(f) have successfully completed the appropriate approved training course conducted by an approved training organisation;

(g) have successfully undergone the instructor ground evaluation test training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (Aeroplane); and

(h) pass the skills test conducted by a DFE within 30 days of successfully completing the instructor ground evaluation referred to in (g).

9. Application for Grade II Aeroplane Flight Instructor Rating

9.1 An application for a Grade II Aeroplane Flight Instructor Rating must be made on the appropriate form and in the manner prescribed by the Authority and submitted to the Authority, within 30 days of having completed the skills test.

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10. Theoretical knowledge examination for Grade II Aeroplane Flight Instructor Rating

10.1 No additional theoretical examinations are required for the issue of a Grade II Aeroplane Flight Instructor Rating.

11. Skills test for Grade II Aeroplane Flight Instructor Rating

11.1 The applicant must have demonstrated to an appropriately rated designated examiner the ability to perform as a Grade II Aeroplane Flight Instructor the procedures and manoeuvres specified by the Authority, with a degree of competency appropriate to the privileges granted to the holder of a Grade II Aeroplane Flight Instructor Rating.

11.2 The initial skills test must be undertaken—

(a) in a complex single- or multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
(b) in a aircraft with a turbojet engine, or
(c) in an approved aeroplane level D FSTD; or
(d) in the case of a helicopter, in an helicopter fitted with fully functional dual controls, or in an approved helicopter level D FSTD.

11.3 Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that—

(a) he or she has satisfactorily completed the required training at an approved ATO; and
(b) the Grade I or Grade II Aeroplane Flight Instructor who has provided the supervision considers the performance of the applicant as an aeroplane flight instructor adequate for his or her upgrade to a Grade II Aeroplane Flight Instructor.

11.4 The applicant shall submit the forms to the Authority, within 30 days of having completed the skills test.

12. Privileges and limitations of Grade II Aeroplane Flight Instructor Rating

12.1 For aeroplane—

(a) the holder of a valid Grade II Aeroplane Flight Instructor Rating may, with due regard to the provisions of (b) exercise all the privileges of a Grade III Aeroplane Flight Instructor, and may in addition in respect of aeroplanes of which he or she is the holder of the appropriate class or type ratings as flight instructor—

(i) authorise the holder of a SPL for his or her initial solo flight;
(ii) conduct the training for all aeroplane class and type ratings;
(iii) conduct training in a turbine-engine aeroplane, provided he or she is the holder of the turbine instructor rating endorsement;
(iv) conduct the training for a CPL (Aeroplane);
(v) conduct the training for an ATPL (Aeroplane), provided that he or she is the holder of an ATPL (Aeroplane);
(vi) conduct the training for an instrument rating, provided he or she is the holder of an instrument flight training endorsement;
(vii) if he or she is the holder of appropriate instructor rating endorsement, conduct the training for the issue of—

A. tug pilot rating;
B. agricultural pilot rating;
C. aerobatics rating;
D. tow rating;
E. aeroplane test pilot ratings;

(viii) conduct training for a multi-engine class or type rating, provided that he or she is the holder of the multi-engine flight instructor endorsement;
(ix) conduct training in multi-pilot aeroplanes, provided that he or she is the holder of appropriate valid type rating as flight instructor;
(x) conduct the training for the issue of a Grade II or Grade III Aeroplane Flight Instructor Rating provided that he or she is the holder of an instructor training endorsement;
(xi) conduct the skills tests for—

A. the issue of a PPL (Aeroplane), provided that he or she has been appointed as Chief Flying Instructor (CFI) of an approved training organisation;
B. the revalidation of a PPL (Aeroplane) without instrument rating;
C. the issue of a night rating;
D. the issue of a single-engine piston class rating;
E. the endorsement of differences training for single-or multi-engine piston class aeroplane below 5 700 kg MCM, provided that the instructor is the holder of the appropriate instructor endorsement;
F. the issue of class or type rating for a single-engine turboprop aeroplane or a type rating for multi-engine turboprop or turbojet aeroplane provided that the applicant is already the holder of an appropriate MEP class or an SE/ME turbine or turbojet type rating and that the flight instructor holds the applicable turboprop or turbojet flight instructor endorsement;
G. the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of full-time employees of the company, provided that he or she has the appropriate flight instructor endorsements, is a full time employee of the company, and has been appointed as a Grade III (Aeroplane);

(xii) endorse pilot logbooks in respect of familiarisation and differences training;
(b) the holder of a valid Grade II Aeroplane Flight Instructor Rating who has demonstrated, to an appropriately rated DFE, or to a person authorised for the purpose in writing by the Director General, the ability to carry out training, may endorse the pilot logbook of the applicant with the following ratings—

(i) agricultural rating;
(ii) aerobatics rating;
(iii) tug pilot rating;
(iv) tow rating; and
(v) test pilot ratings.

12.2 For helicopter—

(a) the holder of a valid Grade II Helicopter Flight Instructor Rating may, with due regard to the provisions of (b), exercise all the privileges of a Grade III Helicopter Flight Instructor, and may in addition in respect of helicopters of which he or she is the holder of the appropriate type ratings as flight instructor—

(i) conduct training for a turbine-engine helicopter, provided he or she is the holder of the turbine instructor rating endorsement;
(ii) conduct the training for a CPL (Helicopter);
(iii) conduct the training for an ATPL (Helicopter), provided that he or she is the holder of an ATPL (Helicopter);
(iv) conduct the training for an instrument rating, provided that he or she is the holder of a valid instrument rating (helicopter) and an instrument flight training endorsement;
(v) if he or she is the holder of the appropriate flight instructor rating endorsement, conduct the training for the issue of—

A. the helicopter sling load rating;
B. the helicopter game or livestock cull rating;
C. the agricultural pilot rating;
D. the helicopter winching rating; and
E. the helicopter test pilot ratings;

(vi) conduct training in multi-pilot helicopters, provided that he or she is the holder of the appropriate valid type rating as flight instructor;
(vii) conduct the training for the issue of a Grade II or Grade III Helicopter Flight Instructor Rating provided that he or she is the holder of the appropriate flight instructor training endorsement;
(viii) conduct—

A. the initial skills tests for the issue of a Private Pilots Licence (Helicopter), provided that he or she has been appointed as Chief Flying Instructor (CFI) of an approved training organisation;
B. the skills tests for the revalidation of a PPL (Helicopter) without instrument rating, and enter the appropriate endorsements;
C. the skills test for the issue of a night rating;
D. the training for an instrument rating provided that he or she is the holder of a valid instrument rating (helicopter); and
E. the skills tests for the revalidation of instrument ratings and proficiency checks for in-house company-specific testing of full-time employees of the company, provided that he or she has the appropriate flight instructor endorsements, and has been appointed as a DFE Grade III (Helicopter).
13. Period of validity and re-issue of Grade II Aeroplane Flight Instructor Rating

13.1 A Grade II Aeroplane Flight Instructor Rating shall be valid for a period of 12 months from the date of initial issue and thereafter for a period of 36 months calculated from—

(a) the date of issue or re-issue; or

(b) the beginning of the month following the date of—

(i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or

(ii) revalidation of such rating if revalidated prior to the period referred to in (i).

13.2 If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director General for the reissuing of the rating, if he or she—

(a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and

(b) within the 12 months preceding the application—

(i) has given not less than 20 hours of flight instruction in aeroplanes; or

(ii) provides proof of having attended a flight instructor refresher seminar conducted by an approved training organisation.

13.3 If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Authority for the reissuing of the rating, provided that he or she—

(a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher seminar conducted by an ATO or the Authority;

(b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade II Flight Instructor Rating (Aeroplane); and

(c) has passed a revalidation check for a Grade II flight instructor rating with a DFE within the 30 days prior to the application for the revalidation of the rating.

14. Revalidation of Grade II Aeroplane Flight Instructor Rating

14.1 To revalidate a Grade II Aeroplane Flight Instructor Rating, the holder of the rating must comply with the following requirements—

(a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and

(b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either—

(i) have given not less than 20 hours of flight instruction in aeroplanes; or

(ii) provide proof of having attended a flight instructor refresher conducted by an approved ATO.

