

S.I. 2007 No. 172

**Civil Aviation Act
(Act 2004-18)**

**CIVIL AVIATION (GENERAL APPLICATION AND
PERSONNEL LICENSING) REGULATIONS, 2007**

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**Civil Aviation Act
(Act 2004-18)**

**CIVIL AVIATION (GENERAL APPLICATION AND
PERSONNEL LICENSING) REGULATIONS, 2007**

The Minister in exercise of the powers conferred on him by section 10 of the *Civil Aviation Act*, makes the following Regulations:

PART I

Preliminary

1. These Regulations may be cited as the *Civil Aviation (General Application and Personnel Licensing) Regulations, 2007*. Citation.

2. In these Regulations,

"Act" means the *Civil Aviation Act, 2004*;

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tion.

Act 2004-
18.

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

"aeronautical experience" means pilot time obtained in an aircraft, approved flight simulator or approved flight training device for meeting the training and flight time requirements of these Regulations;

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

"aeronautical product" means any aircraft engine, propeller, or sub-assembly, appliance, material, part or component to be installed on an aircraft, or any aircraft;

"aircraft avionics" means any electronic device – including its electrical part – for use in an aircraft, including radio, automatic flight control and instrument systems;

"aircraft category" means the classification of aircraft according to specified basic characteristics such as aeroplane, glider, airship, helicopter or free balloon;

"aircraft component" means any component part of an aircraft up to and including a complete powerplant and any operational or emergency equipment;

"aircraft maintenance programme", means a maintenance programme approved by the Director;

"aircraft type" means all aircraft of the same basic design;

"airframe" means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces, including rotors but excluding propellers and rotating airfoils of a powerplant, landing gear of an aircraft and their accessories and controls;

"aircraft maintenance engineer" means a person approved by the Director to perform defined maintenance upon aeronautical products and includes persons similarly qualified by other Contracting States and referred to as "licensed mechanic", "certificated mechanic" or "certified mechanic", "aviation maintenance technician", "aircraft maintenance technician licence holder" or by any other term which means an aircraft maintenance engineer;

"airman licence" means either a pilot licence, flight engineer licence, an air traffic control licence, aircraft maintenance licence issued in accordance with these Regulations;

"air operator" means a person who undertakes to engage in domestic commercial air transport or international commercial air transport, whether directly or indirectly or by a lease or any other arrangement;

"air transport service" means a service for the carriage by air of passengers, cargo or mail;

"air traffic control" means a service that promotes the safe, orderly, and expeditious flow of air traffic at airports and during the approach, departure and *en route* environments;

"air traffic control facility" means an area control centre, approach control unit and an airport control tower;

"appliance" means any instrument, mechanism, equipment, part, apparatus, appurtenance or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight, that is installed in or attached to the aircraft and is not part of an airframe, powerplant, or propeller;

"approach control service" means an air traffic control service for arriving or departing controlled flights;

"approved flight training device", means a flight training device that has

- (a) a cockpit that accurately replicates a specific make, model and type of aircraft cockpit; and
- (b) handling characteristics that accurately model the aircraft handling characteristics;

"approved maintenance organisation" means an organisation approved by the Director or by a Civil Aviation Authority of another Contracting State to perform specific aircraft maintenance activities including the inspection, overhaul, maintenance, repair and modification and release to service of aircraft or aeronautical products;

"approved maintenance programme" means a maintenance programme approved by the State of Registry;

"approved standard" means a manufacturing, design, maintenance, or quality standard approved by the Director;

"approved training" means training carried out under special curricula and supervision approved by the Director;

"area control centre" means a unit established to provide air traffic control service to controlled flights in control areas under its jurisdiction;

"area control service" means an air traffic control service for controlled flights in control areas;

"authorised instructor" means a person who

(a) holds a current flight instructor rating issued under Part IV of these Regulations; or

(b) is authorised by the Director to provide ground training, flight simulator training or flight training under these Regulations;

"aviation document" means a licence, permit, accreditation, certificate or other document issued by the Minister to a person or in respect of an aeronautical product, airport facility or service;

"aviation repair specialist" means a person who holds an aviation repair specialist licence issued in accordance with regulation 184, to perform repair works on specific aeronautical products under the supervision of an air operator or aircraft maintenance organisation;

