



Barbados Civil Aviation Department

BCAD Document PLAC-028

PERSONNEL
LICENSING
ADVISORY
CIRCULAR

COMPETENCY REQUIREMENTS FOR
PILOTS' LICENSING

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COMPETENCY REQUIREMENTS FOR PILOTS' LICENSING (Aircraft Operation Regulations 41, 42, 43, 44)

Barbados has developed regulation and standards to ensure the maintenance of competency of pilot licences and ratings in the following manner:

Recency requirements for PIC

(1) The exercise of any of the privileges of an airman's licence issued under the Barbados Civil Aviation Regulations shall be dependent upon the validity of such licence in respect of

(a) the medical currency of such airman's licence;

(b) the competency of the airman; and

(c) the recency of experience of the airman.

(2) No person shall act as pilot in command of an aircraft carrying passengers, nor of an aircraft certified for more than one required flight crew member unless within the preceding 90 days that pilot has

(a) made 3 take-offs and landings as the sole manipulator of the flight controls in an aircraft of the same category and class and where a type rating is required, of the same type; or

(b) for a tailwheel aeroplane, made 3 take-offs and landings in a tailwheel aeroplane with each landing to a full stop.

(3) A pilot who has not met the recency of experience for take-offs and landings referred to in paragraph (2), shall satisfactorily complete a re-qualification training programme acceptable to the Director.

(4) The requirements of paragraphs (2) and (3), may be satisfied in a flight simulator.

(5) The 90 day period prescribed in paragraph (1), may be extended up to a maximum of 120 days where the pilot meets the requirements of paragraph (1), on a line flight under the supervision of a type rating instructor or flight test examiner.

(6) Where a period beyond the 120 days extension under paragraph (4), is required, the recency requirement shall be satisfied by a training flight or use of a flight simulator.

Requirements For flying under instrument flight rules or instrument meteorological conditions.

(1) No person shall act as pilot in command in an aircraft under instrument flight rules, nor in instrument meteorological conditions, unless he has, within the past 12 months

(a) logged at least 6 hours of instrument flight time including at least 3 hours in flight in the category of aircraft; and

(b) completed at least 6 instrument approaches.

(2) A pilot who has completed an instrument proficiency check with a flight test examiner, retains recency for instrument flight rules operations for 12 months following such check.

Recency take-off and landing requirements For co-pilot.

(1) No pilot shall act as co-pilot at the flight controls of an aircraft during take-off and landing unless, within the preceding 90 days, such pilot has

(a) made 3 take-offs and landings as the pilot in command or co-pilot in an aircraft of the same category and class and where a type rating is required of the same type; and

(b) for a tailwheel aircraft, made the 3 take-offs and landings as the pilot in command or co-pilot in a tailwheel aircraft with each landing to a full stop.

(2) A pilot who has not met the recency requirements for takeoffs and landings prescribed by paragraph (1), shall satisfactorily complete a re-qualification training programme acceptable to the Director.

(3) The requirements of paragraphs (1) and (2), may be satisfied in a flight simulator.

(4) The 90 day period prescribed in paragraph (1), may be extended up to a maximum of 120 days where the pilot meets the requirements of paragraph (1), on a line flight under the supervision of a type rating instructor or flight test examiner.

(5) Where a period beyond the 120 days extension under paragraph (4), is required, the recency requirement shall be satisfied by a training flight or use of a flight simulator.

Required proficiency for general aviation pilots.

(1) No person shall act as pilot in command of an aircraft type certified for more than one pilot unless, since the beginning of the preceding 12 months, he has passed with a flight test examiner, a proficiency check in an aircraft requiring more than one pilot.

(2) No person shall act as pilot in command of an aircraft type certified for more than one pilot unless, since the beginning of the preceding 24 months, he has passed a proficiency check in the aircraft type to be operated.

(3) No person shall act as pilot in command of an aircraft type certified for a single pilot unless, since the beginning of the preceding 24 months, he has passed a proficiency check with a flight test examiner.

(4) A flight test examiner conducting proficiency checks under the Aircraft Operations Regulation shall ensure that each proficiency check duplicates the manoeuvres of the type rating skill test.

(5) No person shall act as co-pilot of an aircraft type certified for more than one pilot unless, since the beginning of the preceding 12 months, he has

(a) become familiar with the aircraft systems, performance, normal and emergency procedures; and

(b) logged 3 take-off and landings as the sole manipulator of the controls.

(6) This requirement shall not apply to pilots engaged in commercial air transport operations.

(7) For medical competency please refer to circular PLAC -014

(8) This circular must be used in conjunction with circular PLAC- 014 and the appropriate BCAD PEL proficiency forms.

(9) The above requirements have been taken from the Barbados Civil Aviation Aircraft Operation Regulations 41, 42, 43, 44.

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