14.2 The applicant shall submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as set out in the first Schedule.

14.3 If the result of the skills test contemplated in paragraph 14.1 reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must—

(a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto; and

(b) report such result to the Director General in writing.
GRADE I AEROPLANE FLIGHT INSTRUCTOR RATING

15. Requirements for Grade I Aeroplane Flight Instructor Rating

15.1 An applicant for a Grade I Aeroplane Flight Instructor Rating must—
   (a) hold a valid CPL (Aeroplane) or an ATPL (Aeroplane);
   (b) hold a valid multi-engine instrument rating;
   (c) hold the appropriate instrument flight training endorsement if applicable;
   (d) hold, or have held during the immediately preceding 90 days, a valid Grade II Aeroplane Flight Instructor Rating;
   (e) have held a Grade II Aeroplane Flight Instructor Rating and must have —
      (i) given not less than 1500 hours of flight instruction as an aeroplane flight instructor; and
      (ii) acquired in an aeroplane or an approved FSTD at least 10 hours of instrument flight time during the six months immediately preceding the application.
   (f) have successfully completed the appropriate approved training course conducted by an approved ATO;
   (g) have successfully undergone the instructor ground evaluation training at an approved ATO to reach the standard required for the revalidation check of a Grade I Flight Instructor Rating (Aeroplane); and
   (h) undergo the skills test conducted by a DFE within 30 days of successfully completing the instructor ground evaluation referred to in (g).

16. Application for Grade I Aeroplane Flight Instructor Rating

16.1 An application for a Grade I Aeroplane Flight Instructor Rating must be made on the appropriate form and in the manner specified by the Authority and submitted to the Authority, within 30 days of having completed the skills test.

16.2 The application must be accompanied by the appropriate fee as prescribed in the First Schedule.

17. Theoretical knowledge examination for Grade I Aeroplane Flight Instructor Rating

17.1 No additional theoretical examinations are required for the issue of a Grade I Aeroplane Flight Instructor Rating.

18. Skills test for Grade I Aeroplane Flight Instructor Rating

18.1 An applicant for a Grade I Aeroplane Flight Instructor Rating must have demonstrated to an appropriately rated DFE, selected from the panel appointed by the Director General for conducting this particular test, the ability to perform the procedures and manoeuvres specified by the Authority, with a degree of competency appropriate to the privileges granted to the holder of a Grade I Aeroplane Flight Instructor Rating.

18.2 The initial skills test and revalidation check test must be undertaken:
   (a) in a multi-engine aeroplane with retractable undercarriage and variable pitch propeller; or
   (b) in an aeroplane with turbojet engines; or;
   (c) in an approved aeroplane level D FSTD.
   (d) for a helicopter, in helicopter with fully functional dual controls, or in an approved level D FSTD

18.3 Before an applicant submits himself or herself for an initial skills test, he or she must provide the examiner with written proof that—
   (a) he or she has satisfactorily completed the required training at an approved ATO; and
   (b) the Grade I Flight Instructor who supervised the applicant considers him or her to be competent to attempt the initial skills test for the rating.

18.4 The applicant shall submit the forms to the Director General, within 30 days of having completed the skills test accompanied by a fee set out in the First Schedule.

19. Privileges and limitations of Grade I Flight Instructor Rating

19.1 For an aeroplane—
   (a) the holder of a valid Grade I Aeroplane Flight Instructor Rating, in addition to the privileges of a Grade II Aeroplane Flight Instructor, may conduct training on any aeroplane class or type on which he or she holds the appropriate instructor endorsement.
   (b) conduct skills tests for the issue of type ratings in respect of multi-pilot aeroplanes, provided he or she holds the appropriate class or type rating with an instructor endorsement.
19.2. For a helicopter—
The holder of a valid Grade I Helicopter Flight Instructor Rating may, in addition to the privileges of a Grade II or Grade III Helicopter Flight Instructor, conduct—
(a) training on any helicopter type provided he or she holds the appropriate type rating with an instructor endorsement; and
(b) conduct skills tests for the issue of type ratings in respect of multi-pilot helicopters, provided he or she holds the appropriate type rating with an instructor endorsement.

20. Period of validity and reissue of Grade I Aeroplane Flight Instructor Rating

20.1 A Grade I Aeroplane Flight Instructor Rating shall be valid for a period of 12 months from the date of initial issue and thereafter for a period of 36 months calculated from—
(a) the date of issue or reissue; or
(b) the beginning of the month following the date of—
(i) expiry of the rating if such rating is revalidated within 90 days immediately prior to expiry; or
(ii) revalidation of such rating if revalidated prior to the period referred to in (i).

20.2 If a period of 60 months or less has lapsed from the date of expiry of the rating, the licence holder may apply to the Director General for the reissuing of the rating, if he or she—
(a) has passed a revalidation check with a DFE within the 30 days prior to the application for the revalidation of the rating; and
(b) within the 12 months preceding the application—
(i) has given not less than 20 hours of flight instruction in aeroplanes; or
(ii) provides proof of having attended a flight instructor refresher seminar conducted by an approved training organisation.

20.3 If a period of 60 months or more has lapsed after the date of expiry of the rating, the holder of the expired rating may apply to the Authority for the re-issue of the rating, provided that he or she—
(a) provides proof of having attended, within the 12 months preceding the application, a flight instructor refresher conducted by an approved ATO;
(b) has undergone sufficient ground and flight training at an approved ATO to reach the standard required for the revalidation check of a Grade I Flight Instructor Rating (Aeroplane); and
(c) has passed a revalidation check for a Grade I flight instructor rating with a DFE within the 30 days prior to the application for the revalidation of the rating.

21. Revalidation of Grade I Aeroplane Flight Instructor Rating

21.1 To revalidate a Grade I Aeroplane Flight Instructor Rating, the holder of the rating must comply with the following requirements—
(a) within the 90 days immediately preceding the date of expiry of such rating, he or she must pass the appropriate skills test with a DFE; and
(b) within the 12 months immediately preceding the date of expiry of such rating, he or she must either—
(i) have given not less than 20 hours of flight instruction in aeroplanes; or
(ii) provide proof of having attended a flight instructor refresher seminar conducted by an approved ATO.

21.2 The applicant shall submit the revalidation check form within 30 days of having completed the check, together with the applicable fee as set out in the First Schedule.

21.3 If the result of the skills test contemplated in paragraph 21.1 reveals that the holder of the rating has failed to maintain the minimum standard required to exercise the relevant privileges, the DFE must—
(a) inform the applicant that he or she does not meet the requirements for the revalidation of the rating and that he or she must, with immediate effect, not exercise the privileges of the rating until such time he or she meets the requirements for the revalidation or re-issue of the rating in toto;
(b) report such result to the Director General in writing.

FLIGHT SIMULATION TRAINING DEVICE INSTRUCTOR AUTHORISATION

22. Requirements for Flight Simulation Training Device Instructor authorisation

22.1 A Grade I and Grade II Flight Instructor who is currently authorised to provide instruction on an FSTD at an approved
ATO, in terms of and listed in the ATO’s manual of procedures, may continue to do so under the supervision of the
Chief Instructor of the ATO.

22.2 An ATO wishing to appoint a new Grade I or Grade II Flight Instructor to provide instruction on a FSTD, shall
provide details of a training course which includes the operation of the FSTD and the number of training sessions
(dependent on the sophistication of the FSTD) to be given by the new applicant under the supervision of an existing
FSTD instructor; thereafter apply to add the Flight Instructor to the ATO’s MOP.

22.3 In the case of a Grade III Flight Instructor, the Chief Instructor of the ATO must apply to the Authority for approval
for the Grade III instructor to carry out instruction on a FSTD at that particular ATO and under the supervision of the
Chief Instructor, stating how the supervision will be carried out.

22.4 In addition to the requirement specified in sub-regulation (3), a Grade III instructor at general aviation flight schools
must be given guidance on providing the instruction required for the 5 hours of FSTD training permitted towards the
PPL.

22.5 In the case of personnel utilised for training on a FSTD who no longer hold a valid licence and Flight Instructor rating,
the same procedures and requirements apply as for a Grade III Flight Instructor as in 22.3.

23. Theoretical knowledge examination for FSTD Instructor Authorisation

23.1 An applicant for an FSTD Instructor Authorisation must have passed the appropriate written examination conducted
by the Authority.

23.2 The holder of a valid instructor rating may be exempted from those parts of the examination already passed for the
issue of his or her instructor rating.

23.3 In the case of an instructor rating that has lapsed for a period of more than five years, the applicant will be required
to undergo the examinations referred to in 23.1.

24. Skills test for FSTD Instructor Authorisation

24.1 An applicant for an FSTD Instructor Authorisation must have passed the skills test that demonstrate the ability to
perform as an FSTD Instructor the procedures and manoeuvres, as prescribed by the Authority, with a degree of
competency appropriate to the privileges to be granted to the holder of the FSTD Instructor Authorisation.