"balloon" means a non-power driven, lighter-than-air aircraft;

"Barbadian aircraft" means a civil aircraft registered in Barbados;

"Barbados air operator certificate" means an air operator certificate issued by the Director under the Act;

"Category II operations" means with respect to the operation of aircraft, a straight-in instrument landing system approach to the runway of an airport under a Category II instrument landing system instrument approach procedure issued by the Director or the appropriate authority of another Contracting State;

"Category III operations" means with respect to the operation of aircraft, an Instrument Landing System approach to, and landing on, the runway of an airport using a Category III instrument landing system instrument approach procedure issued by the Director or the appropriate authority of another Contracting State;

"commercial air transport" means the transport by air 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 required standard;

"complex aeroplane" means an aeroplane that has a retractable landing gear, flaps and a controllable pitch propeller;

"co-pilot" means a licenced pilot serving in a piloting capacity other than as pilot-in-command, who is designated as co-pilot and who meets the requirements under these Regulations for such position;

"core curriculum" means a set of courses approved by the Director for use by an approved aviation training organisation and its satellite approved aviation training organisations consisting of training that is required for licensing or aircraft ratings, but does not include training for tasks and circumstances unique to a particular user;

"course" means a programme of instruction to obtain

- (a) an airman licence; and
- (b) rating, qualification or authorisation;

"course ware" means instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programmes, audio-visual programmes, workbooks and handouts;

"crew resource management" means a programme designed to improve the safety of flight operations by optimizing the safe, efficient and effective use of human resources, hardware and information through improved crew communications and co-ordination;

"cross-country" means a flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures;

"currency" means a period of validity of a medical assessment required for an airman licence;

"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 inactivity by the flight crew that leads to deviations from organisational or flight crew intentions or expectations;

"examiner" means a person designated by the Director to conduct aeronautical knowledge tests or other tests for which he is qualified;

"flight crew member" means a licensed crew member charged with duties essential to the operation of an aircraft during flight time;

"flight information centre" means a unit established to provide flight information service and alerting service;

"flight information region" means airspace of defined dimensions within which flight information service and alerting service are provided;

"flight simulation training device" means any one of the following three types of apparatus in which flight conditions are simulated on the ground:

- (a) a flight simulator, which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic, aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;
- (b) a flight procedures trainer, which provides a realistic flight deck environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, 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 flight deck environment of an aircraft in flight in instrument flight conditions;

"flight simulator" means a device that

- (a) is a full-size aircraft cockpit replica of a specific type, make, model and series of aircraft;
- (b) includes the hardware and software necessary to represent the aircraft in ground and flight operations;
- (c) uses a force cueing system that provides cues at least equivalent to those cues provided by a 3-degree freedom of motion system;

- (d) uses a visual system that provides at least a 45-degree horizontal field of view and a 30-degree vertical field of view simultaneously for each pilot; and
- (e) has been approved or accepted by the Director;

"flight test examiner" means a person designated by the Director to conduct an evaluation in an aircraft, flight simulator or a flight training device for a particular type of aircraft for an operator or aviation training organisation;

"flight time aircraft" means the total time from the moment an aircraft first moves for the purpose of taking off until the moment it comes to rest at the end of the flight;

"flight time (glider)" 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;

"flight time helicopter" means the total time from the moment a helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped;

"flight training" means training other than ground training, received from an authorised instructor in flight in an aircraft;

"flight training device" means an instrument that

- (a) is a full-size replica of the instruments, equipment, panels, and controls of an aircraft, open or in an enclosed cockpit, including the hardware and software for the systems installed, that is necessary to simulate the aircraft in ground and flight operations;

(b) need not have a force cueing or visual system; and

(c) has been approved or accepted by the Director;

"flight training equipment" means an aircraft, flight simulator or a flight training device;

"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;

"gyroplane" means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axis;

"high performance aeroplane" means an aeroplane with an engine of more than 200 horse power;

"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;

"inspection" means the examination of an aircraft or aeronautical product to establish compliance with a standard approved by the Director;

"inspector" means a person designated by the Director under regulation 3(4) to conduct an inspection, aeronautical knowledge test, skill test and proficiency check, as applicable, for an airman licence and ratings;