24.2 The skills test must be conducted—
(a) by a DFE, who must be the holder of the appropriate type rating, if the authorisation is sought for a type rating; or
(b) in other cases, by a Grade I or a Grade II flight instructor with the appropriate ratings and endorsements as a flight
instructor, or by a person authorised in writing for the purpose by the Director General.

24.3 The applicant must undergo the skills test within the six months of passing the theoretical knowledge examination
and within the 30 days immediately preceding the date of application.

24.4 The skills test must be conducted in an appropriate FSTD.

24.5 If the applicant complies with the requirements of these regulations, the examiner must—
(a) sign the appropriate page of the authorisation of such holder;
(b) endorse the logbook of such holder; and
(c) complete the appropriate prescribed form and submit the form to the Authority.

25. Application for FSTD Instructor Authorisation

25.1 An application for an FSTD Instructor Authorisation must be made to the Authority in the appropriate prescribed form.

25.2 The application must be accompanied by—
(a) proof that the applicant has been the holder of a CPL or ATPL in the appropriate category if not currently holding
such pilot licence;
(b) proof of holding or having held an instrument rating if the applicant is to conduct training towards an instrument
rating;
(c) a certified summary of the applicant’s logbook or logbooks reflecting his or her pilot flying hours and the FSTD
hours; and

26. Period of validity for an FSTD Instructor Authorisation

26.1 An FSTD Instructor Authorisation shall be valid for a period of three years calculated—
(a) from the date of issue or re-issue of the Authorisation; or
(b) from the date of expiry of the Authorisation if such Authorisation is revalidated.
27. Privileges and limitations of an FSTD Instructor Authorisation

27.1 No person at an approved ATO may conduct training in a FSTD towards obtaining a licence or a rating, or for the purposes of recurrent or refresher training, unless he or she is the holder of a valid—

(a) FSTD Instructor Authorisation appropriate to the aircraft category and level of qualification of the FSTD in which the training is conducted; or

(b) flight instructor rating and endorsements appropriate to the training to be given in the FSTD and who has been trained, to the satisfaction of the ATO, to provide instruction in the FSTD to be utilised; and has been trained in the techniques required to give instruction in an FSTD.

27.2 An FSTD Instructor Authorisation may be issued for any of the following courses in aeroplanes or helicopters—

(a) training towards type ratings and class ratings for which there is an approved FSTD;

(b) instrument flight training;

(c) recurrent training;

(d) refresher training;

(e) multi-crew cooperation (MCC) training;

(f) multi-crew pilot licence; and

(g) any other training as may be directed by the Authority.

27.3 The holder of an FSTD Instructor Authorisation has a responsibility of properly maintaining a logbook detailing all training undergone and conducted, and also showing all flights as an observer.

27.4 The holder of an FSTD Instructor Authorisation, whilst conducting training in an FSTD, must produce the Authorisation when requested by an authorised officer, inspector, or any authorised person.

28. Revalidation of an FSTD Instructor Authorisation

28.1 To revalidate an FSTD Instructor Authorisation, the holder of the Authorisation must—

(a) within the 12 months immediately preceding the date of expiry of such Authorisation—

(i) have conducted a type rating, refresher, recurrent, instrument rating or multi-crew co-operation (MCC) training course; and

(ii) have completed an exercise of at least one hour duration in the role of Pilot Flying (PF) in the FSTD comprising at least two approaches and, where applicable, two take-offs and landings; and

(iii) in the case of a type rating training authorisation, have completed at least four route sectors as a flight crew member or observer on the flight deck of the applicable type of aircraft;

and

(b) within the 90 days immediately preceding the date of expiry of such Authorisation, have successfully undergone a skills test.

28.2 If the result of the skills test contemplated in 28(1)(b) reveals that the holder of the Authorisation has failed to maintain the minimum standard required for exercising the relevant privileges, the examiner must—

(a) report such result to the Authority; and

(b) not sign the appropriate page of the Authority.

28.3 The holder of the FSTD Instructor Authority must be suspended with immediate effect if the holder fails the revalidation skills test, until such time that the holder passes the revalidation test.

29. Re-issue of an FSTD Instructor Authorisation

29.1 The holder of an FSTD Instructor Authorisation that has expired may apply to the Authority for the reissuing of the expired Authorisation.

29.2 The Director General must re-issue the expired Authorisation if the applicant complies with the requirements for an FSTD Instructor Authorisation.

20. Twenty-Fifth Schedule (Section 87)

20.1 Experience Requirements for Designated Pilot Examiners

20.1.1 Requirements and skill test

(a) Age. An applicant for a designated pilot examiner shall be at least 21 years of age.
(b) Medical. An applicant for a designated pilot examiner shall have a Class 1 medical certificate.

General eligibility: An applicant for a designated pilot examiner shall—

(1) Hold at least the licence and/or class/type ratings as applicable for which examining authority is sought;

(2) Hold at least the flight instructor ratings for which examining authority is sought or be serving in a comparable position as an air operator check airman or check pilot or comparable position in an Approved Training Organisation;

(3) Have a reputation for integrity and dependability in the industry and the community;

(4) Have a good record as a pilot and flight instructor in regard to accidents, incidents, and violations; and

(5) Have pilot and instructor licence/ratings that have never been revoked for falsification or forgery.

Knowledge: The applicant for a designated pilot examiner shall pass a pre-designation knowledge test in the areas appropriate to the category of aircraft for which designation is sought.

Skill test. The applicant for a designated pilot examiner shall pass a skill test conducted by an inspector of the Authority who holds a current and valid licence with appropriate category, and if applicable class and type ratings, in the areas of operation sought.

Maintaining currency. After designation, a designated pilot examiner shall maintain currency by:

(1) Attending initial and recurrent training provided by the Authority; and

(2) Maintain a current and valid:

   (i) Pilot licence, and if applicable, class/type ratings appropriate to the designation;

   (ii) Flight instructor licence and ratings applicable to the designation; and

   (iii) Class I medical certificate.

Privileges. Subject to compliance with the requirements specified in these regulations, 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 designated pilot examiner’s certificate of designation and identification card.

Validity. Subject to compliance with the requirements specified in these regulations, the validity period of an examiner’s designation is three years.

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 sought

Additional designations. When the Authority deems it necessary for a designated pilot examiner to receive additional designations, the designated pilot examiner shall—

(1) Meet all the requirements in this Part for the designation;

(2) Not need take an additional knowledge test provided the designation is within the same aircraft category.

2.1.1.2 Experience Requirements for Private Pilot Examiner (PPE)

Experience: PPE—Aeroplane Category. The applicant shall have at least:

(1) A CPL(A), appropriate class rating(s) and in IR(A);

(2) A valid flight instructor licence with an aeroplane category and appropriate class rating(s).

(3) 2,000 hours as PIC which includes at least:

   (i) 1,000 hours in aeroplanes, of which 300 hours were accrued within the past year;

   (ii) 300 hours in the class of airplane for which the designation is sought; and

   (iii) 100 hours in aeroplanes at night.

(4) 500 hours as a flight instructor in aeroplane which includes at least 100 hours of flight instruction given in the class of aeroplane appropriate to the designation sought.
Experience: PPE—Helicopter Category. The applicant shall have at least:
   (1) A CPL(H), appropriate class rating(s).
   (2) A valid flight instructor licence with a helicopter category and appropriate class rating(s).
   (3) 1,000 hours as PIC which includes 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 a flight instructor in helicopters, as appropriate for the designation sought.

Experience: PPE—Powered-Lift Category. The applicant shall have at least:
   (1) A CPL powered-lift category with an instrument powered-lift rating.
   (2) A valid flight instructor licence with a powered-lift category.
   (3) 2,000 hours as PIC which includes at least:
       (i) 1,000 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 a flight instructor in powered-lift.

Experience: PPE—Airship Category. The applicant shall have at least:
   (1) A CPL airship category and any applicable class rating(s).
   (2) A valid flight instructor licence with an airship category and any applicable class rating(s).
   (3) 1,000 hours as PIC which includes 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 a flight instructor in airships.

Experience: PPE—Balloon Category. The applicant shall have at least:
   (1) A CPL balloon category and applicable class rating(s).
   (2) A valid flight instructor licence with a balloon category and applicable class rating(s).
   (3) 200 hours as PIC which includes at least:
       (i) 100 hours in balloons; and
       (ii) 20 hours in balloons in the class for which the designation is sought within the past year, including 10 flights in balloons of at least 30 minutes duration each.
   (4) 50 hours as a flight instructor in balloons in the class for which the designation is sought, of which 10 hours were accrued within the past year.

Experience: PPE—Glider Category. The applicant shall have at least:
   (1) A CPL glider category rating.
   (2) A valid flight instructor licence with a glider category rating.
   (3) 500 hours as PIC which includes at least:
       (i) 200 hours in gliders; and
       (ii) 10 hours in gliders within the past year that includes at least 10 flights in gliders.
   (4) 100 hours as a flight instructor in gliders.

Experience requirements for commercial and instrument rating pilot examiner (CIRE)

Experience: CIRE—Aeroplane Category. The examiner applicant shall have at least:
   (1) A commercial pilot licence with an aeroplane category rating, appropriate class rating(s) and an Instrument—Aeroplane rating.
   (2) A valid flight instructor certificate with an aeroplane category rating, the appropriate class rating(s) and an Instrument—Aeroplane rating.
   (3) 2,000 hours as PIC, which includes at least:
       (i) 1,000 hours in aeroplanes, of which 300 hours were accrued within the past year; and
       (ii) 500 hours in the class of aeroplane for which the 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 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 a flight instructor in aeroplanes which include at least:
Civil Aviation (Personnel Licensing) Regulations, 2019

(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.

Experience: CIRE—Helicopter Category. The examiner applicant shall have at least:

(1) A commercial pilot licence with a helicopter category rating, appropriate class rating(s) and an Instrument-Helicopter rating.

(2) A valid flight instructor certificate with a helicopter category rating, the appropriate class rating(s) and an Instrument-Helicopter rating.

(3) 2,000 hours as PIC, which includes 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 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 a flight instructor in helicopters, which include at least—
   (i) 100 hours of flight instruction given in the helicopters; and
   (ii) 50 hours of instrument flight instruction in helicopters.

Experience: CIRE—Powered-Lift Category. The examiner applicant shall have at least:

(1) A commercial pilot licence with a powered-lift category rating, any applicable class rating(s) and an Instrument–Powered-lift rating.

(2) A valid flight instructor certificate with a powered-lift category rating, any applicable class rating(s) and an Instrument–Powered-lift rating.

(3) 2,000 hours as PIC, which includes at least:
   (i) 1,000 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 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 a flight instructor in powered-lifts, which include at least 250 hours of instrument flight instruction, of which 200 hours were given in powered-lifts.

2.1.1.3 Experience requirements for commercial pilot examiners (CE)

Experience: CE—Helicopter Category. The examiner applicant shall have at least:

(1) A commercial pilot licence with a helicopter category rating.

(2) A valid flight instructor certificate with a helicopter category rating.

(3) 2,000 hours as PIC, which includes at least:
   (i) 500 hours in helicopters, of which 100 hours were accrued within the past year;
   (ii) For authority to conduct skill tests in large helicopters—
        (iii) 100 hours in large helicopters, of which 50 hours are in the type of helicopter for which designation is sought; and
        (iv) 25 hours for each additional type of large helicopter for which designation is sought.

(4) 250 hours as a flight instructor in helicopters.

Experience: CE—Airship Category. The applicant shall have at least:

(1) A CPL with airship category rating and any applicable class rating(s);

(2) A valid flight instructor licence with an airship category and any applicable class rating(s).

(3) 1,000 hours as PIC which includes 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 a flight instructor in airships.

Experience: CE—Balloon Category. The applicant shall have at least:

(1) A CPL balloon category and applicable class rating(s).
(2) A valid flight instructor licence with a balloon category and applicable class rating(s).

(3) 200 hours as PIC which includes at least:
   (i) 100 hours in balloons; and
   (ii) 20 hours in balloons in the class for which the designation is sought within the past year, including 10 flights in balloons of at least 30 minutes duration each.

(4) Held a commercial pilot licence with balloon category rating and applicable class rating for at least 1 year prior to designation.

(5) 50 hours as a flight instructor in balloons in the class for which the designation is sought, of which 10 hours were accrued within the past year.

Experience: CE—Glider Category. The applicant shall have at least:

(1) A CPL with glider category rating.

(2) A valid flight instructor licence with a glider category rating.

(3) 500 hours as PIC which includes 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 a flight instructor, including 100 hours of flight instruction given in gliders.

2.1.1.4 Experience requirements for airline transport pilot (atpl) examiners (ATPE)

Experience: ATPE—Aeroplane Category. The examiner applicant shall have at least:

(1) An ATPL with an aeroplane category rating, appropriate class rating(s) and an Instrument—Aeroplane rating.

(2) A valid flight instructor certificate with an aeroplane category rating, the appropriate class rating(s) and an Instrument-Aeroplane rating.

(3) 2,000 hours as PIC, which includes at least:
   (i) 1,500 hours in aeroplanes, of which 300 hours were accrued within the past year.
   (ii) 500 hours in the class of aeroplane for which the 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 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 a flight instructor in aeroplanes which include 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 either a CPL(A) or ATPL(A) or an IR(A).

Experience: ATPE—Helicopter Category. The examiner applicant shall have at least:

(1) An ATPL with a helicopter category rating, appropriate class rating(s) and an Instrument – Helicopter rating.

(2) A valid flight instructor certificate with a helicopter category rating, the appropriate class rating(s) and an Instrument-Helicopter rating.

(3) 2,000 hours as PIC, which includes at least:
   (i) 1,200 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 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 a flight instructor in helicopters, which include at least:
   (i) 100 hours of flight instruction given in the helicopters; and
   (ii) 50 hours of instrument flight instruction in helicopters.
Experience: ATPE—Powered-Lift Category. The examiner applicant shall have at least:

(1) An ATPL with a powered-lift category rating, any applicable class rating(s) and an Instrument–Powered-lift rating.
(2) A valid flight instructor certificate with a powered-lift category rating, any applicable class rating(s) and an Instrument-Powered-lift rating.
(3) 2,000 hours as PIC, which includes at least:
   (i) 1,500 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 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 a flight instructor in powered-lifts, which include at least:
   (i) 250 hours of instrument flight instruction, of which 200 hours were given in powered-lifts; and
   (ii) 150 hours flight instruction given for either a CPL-powered-lift, ATPL–powered-lift or IR-powered-lift.

2.1.1.5 Experience requirements for flight instructor examiner (FIE)

The examiner applicant shall have at least:

(1) The requirements for a commercial examiner or a commercial instrument rating examiner designation, as appropriate for the category and class of aircraft pertinent to the FIE designation sought; and.
(2) Have held a Commercial Examiner or Commercial and Instrument Rating Examiner designation for at least a year prior to designation as a FIE.

TWENTY-SIXTH SCHEDULE (Section 91)

AIR TRAFFIC CONTROL CERTIFICATE MINIMUM SUBJECTS

An applicant for an air traffic controller licence shall have received and passed an approved training course in air traffic control conducted at an approved training organisation. The applicant shall demonstrate a level of knowledge appropriate to the holder of an air traffic controller’s licence in at least the following subjects—

(a) law—international and national rules and regulations relevant to the air traffic controller;
(b) air traffic control equipment—principles, use and limitations of equipment used in air traffic control;
(c) general knowledge—principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performances relevant to air traffic control operations;
(d) human performance—human performance including principles of threat and error management;
(e) language—aeronautical English language use in air traffic control and ability to speak without accent or impediment which would adversely affect radio communication;
(f) meteorology—aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena affecting flight operations and safety; altimetry;
(g) navigation—principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and
(h) operational procedures—air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.

The Authority will publish detailed Syllabi for air traffic control training.