"instrument approach" means procedure for approach prescribed by the Civil Aviation Authority having jurisdiction over an airport;

- "instrument flight time" means time during which a pilot is piloting an aircraft solely by reference to instruments;
- "instrument ground time" means time during which a pilot is practising, on the ground, simulated instrument flight in a synthetic flight trainer approved by the Director;
- "instrument time" means instrument flight time or instrument ground time;
- "instrument training" means training that is received from an authorised instructor under actual or simulated instrument meteorological conditions;
- "large aircraft" means an aeroplane having a maximum certified take-off mass of 5 700 kilogrammes or more or a helicopter having a maximum certified take-off mass of 3 180 kilogrammes or more;
- "maintenance" means the performance of tasks required to ensure the continuing airworthiness of an aircraft, including anyone or combination of overhaul, inspection, replacement, defect rectification and the embodiment of a modification or repair;
- "medical assessment" means the evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness following an evaluation by the Licensing Authority of the report submitted by the designated medical examiner who conducted the examination of the applicant for the licence;
- "medical certificate" means a Class 1, Class 2 or Class 3 medical certificate issued in accordance with Part IX;
- "minimum equipment list" means a list approved by the Director which provides for the operation of aircraft subject to specified conditions, with particular equipment inoperative, prepared by an air operator or operator of an aircraft, in compliance with or more restrictive than, the master minimum equipment list established for the aircraft type by the aircraft manufacturer and approved in the State of Design;

"national air operator" means a person who has been issued a Barbados air operator certificate by the Director under the Act;

"night" means the hours between the end of evening civil twilight, when the centre of the disc of the sun is 6° below the horizon and the beginning of the morning civil twilight, when the centre of the disc of the sun is 6° below the horizon;

"operating position" means an air traffic control function performed within or directly associated with an air traffic control facility;

"pilot" means a person holding a student pilot licence, private pilot licence, commercial pilot licence or airline transport pilot licence issued in accordance with these Regulations;

"pilot (to)" means to manipulate the flight controls of an aircraft during flight time;

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

"pilot time" means that time in which a person

- (a) serves as a required pilot;
- (b) receives training from an authorised instructor in an aircraft, flight simulator, or approved flight training device; or
- (c) gives training as an authorised instructor in an aircraft, flight simulator, or approved flight training device;

"powered-lift" means a heavier-than-air aircraft capable of vertical takeoff, vertical landing, low speed flight that depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating airfoils for lift during horizontal flight;

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

"problematic use of substances" means the use of one or more psychoactive substances by aviation personnel in a way that:

- (a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; or
- (b) causes or worsens an occupational, social, mental or physical problem or disorder;

"proficiency check" means a competency test on areas of operation to assess continued skills for a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;

"propeller" means a device for propelling an aircraft that has blades on a powerplant-driven shaft and that, when rotated, produces by its action on the air, a thrust approximately perpendicular to its plane of rotation and includes control components normally supplied by its manufacturer, but does not include main and auxiliary rotors or rotating airfoils of powerplants;

"psychoactive substances" 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 audit of those policies and procedures, management review and recommendations for quality improvement;

"rated air traffic controller" means an air traffic controller holding a licence and valid rating appropriate to the privileges to be exercised;

"rating" means an authorisation entered on or associated with a licence or certificate and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence or certificate;

"recency" means the prescribed period of time since an airman last exercised the privileges of his licence, rating or authorisation;

"release to service" means an aeronautical product certified as either airworthy or serviceable that is permitted to return to normal operations;

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

"repair" means the restoration of an aircraft or aeronautical product to a serviceable condition in compliance with an approved standard;

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

"sign a maintenance release (to)" means to certify that maintenance work has been completed satisfactorily in accordance with the applicable standards of airworthiness, by issuing the maintenance release referred to in Annex 6;

"skill test" means a competency test on the areas of operations for the initial issue of a licence, certificate, rating, or authorisation that is conducted by having the applicant respond to questions and demonstrate manoeuvres in flight, in a flight simulator, an approved flight training device or in a combination of these;

"small airplane" means an airplane having a maximum certified take-off mass of less than 5 700 kilogrammes;

"solo flight" means flight time during which a student pilot is the sole occupant of the aircraft, or that flight time during which the student acts as a pilot in command of a gas balloon or an airship requiring more than one flight crew member;

"solo flight time" means flight time during which a student pilot is the sole occupant of an aircraft;

"State of Registry" means the Contracting State on whose register an aircraft is entered;

"training programme" means a programme that consists of courses, courseware, facilities, flight training equipment, and qualified personnel necessary to accomplish a specific training objective and may include 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 a flight simulator or approved flight-training device;

"type rating" means a rating issued with respect to a specific type of aircraft; and

"unmanned free balloon" means a non-power-driven, unmanned, lighter-than-air aircraft in free flight.