TWENTY-SEVENTH SCHEDULE (Section 92)

RATINGS AND KNOWLEDGE REQUIREMENTS FOR AIR TRAFFIC CONTROLLER

The categories of ratings and their knowledge requirements for Air traffic controller shall be as outlined below:

(a) aerodrome control rating:
   (i) aerodrome layout, physical characteristics and visual aids;
   (ii) airspace structure;
   (iii) applicable rules, procedures and source of information;
   (iv) air navigation facilities;
   (v) air traffic control equipment and its use;
   (vi) terrain and prominent landmarks;
   (vii) characteristics of air traffic;
   (viii) weather phenomena; and
(ix) emergency and search and rescue plans;
(b) approach control procedural and area control procedural ratings:
   (i) airspace structure;
   (ii) applicable rules, procedures and source of information;
   (iii) air navigation facilities;
   (iv) air traffic control equipment and its use;
   (v) terrain and prominent landmarks;
   (vi) characteristics of air traffic and traffic flow;
   (vii) weather phenomena; and
   (viii) emergency and search and rescue plans; and
(c) control surveillance, approach precision radar and area control surveillance ratings: an applicant shall meet the
   requirements specified in paragraph (b) 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:
   (i) principles, use and limitations of radar, other applicable ATS surveillance systems and associated equipment; and
   (ii) procedures for the provision of ATS surveillance services, as appropriate, including procedures to ensure appropriate
       terrain clearance;
   (d) meteorological observers rating for controllers making meteorological observations as specified by World Meteorological
       Organisation;
   (e) the Authority will publish detailed syllabi for air traffic control training.

**Twenty-Eighth Schedule (Section 93)**

**AERONAUTICAL EXPERIENCE AND SKILL REQUIREMENTS FOR AIR TRAFFIC CONTROLLER RATINGS**

Aeronautical experience and skill requirements for air traffic controller ratings are as follows—

(a) aerodrome control rating: an aerodrome control service, for a period of not less than 140 hours at the unit for which
    the rating is sought;
(b) approach control rating: an approach control service, for a period of not less than 210 hours at the unit for which
    the rating is sought;
(c) approach radar control rating: an approach radar control service, for a period of not less than 180 hours at the unit for
    which the rating is sought;
(d) 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;
(e) area control rating: an area control service, for a period of not less than 210 hours at the unit for which the rating
    is sought; and
(f) area radar control rating: an area radar control service, for a period of not less than 180 hours or three months, whichever
    is greater, at the unit for which the rating is sought:

Provided that:

(i) the experience specified in this section shall have been completed within the 6 month period immediately preceding
    application;
(ii) where 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 can be reduced, and if so, to what extent; and
(iii) if the privileges of the approach radar control rating include surveillance radar approach duties, the experience
    shall include not less than 25 plan position indicator (PPI) approaches on the surveillance equipment of the type in use at the
    unit for which the rating is sought and under the supervision of an appropriately rated approach radar controller.

(g) The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgement
    and performance required to provide a safe, orderly and expeditious control service, including the recognition and
    management of threats and errors.

**Twenty-Ninth Schedule (Section 106)**

**FLIGHT OPERATIONS OFFICER KNOWLEDGE REQUIREMENTS**

1. An applicant for a flight operations officer licence shall pass a knowledge test covering the following areas—

(a) air law—rules and regulations relevant to the holder of a flight operations officer licence and appropriate air traffic
    services practices and procedures;
(b) aircraft general knowledge:
   (i) principles of operation of aeroplane engines, systems and instruments;
(iii) operating limitations of aeroplanes and engines; and
(iii) minimum equipment list;
(c) flight performance calculation and planning procedures—
   (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 airport selection procedures, en-route cruise control and extended range operation;
   (iii) preparation and filing of air traffic services flight plans; and
   (iv) basic principles of computer-assisted planning systems.
(d) human performance—human performance relevant to dispatch duties including principles of threat and error management;
(e) 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; and
   (ii) interpretation and application of aeronautical meteorological reports, charts and forecasts, codes and abbreviations, use of, and procedures for obtaining, and meteorological information;
(f) navigation—principles of air navigation with particular reference to instrument flight;
(g) operational procedures—
   (i) use of aeronautical documentation;
   (ii) operational procedures for the carriage of freight and dangerous goods;
   (iii) procedures relating to aircraft accidents and incidents and emergency flight procedures; and
   (iv) procedures relating to unlawful interference and sabotage of aircraft;
(h) principles of flight—principles of flight relating to the appropriate category of aircraft;
(i) radio communication; and
(j) procedures for communicating with aircraft and relevant ground stations.

2. The knowledge examination results for a flight operations officer licence shall be valid for eighteen months after passing the examination.
3. The Authority shall publish detailed syllabi.

THIRTIETH SCHEDULE (Section 124)

KNOWLEDGE AND PRACTICAL REQUIREMENTS FOR RADIO TELEPHONE LICENCE

(a) the ICAO spelling alphabet and radio telephone phraseology;
(b) departure and position reporting;
(c) meteorological information;
(d) transmission and procedures of distress and urgency signals;
(e) communication techniques and procedures;
(f) the necessity for brevity in radiotelephony communication and priorities;
(g) pre-flight briefing;
(h) classification of directional finding bearings;
(i) radiotelephony facilities and frequencies available in the Flight Information Region;
(j) elementary knowledge of the relationship between wavelength and frequency;
(k) radiotelephony procedures and phraseology;
(l) ability to use the radio equipment; and
(m) the ability to carry out emergency procedures.

THIRTY-FIRST SCHEDULE (Section 129)

AERONAUTICAL KNOWLEDGE REQUIREMENTS FOR CABIN CREWS

An applicant for a cabin crew member licence shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a cabin crew member licence, in the following subjects—
(a) fire and smoke training to include—
   (i) emphasis on the responsibility of cabin crew to deal promptly with emergencies involving fire and smoke and, in particular, emphasis on the importance of identifying the actual source of the fire;
   (ii) the importance of informing the flight crew immediately, as well as the specific actions necessary for co-ordination and assistance, when fire or smoke is discovered;
   (iii) the necessity for frequent checking of potential fire-risk areas including toilets and the associated smoke detectors;
(iv) the classification of fires and the appropriate type of extinguishing agents and procedures for particular fire situations, the techniques of application of extinguishing agents, the consequences of misapplication, and of use in a confined space; and

(v) the general procedures of ground based emergency services at aerodromes.

(b) water survival training to include the actual donning and use of personal flotation equipment in water by each cabin crew member, before first operating on an aeroplane fitted with life-rafts or other similar equipment, training must be given on the use of this equipment, as well as actual practice in water;

(c) survival training appropriate to the areas of operation such as polar, desert, jungle or sea;

(d) medical aspects and first aid to include—

(i) instruction on first aid and the use of first-aid kits;

(ii) first aid associated with survival training and appropriate hygiene; and

(iii) the physiological effects of flying and with particular emphasis on hypoxia;

(e) passenger handling to include the following—

(i) advice on the recognition and management of passengers who are, or become, intoxicated with alcohol or are under the influence of drugs or are aggressive;

(ii) methods used to motivate passengers and the crowd control necessary to expedite an aeroplane evacuation;

(iii) regulations covering the safe stowage of cabin baggage including cabin service items and the risk of the baggage becoming a hazard to occupants of the cabin or otherwise obstructing or damaging safety equipment or aeroplane exits;

(iv) the importance of correct seat allocation with reference to aeroplane mass and balance with particular emphasis given on the seating of disabled passengers and the necessity of seating able-bodied passengers adjacent to unsupervised exits;

(v) duties to be undertaken in the event of encountering turbulence including securing the cabin;

(vi) precautions to be taken when live animals are carried in the cabin;

(vii) dangerous goods training as prescribed in Civil Aviation (Dangerous Goods) Regulations and Civil Aviation (Air Operator Certification and Administration) Regulations; and

(viii) security procedures, including the provisions of Civil Aviation (Operation of Aircraft) Regulations and Civil Aviation (Air Operator Certification and Administration) Regulations;

(f) communication-emphasis shall be placed on the importance of effective communication between cabin crew and flight crew including technique, common language and terminology;

(i) the importance of cabin crew performing their duties in accordance with the Operations Manual;

(ii) continuing competence and fitness to operate as a cabin crew member with special regard to flight and duty time limitations and rest requirements;

(iii) an awareness of the aviation regulations relating to cabin crew member and the role of the Authority;

(iv) general knowledge of relevant aviation terminology, theory of flight, passenger distribution, meteorology and areas of operation;

(v) pre-flight briefing of the cabin crew member and the provision of necessary safety information with regard to their specific duties;

(vi) the importance of ensuring that relevant documents and manuals are kept up-to date with amendments provided by the operator;

(vii) the importance of identifying when cabin crew members have the authority and responsibility to initiate an evacuation and other emergency procedures;

(viii) the importance of safety duties and responsibilities and the need to respond promptly and effectively to emergency situations; and

(g) discipline and responsibilities;

(h) Crew Resource Management (CRM) to include appropriate provisions of the Civil Aviation (Operation of Aircraft) Regulations in relation to cabin crew member;

(i) Aviation general including applicable regulations, theory of flight, physiology of flight, human factors and meteorology;

(j) Aircraft technical general including physical description, communication systems, water systems, heating and ventilation systems.