PART II

General Administration Practices for all Aviation Documents

Applicability of these Regulations.

3. (1) Regulations made under the Act shall apply to all persons
 - (a) operating or maintaining
 - (i) a Barbadian aircraft;
 - (ii) an aircraft registered in another Contracting State that is operated by a person licensed in Barbados and maintained in accordance with the standards of the aircraft State of Registry, wherever that maintenance is performed; and
 - (iii) an aircraft of other Contracting States operating in Barbados;

(b) certified under these Regulations; and

(c) who engage in an operation governed by these Regulations and who do not have the appropriate certificate, operations specification or similar document required as part of the certification.

(2) Specific standards applicable to the holder of a certificate shall apply where they conflict with a more general regulation.

(3) Foreign air operators who conduct commercial air transport into, from or within Barbados, shall be governed by the provisions of the operations specification issued by the Director, and by those provisions and any other requirements under the *Civil Aviation (Foreign Operator) Regulations 2007*, that specifically address commercial air transport operations. S.I. 2007
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(4) The Director may appoint such number of persons to be inspectors for the purpose of carrying out the requirements of the Act.

(5) An inspector appointed in paragraph (4), is authorised to act as an examiner in respect of the Act or Regulations made thereunder.

(6) The Director may for the purpose of the Act or Regulations,

(a) approve persons, processes, procedures, programmes and aviation documents in accordance with the Act or Regulations;

(b) accept aviation data, documents or approved documents of another Contracting State; and

(c) vary any procedures, processes, programmes or aviation documents approved under the Act or Regulations.

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(7) No personal liability shall be attached to any inspector designated in paragraph (4) in respect of any act or omission done, permitted to be done, or omitted in good faith for the purpose of carrying out the requirements of the *Civil Aviation Act, 2004* or these Regulations.

Requirement to have approved licence, rating or authorisation.

4. No person shall perform any aviation related function requiring a licence, rating, authorisation, approval or certificate unless that person has been issued with or has had his licence, rating, authorisation, approval or certificate validated by the Director for the performance of that function.

Specifications of airman licence.

5. (1) An airman licence issued by the Director under this Part shall

- (a) be in the prescribed form;
- (b) be in the English Language; and
- (c) contain
 - (i) the words "Barbados";
 - (ii) the title of the licence;
 - (iii) the serial number of the licence, in arabic numerals, given by the Authority issuing the licence;
 - (iv) the name of the holder in full;
 - (v) the date of birth of the holder;
 - (vi) the address of the holder;
 - (vii) the nationality of the holder;
 - (viii) the signature of the holder;

- (ix) the conditions under which the licence is issued;
- (x) certification concerning the validity and authorisation for the holder to exercise such privileges appropriate to the licence;
- (xi) the signature of the officer issuing the licence and the date of such issue;
- (xii) a seal or stamp of the authority issuing the licence;
- (xiii) ratings, such as category, class, type of aircraft, airframe and airport control;
- (xiv) remarks, including special endorsements relating to limitations and endorsements for privileges, including an endorsement for language proficiency;
- (xv) a photograph and such other details as required by the Director.

(2) Item headings on a licence shall be uniformly numbered in roman numerals as indicated in paragraph (1)(c), so that on any licence the number will, under any arrangement, refer to the item heading.

(3) An airman's licence issued in accordance with these Regulations shall be so issued without a specific expiration date.

(4) The exercise of any of the privileges of an airman's licence issued under these 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.

(5) Notwithstanding paragraph (4)(a), a person is not required to hold a current medical certificate where he is exercising the privileges set out in the Part A Section 1 of the General Application and Personnel Licensing Standards.

Display of
aviation
document.

6. (1) A person required by the Act or Regulations, to have an airman's licence or aviation document, shall have it in his physical possession, readily accessible in the aircraft or at his work site when exercising the privileges of such licence or aviation document.

(2) A person referred to in paragraph (1), shall produce the licence or aviation document for inspection by the Director or an inspector upon request, or within a time to be determined by the Director or the inspector.

(3) In order to act as a pilot or flight engineer of a Barbadian aircraft and a civil aircraft of foreign registration within Barbados, a pilot shall have in his physical possession or readily accessible in the aircraft a valid pilot licence, or a valid flight engineer licence as applicable.

(4) A person who holds a flight instructor rating shall have the rating, or other documentation acceptable to the Director, in his physical possession or readily accessible in the aircraft when exercising the privileges of that rating.

(5) A person required by these Regulations to have a current medical certificate shall have it in his physical possession or readily accessible in the aircraft or at his work site when exercising the privileges of the licence or authorisation which requires such current medical certificate for its validity.

(6) A holder of an air operator's certificate shall display such certificate in a place in the facility that is normally accessible to the public and that is not obscured.

(7) The owner or operator of an aircraft shall ensure that the airworthiness certificate of the aircraft and the certificate of aircraft registration are carried in the cockpit of the aircraft.

(8) The holder of an approved maintenance organisation certificate shall prominently display that certificate in a place accessible to the public in the principal business office of the approved maintenance organisation.

7. (1) A holder of a licence or certificate issued under the Act or Regulations may apply to change the name on the licence or certificate. Amend-
ment of a
licence or
certificate.

(2) An application in paragraph (1), shall be accompanied by

(a) the current licence or certificate; and

(b) a copy of the marriage certificate, court order or other document verifying the change of name.

(3) The documents specified in paragraph (2), shall be returned to the airman by the Director, after they have been verified.

8. A holder of an aviation document issued by the Director, who has made a change to his permanent mailing address, shall not, after 30 days from that date, exercise the privileges of the licence or certificate unless he has notified the Director in writing of the new permanent mailing address, or current residential address where the permanent mailing address includes a post office box number. Change of
address.

9. (1) A person who has lost or destroyed an aviation document issued under these Regulations shall request a replacement in writing from the Director. Replace-
ment of an
aviation
document.

(2) A request made in paragraph (1), shall state

(a) the name of the applicant;

(b) the permanent mailing address, or where the permanent mailing address includes a post office box number, the current residential address of the applicant;

- (c) an official personal identification number;
- (d) the date and place of birth of the airman or applicant; and
- (e) any available information regarding the
 - (i) grade, number, and date of issuance of the licence, and the ratings, where applicable;
 - (ii) date of the medical examination, where applicable; and
 - (iii) date when the knowledge test was taken, where applicable.

(3) Upon receiving information by facsimile or other medium from the Director confirming that the lost or destroyed document has been re-issued, the facsimile may be used in lieu of the lost or destroyed document for up to 30 days pending the receipt of the duplicate document.

Falsification, unauthorised reproduction or alteration of licence.

10. (1) Where applying for any licence, certificate, rating, qualification, authorisation or duplicate, a person shall not make or cause to be made

- (a) any fraudulent or intentionally false statement; or
- (b) fraudulent entry in any logbook, record or report required by the Act or Regulations.

(2) No person shall make any reproduction of or alteration to any licence, certificate, rating, qualification or authorisation for a fraudulent purpose.

(3) A person who commits any act prohibited under this Regulation may have his airman's licence, rating, certificate, qualification, or authorisation suspended or revoked.

11. (1) The Director may, where safety of flight is affected, after due enquiry

Revocation, suspension or limitation of aviation document.

- (a) suspend;
- (b) revoke; or
- (c) limit,

an aviation document issued by him where the Director is not satisfied that the holder

- (i) is a fit and proper person to hold such aviation document; or
- (ii) continues to meet the conditions of issuance or the requirements prescribed under the Act or Regulations.

(2) Before revoking or limiting an aviation document under paragraph (1), the affected party shall be given

- (a) at least 28 days notice in writing of the intention to so revoke or limit and the reasons for such proposal; and
- (b) an opportunity to make representations as to why the aviation document should not be revoked or limited.