THIRTY-SECOND SCHEDULE

KNOWLEDGE AND SKILL REQUIREMENTS FOR AIRCRAFT MAINTENANCE ENGINEER LICENSING

A.

1. The subjects relevant to the knowledge and skill requirements for all Licence Categories specified in these regulations are presented in this Schedule in a Modular format.

2. The examinations for each Category of Licence, and its subdivisions where appropriate, shall be based on a number of the Modules as indicated in the Module/Category relationship set out in the Table overleaf.
3. From the Table it will be noted that the modular arrangements recognise that major areas of the subjects are common to more than one Licence Category or its Sub-Divisions. Thus, when an existing Licence is to be extended to include another Category or Sub-Division, those Modules that have been satisfied by previous examinations may be excluded.

4. Each module is numbered and contains a series of syllabus subject headings. Each subject is then further expanded in more detail against ‘level numbers’ corresponding to Licence without Type Rating (LWTR) and Type Rating (TR). This expansion of detail provides an indication of the degree/level of knowledge, experience, competence and skill in aeronautical engineering required by the Regulations.

5. There are three level numbers and they are defined as follows:
   (a) Level 1: General appreciation of principles and familiarisation of the subject;
   (b) Level 2: Comprehension of principles and salient features with a practical ability to assess operational condition;
   (c) Level 3: Detailed knowledge of all aspects of the subject.

6. In applying the above levels to the subjects which, in particular relate to aircraft, engines, systems and items of equipment, the following aspects shall be considered:
   (a) theoretical principles;
   (b) constructional arrangements, functional and design features;
   (c) maintenance practices;
   (d) normal, deteriorated and failed conditions.

### MODULAR KNOWLEDGE AND SKILL SUBJECTS FOR AIRCRAFT MAINTENANCE ENGINEER

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**Module 4(A) Category ‘A’—Aeroplanes**

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<td>Preparation of inspection reports and establishment of work required</td>
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<td>Final inspection—preparation of final reports and records/log book entries</td>
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<td>Mandatory modifications, Inspections, Service bulletins, Airworthiness Directives applicable to the type rating sought</td>
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<td>Assembly procedures and approved repair schemes applicable to major components</td>
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#### Module 4(b) Category ‘A’ – Aeroplanes

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### Module 6  Category ‘C’—Piston Engines in Aeroplanes, Rotorcraft and Airships

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**Repairs and rectification**

|                  | 1     | 1       |
| Machining |       |         |
| Heat treatment |       |         |
| Anodic treatments |       |         |
| Plating |       |         |
| Corrosion treatments |       |         |

|                  | 2     | 2       |
| Protective treatments and finishes |       |         |
| Surface finishes |       |         |
| Fits and clearances |       |         |
| Thread forms |       |         |

**Overhaul activity**

<p>|                  | 1     | 2       |
| Cylinder and piston assemblies |       |         |
| Cooling baffles – hottest cylinder |       |         |
| Main casings |       |         |
| Rear covers |       |         |
| Gear trains |       |         |
| Camshaft and valve operating mechanisms |       |         |
| Crankshaft, connecting rods – bearings |       |         |
| Lubrication systems–passages, jets, pumps, pressure relief valves, coolers, thermostatic valves, filters and strainers |       |         |
| Sealing-slinger rings, and mechanical flow control |       |         |
| Crank cases, rear covers, sumps |       |         |
| Engine mounting provisions |       |         |
| Governor drive provision |       |         |
| Induction and exhaust manifolds |       |         |
| Reduction gears, assemblies and housings |       |         |
| Superchargers/turbochargers |       |         |
| Carburettor/injection systems |       |         |
| Hoses and pipes |       |         |
| Electrical wiring |       |         |</p>
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Module 7  Category ‘C’—Fixed and Variable Pitch Propellers

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## Module 8  Category ‘C’– Turbine Engines in Aeroplanes, Rotorcraft and Airships

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<td>Internal cooling, external cooling, sealing air</td>
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**Module 9**

**Category ‘A’ & ‘C’–Rotorcraft**

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<td>Retreating blade stall</td>
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<td>Reverse flow</td>
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<td>Auto-rotation; auto-rotative force/blade section</td>
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<td>Twin rotors</td>
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<td>Rotorcraft structures, load paths, vibration effects</td>
<td>Construction Arrangements</td>
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<td>Landing gear configurations; skids/wheels/floats</td>
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<td>Fuselages, tail cones, pylons, engine mounts</td>
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<td>Rotor heads – main and tail rotor</td>
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<td>Articulated, rigid, semi-rigid, teetering</td>
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<td>Swash plate/spider control input methods</td>
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<td>Blades: construction and materials; balancing: static, dynamic, span wise, chord wise</td>
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<td>Tracking: flag and in-flight methods</td>
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<td>Tabs/trailing edge bending</td>
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<td>Vibration – effects and analysis</td>
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<td>Automatic Pilots/Autostabilisers – Control interface</td>
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<td>Windscreen wipers</td>
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<td>Ram air</td>
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<td>Tail rotor drive: drive shafts, intermediate gearboxes, tail rotor gearboxes</td>
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<td>Universal drive provision</td>
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<td>Splined shafts, type of gears – tooth pattern</td>
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### Module 10  Category ‘A’ & ‘C’—Airships

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<td>Bodies immersed in fluids</td>
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<td>Gases: free to expand/constant volume/constant temperature/constant pressure</td>
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<td>Mixture of gases in a containing vessel</td>
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<td>Centre of gravity, centre of buoyancy, static heaviness, static lightness, static trim</td>
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<td>Ballonet ceiling, pressure height</td>
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<td>Ballonets, gases, load curtains, shear curtains, support cables, gas valves, air valves, entry ports, inspection domes, charge adaptors, load patches, handling lines, nose cone</td>
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<td>Charging, purging, porosity checks</td>
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<td>Airs systems: ram air scoops, ballonet fans, dampers, transfer fans</td>
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<td>Main Structures</td>
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<td>Materials: Kevlar laminate, fibrelam, sandwich panels, metal skin frames and stiffening</td>
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<td>Moulding/bonding techniques</td>
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### Civil Aviation (Personnel Licensing) Regulations, 2019

#### Syllabus Subject Details

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<td><strong>Control systems: electronic control, emergency forward coarse selection</strong></td>
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<td><strong>Balance</strong></td>
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<td><strong>Clutches</strong></td>
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<td><strong>Materials</strong></td>
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<td><strong>Protective finish: contour control, visibility</strong></td>
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<td><strong>Duct pivoting systems: drive and control, motors, limit control, gear boxes, inter-connection, emergency manual</strong></td>
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#### Ground Handling

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<td><strong>Attaching to/releasing from/mast</strong></td>
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<td><strong>Helium: charging, purifying, leak testing</strong></td>
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<td><strong>Pressure watch techniques</strong></td>
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<td><strong>Mooring – mobile/portable</strong></td>
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#### Module 13 Human Performance

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<td><strong>The need to take human factors into account</strong></td>
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<td><strong>Incidents attributable to human factors/ human error</strong></td>
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<td><strong>‘Murphy’s’ Law</strong></td>
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| Human Performance and Limitations | 2 | 
| **Vision** | | 
| **Hearing** | | 
| **Information processing** | | 
| **Attention and perception** | | 
| **Memory** | | 
| **Claustrophobia and physical access** | | 

| Social Psychology | 1 | 
| **Responsibility: individual and group Motivation and demotivation** | | 
| **Peer pressure** | | 
| **‘Culture’ issues** | | 
| **Team working** | | 
| **Management, supervision and leadership** | | 

| Factors Affecting Performance | 2 | 
| **Fitness/health** | | 
| **Stress: domestic and work related** | | 
| **Time pressure and deadlines** | | 
| **Workload: overload and underload** | | 
| **Sleep and fatigue, shiftwork** | | 
| **Alcohol, medication, drug abuse** | | 

| Physical Environment | 1 | 
| **Noise and fumes** | | 
| **Illumination** | | 
| **Climate and temperature** | | 
| **Motion and vibration** | | 
| **Working environment** | | 

| Tasks | 1 | 
| **Physical work** | | 
| **Repetitive tasks** | | 
| **Visual inspection** | | 
| **Complex systems** | |
### Syllabus Subject Level Details

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### Module 21  Basic: Electrical Equipment and Systems

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<td>Principles of primary and secondary cells</td>
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<td>Methods of charging batteries in aircraft</td>
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<td>Basic laws and principles</td>
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## Syllabus Subject: Auxiliary Power Units

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## Syllabus Subject: Ground Power Supplies

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## Syllabus Subject: Centralised Warning and Indication Systems

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## Syllabus Subject: Galley/Toilet Services

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### Module 22 Basic: Instruments Category ‘X’

#### Pitot-Static Systems and Instruments

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<tr>
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<td>Airspeed indicator, altimeter, vertical speed indicator, and machmeter</td>
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<td>Servo altimeter</td>
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<td>Pitot probes, static plates and heaters</td>
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<td>Pipelines and flexible hoses</td>
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<td>Drain straps, associated equipment</td>
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#### Rate of Turn and Slip Indication

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#### Vacuum System

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#### Pressure Measurement

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<td>Sensing elements; capsules, bellows, Bourdon tubes, transmitters</td>
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#### Temperature Measurement

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#### Rotational Speed Measurement

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#### Position Measurement

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#### Quantity Measurement

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#### Flow Measurement

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#### Compasses

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#### Air Data Computation

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#### Reduced Vertical Separation Minima

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**Module 23 Basic Gyroscopes and Servomechanisms Category ‘X’**

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**Module 24 Automatic Pilots—Aeroplanes Category ‘X’**

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**Module 25  Automatic Pilots—Common - Category ‘X’**

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Module 26 Automatic Pilots—Rotorcraft- Category ‘X’

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<td></td>
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<td>RF Amps, IF Amps</td>
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<td>Oscillators, frequency synthesisers</td>
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<td>Frequency multipliers</td>
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<td>Mixers, detectors, BFO, AGC</td>
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<td>Noise limiters, muting circuits, audio amplifiers</td>
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<td>Modulators, RF power amplifiers matching units</td>
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<td>Interference</td>
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<td>Principles and methods used to minimise the effects of conducted and radiated interference</td>
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<td>Aerials and Feeders</td>
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<td>Methods used to minimise the effects of lightning strikes and static on aerials</td>
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<td>Communication</td>
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<td>Public address and entertainment systems</td>
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<td>Headsets and microphones</td>
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<td>Signal sources</td>
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## Syllabus Subject Level Details

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<td>Loading</td>
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<td>Marker</td>
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<td>Receiver</td>
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<td>Loop and sense aerials and feeders</td>
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<td>Bearing errors and correction devices</td>
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<td>EADI, EHSI; symbol generators</td>
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### Module 32  Radar Systems – Category ‘R’

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<td>Duty cycle, pulse shape, pulse width</td>
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<td>Weather radar:</td>
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<td>Control and monitoring circuits</td>
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<td>Indicators; displays</td>
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<td>Scanners; waveguides</td>
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<td>Doppler:</td>
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<td>Aerials</td>
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<td>Indicators</td>
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<td>Interface with other equipment</td>
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<td>Radio altimeters:</td>
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<td>Pulse and FM, CW systems</td>
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<td>Interface with other aircraft systems</td>
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<td>ATC Transponders:</td>
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<td>Instrument system interface</td>
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<td>Control and monitor circuits</td>
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</table>
B. Aircraft Maintenance Engineer’s Instructor and Examiners

1. **Requirements for aircraft maintenance instructor rating**

   1.1 An applicant for Instructor rating shall-

   (a) Be not less than 21 years of age;

   (b) Hold a valid AME licence;

   (c) Hold at least one valid rating for AME licence holder

   (d) Have successfully completed the training referred to in regulation; and

   (e) Have passed the theoretical knowledge examination referred to in regulation and have acquired the required experience

   1.2 **Training**

   An applicant for the issuing of an Aircraft Maintenance Instructor rating shall have successfully completed the appropriate training

   1.3 **Theoretical knowledge examination**

   An applicant for the instructor rating shall have completed the appropriate examination for AME licence

   1.4 **Experience**

   An applicant for the Aircraft Maintenance Engineer Instructor Rating shall comply with the requirements for the appropriate experience as stipulated in schedule

   1.5 **Validity**

   The AME Instructor rating shall be valid for 24 months subject to a valid AME licence is

   1.6 **Privileges of Instructor Rating**

   The holder of AME Instructor Rating shall be entitled to

   Give academic or practical instruction on any of the valid ratings held by him or her

   1.7 **Renewal of Instructor rating**

   (a) The holder shall within the 24 months preceding the date of expiry of the rating, have for not less than six months exercised the privileges of an aircraft maintenance instructor.

   (b) An application for the renewal of the rating shall, within 90 days immediately preceding the date of expiry of such rating, be made to the Authority and pay the appropriate fee prescribed in the First Schedule.

2.0 **AME Designated Examiner Authorisation-General**

2.1 An applicant for AME Designated examiners shall:-

   (a) be 23 years of age

   (b) have the specialised experience appropriate to the particular function for which designation is sought

   (c) be of unquestionable integrity, co-operative attitude, and ability to exercise sound judgement

   (d) have the ability to maintain the highest degree of objectivity while performing authorised functions on behalf of the Authority in compliance with CAR and safety goals, notwithstanding any coercion by any person to the contrary;

   (e) Must hold a current valid instructor rating with an appropriate rating and must demonstrate the ability to carry
out instruction and examination to determine the status of Aircraft, engines, avionics, instruments, electrical and components parts of a similar type and complexity for which DE is sought;

(f) submit an application accompanied by a letter from the applicant’s employer, attesting to the applicant’s integrity and qualifications to perform instruction and examination on products of similar type and complexity to those for which designation is sought; and

(g) submit supporting documents, to substantiate that he or she meets all the relevant qualifications

2.2 Knowledge

The applicant shall have demonstrated the following:

(a) Current and thorough knowledge of the Civil aviation regulations

(b) Current technical knowledge

2.3 Experience

The applicant shall have the following experience:

(a) At least five years of satisfactory experience in the field of work covered by the designation.

(b) At least five years experience as an Instructor at an AMO or an aircraft manufacturer’s training school that has been involved with either-

(i) The issuing course

(ii) The management of programs, leading to the issuing of course certificates, in either case for aircraft, engines, propeller, avionics, instruments, electrical and component parts of similar type and complexity to those for which DE designation is sought.

3. Validity

Designation shall be for 12 months

4. Renewal

The designation may be renewed if the applicant:

(a) shows evidence of having conducted at least 6 skill tests during the last 12 months period in order to maintain designation;

(b) has been observed by the Authority in the conduct of skill test at least once in the preceding 12 calendar months; and

(c) pays the appropriate fee as prescribed in the First Schedule

5. Examination Board

Skill requirements examination/observation board

(a) Skill requirements examination/observation board may be formed on ad-hoc/need basis.

(b) The board shall be constituted of experts who shall be properly qualified on ratings being sought.

(c) Such experts shall be assembled from different Aircraft Maintenance organisations in order to reduce conflict of interest.

(d) In all cases, the CAAZ shall approve the chair person and secretary to the skill requirements examination/observation board.

THIRTY-THIRD SCHEDULE

2.1.2 Designated Examiners for Flight Operation Officers

2.1.2.1 General Requirements

Age: An applicant for a Flight Operations Officer Examiner shall be at least 23 years of age.

General eligibility.
(1) Show evidence of a high level of aeronautical knowledge in the subject areas for the Flight Operations Officer (FOO) certification.

(2) Have held a FOO licence for at least five years prior to the designation.

(3) Have been actively exercising the privileges of the FOO licence in commercial air transport in the previous three years.

(4) Have a good record as a FOO and a person engaged in the industry and community with a reputation for honesty and dependability.

(5) Have satisfactorily completed the FOO examiner orientation programme with the Authority.

(6) The applicant must 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.

2.1.2.2 Knowledge

The applicant shall have passed a pre-designation test on the following:

(1) Air Law and Regulations for FOO personnel.

(2) Aircraft knowledge on the aircraft used for testing.

(3) Flight performance calculation and planning procedures.

(4) Human performance.

(5) Meteorology.

(6) Navigation.

(7) Radio communication.

(8) Recent changes in technology to include fly by wire aircraft systems, GPS navigation, required navigation performance (RNP) requirements, TCAS, ADS-B, as well and Enhanced Wind Shear Systems.

2.1.2.3 Skill

The Authority shall observe the applicant conducting a complete actual FOO certification using the approved STS in a satisfactory manner.

The applicant shall complete all required paper work for the certification as required by the Authority.

2.1.2.4 Currency

After designation, a FOO examiner shall maintain currency by—

(1) Attending initial and recurrent training conducted by the Authority, and

(2) Maintaining a current and valid FOO licence.

The FOO examiner shall conduct at least 6 skill tests during any 12 calendar month period in order for the designation to remain current.

The FOO examiner shall be observed by the Authority in the conduct of a skill test at least once each 12 calendar months.

2.1.2.5 Privileges

The FOO examiner may conduct Skill test for the Flight Operation Officer licence in accordance with approved STS standard.

The FOO examiner may conduct or monitor any portion of a computerised knowledge test.

2.1.2.6 Validity

The designation for a FOO shall be valid for a year.

2.1.2.7 Details Renewal

The FOO examiner designation may be renewed by the Authority if:

(1) The need for the designation remains valid;

(2) The performance of the examiner has been satisfactory.
S.I. 176 of 2019

THIRTY-FOURTH SCHEDULE

REVALIDATION OF LAPPED PROFESSIONAL LICENCES

The following requirements apply to the revalidation of lapsed licences and ratings.

1. COMMERCIAL PILOT LICENCE
   (a) To revalidate a Commercial Pilot Licence that has lapsed for a period of 18 months or less, the holder shall:
       (i) pass a class 1 medical examination.
       (ii) Undergo refamiliarisation training with an approved training organization who shall sign and authorize the holder to apply for approval to undergo a skill test. The refamiliarisation flying shall be on a type previously held. The requirements for currency before carriage of passengers shall apply.
       (iii) pass a skills test with a designated examiner.
       (iv) pay the appropriate fee.
       (v) meet any other requirements the Authority may set.
   (b) To revalidate a Commercial Pilot Licence that has lapsed for more than 18 months but less than 24 months the holder shall:
       (i) pass a knowledge test in Air Law in addition to meeting the requirements of (a) above.
   (c) To revalidate a Commercial Pilot Licence that has lapsed for periods exceeding 24 months the holder shall:
       (i) pass a knowledge test in—
           • Air law;
           • Meteorology;
           • Navigation;
           • Flight planning;
           In addition to meeting the requirements of (a) above.
   (d) Where an applicant shows proof of continued currency and competency on types, categories and classes held on the Zimbabwe licence basing on a foreign license a skill test and class 1 medical and an appropriate fee shall be acceptable however the Authority must consulted and satisfied with the proof shown and approval for flight test obtained. Where the proof of continued currency is not satisfactory the Authority will specify the requirements to be met.

2. AIR TRANSPORT PILOT LICENCE
   To revalidate a lapsed ATPL the holder shall meet the requirements as applies to Commercial licences and where the licence has lapsed for more than 24 months the holder shall be required to complete at least—
   (i) 10 hrs Line Oriented Flight Training
   (ii) successfully complete an approved CRM course before seeking approval for an ATPL skill test.

3. AIR TRAFFIC CONTROL LICENSE
   (a) To revalidate an ATC licence that has lapsed for more than 6 months the holder shall:
       (i) pass an appropriate medical;
       (ii) undergo rating refresher course for each rating being revalidated;
       (iii) on completion obtain an endorsement and authorisation from an authorised instructor to undergo an rating initial skills test;
       (iv) pass a skills test for the rating;
       (v) pay the appropriate;
   (b) To revalidate an ATC licence that has lapsed for more than 6 months but less than 12 months the holder shall:
       (i) pass an appropriate medical;
       (ii) pass a refresher course at an ATO for each rating being revalidated;
       (iii) complete a facility rating training programme with an ATS provider related to the ATO;
       (iv) pass an initial skills test for the rating;
       (v) pay the appropriate.
4. AIRCRAFT MAINTENANCE TECHNICIAN LICENCE (AMT)

A licence which has lapsed for more than two years will not be considered for renewal without examination of the holder. The extent of the examination will be dependent on the nature of the employment of the holder since the licence expired and the ratings of the licence. The revalidation process for lapsed AMT licences shall be published through Airworthiness Notice.

5. CABIN CREW LICENCE

To revalidate a lapsed Cabin crew licence the holder shall meet the requirements for recurrent training for the licence and successfully complete a CRM course approved by the Authority. Where the licence has lapsed for more than 24 months the holder shall receive training equivalent to initial training.

6. FLIGHT OPERATIONS/DISPATCH LICENCE

6.1 Where a licence has not been renewed by the date of expiry; the validity of the licence standards are lapsed.

6.2 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;
   (b) there are no additional requirements;
   (c) More than six (6) months but not more than two (2) years—
      (i) pass written examination in Air Law;
      (ii) meet the renewal requirements;
   (d) 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;
   (e) More than ten (10) years, an applicant shall meet all requirements for the initial issue of a Flight Dispatcher Licence.

7. INSTRUMENT RATING

(a) If the IR(A) has lapsed for less than 36 months, the holder will be required to undergo refresher training and retake the IR skill test;
(b) If the IR(A) has lapsed for more than 36 months, the holder will undergo refresher training and be required to retake the IR theoretical knowledge examination and skill test.

THIRTY-FIFTH SCHEDULED

Revalidation of Lapsed Private Pilot Licences

Introduction

The terms detailed below apply to an applicant who holds and wishes to revalidate a lapsed Zimbabwean Private Pilot Licence. The terms and testing requirements to revalidate the licence are based on the period of time elapsed since the licence holder last flew as Pilot in Command of an aircraft. The terms are split into 3 sections:

Section A: details the requirements to revalidate a Licence where the holder has not flown as Pilot in-Command of an aircraft for a period exceeding 10 years.

Section B: details the requirements to revalidate a Licence where the holder has not flown as Pilot in-Command of an aircraft for a period exceeding 5 years but less than 10 years.

Section C: details the requirements to revalidate a Licence where the PPL has lapsed for a period not exceeding 5 years.

Section A

When applying to revalidate a Zimbabwean PPL that has lapsed for a period exceeding 10 years, an applicant must:

1. Pass all knowledge (written) examinations: Note: Air Law must be passed before going Solo. Fight Planning, Navigation and Met must be passed before the first solo cross country flight and the exams are valid for six months.

2. Produce logbook evidence of having completed:
   (i) 2 hours dual flying training with an instructor under an ATO to include landings and take-offs and general handling;
   (ii) 8 hours as Pilot in Command which must include 4 hours general handling and 4 hours cross country including the mandatory triangular flight.
3. Pass a skills test with an approved Examiner specifically assigned to conduct the test. Note: a skill test must be authorised by the Personnel Licensing office.

Section B

When applying to revalidate a Zimbabwean PPL that has lapsed for a period exceeding 5 years but less than 10 years, an applicant must:

1. Pass a written examination in—
   (i) Aviation Law, Flight Rules and Procedures;
   (ii) Navigation;
   (iii) Flight Planning and Performance;
   (iv) Meteorology;
   (v) Oral Radio Telephony;
   (vi) In addition the applicant will be required to pass the Human Performance examination if he has not sat for this examination before.

2. Produce log book evidence of having completed—
   (i) 2 hours dual flying training with an instructor under an ATO to include landings and take-offs and general handling and cross country;
   (ii) 3 hours Pilot in Command to include 1 hour general handling flying and 2 hours cross country flying.

3. Pass a skill test with an approved examiner specifically assigned to conduct the test. Note: a skill test must be authorised by the licensing office.

Section C

When applying to revalidate a Zimbabwean PPL that has lapsed for a period not exceeding five years an applicant must:

1. Pass a written examination in Human Performance examination if he has not sat for this examination before.

2. (i) Produce logbook evidence of at least one hour general flying with an Instructor under an ATO for the purpose of assessment. The rest of the dual flying time to be as recommended by the instructor.
   (ii) Produce a certificate from an instructor of an ATO certifying the applicant's suitability to take a PPL skills test.

3. Pass a skill test with an approved examiner specifically assigned to conduct the skill test.

4. In all situations, the applicant will be required to—
   (i) pass an appropriate medical;
   (ii) pay the appropriate fee;
   (iii) meet any further requirements that may be imposed by the Authority. It is therefore advisable to consult the Licensing office before embarking on the above processes.

Aircraft Ratings

The applicant will initially be granted an aircraft rating on the type of aircraft used during the revalidation process.

Other Ratings

Night ratings and any other ratings will be assessed on a case-by-case basis using experience and instructor evaluation as the basis of assessment.