(3) Notwithstanding paragraph (2), where it is determined that the safe operation of the aircraft is adversely affected, the aviation document may be suspended in part or in whole without prior notice until the procedures set out in paragraph (2) are completed.

12. (1) An aviation document issued by the Director shall cease to have effect where it is surrendered, suspended, or revoked.

Effects of surrender, suspension or revocation of aviation document.

(2) A holder of any licence or certificate issued under these Regulations shall return the licence or certificate to the Director where the licence or certificate has been suspended or revoked.

(3) Where an aviation document issued by the Director has been revoked the Director shall cause a notice of such revocation to be published in the daily newspapers in Barbados.

Re-application after revocation.

13. A person whose aviation document has been revoked shall not apply for any licence, certificate, rating, or authorisation for one year from the date of revocation, unless otherwise authorised by the Director.

Re-application after suspension.

14. A person whose aviation document has been suspended shall not apply for a licence, rating, or authorisation during the period of suspension, unless otherwise authorised by the Director.

Voluntary surrender of aviation document.

15. (1) The holder of an aviation document issued under the Act or Regulations made thereunder may voluntarily surrender the aviation document for

- (a) cancellation;
- (b) issuance of a lower grade licence; or
- (c) another licence with specific ratings deleted.

(2) An applicant who voluntarily surrenders his aviation document shall submit a signed statement in the form set out in the General Application and Personnel Licensing Standards.

Inability to perform in accordance with medical certificate.

16. A person who holds a current medical certificate issued under these Regulations shall not act in a capacity for which that medical certificate is required where he

- (a) knows or has suspicion of any medical condition that would make him unable to meet the requirements for the required medical certificate; or
- (b) is taking medication or receiving other treatment for a medical condition that results in him being unable to meet the requirements for the required medical certificate.

17. (1) A person who performs any function requiring a licence, rating, qualification, or authorisation under the Act or Regulations, directly or under contract for a certificate holder and who fails a drug or alcohol test may

Testing for drugs and alcohol.

- (a) be denied any licence, certificate, rating, qualification, or authorisation issued under the Act or Regulations for a period of up to one year after the date of final conviction; or
- (b) have his licence, certificate, rating, qualification, or authorisation issued under the Act or Regulations made thereunder suspended or revoked.

(2) A person who is convicted for the violation of any national or international statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of illegal narcotic drugs, marijuana, depressant or stimulant drugs or substances, may

- (a) be denied any licence, certificate, rating, qualification, or authorisation issued under the Act or Regulations for a period of up to one year after the date of final conviction; or
- (b) have his licence, certificate, rating, qualification, or authorisation issued under the Act or Regulations suspended or revoked.

(3) A person who is subject to these Regulations and who

- (a) refuses to submit to a drug or alcohol test, when requested by the Director or his authorised representative; or
- (b) refuses to furnish or to authorise the release of the test results requested by the Director may
 - (i) be denied any licence, certificate, rating, qualification, or authorisation issued under the Act or Regulations, for a period of up to one year after the date of that refusal; or

- (ii) have his licence, certificate, rating, qualification, or authorisation issued under the Act or Regulations suspended or revoked.

Deviation
certificates.

18. (1) No person shall introduce a procedure which is contrary to those prescribed in the Act or Regulations.

(2) Notwithstanding paragraph (1), where circumstances warrant deviation from prescribed procedures, a certificate holder may apply to the Director for a deviation certificate.

(3) Where the Director determines that the deviation applied for in paragraph (2), is equivalent to what is required, he may approve the use of such procedure by granting a deviation certificate.

(4) An alternative procedure referred to in paragraph (3) (hereinafter referred to as "an equivalent safety case"), shall only be considered on an individual case by case basis and would be conditional upon compliance with any supplementary conditions the Director considers to be necessary to ensure equivalent safety.

(5) A request for a deviation certificate shall be made in a form and manner prescribed and submitted to the Director at least 60 days before the date the deviation is necessary for the intended maintenance, preventive maintenance, modification or operation.

(6) A request for a deviation certificate referred to in paragraph (5), shall contain a statement of the circumstances, justifications and alternate method proposed for the deviation requested, and show that a level of safety shall be maintained equal to that provided by the rule from which the deviation is sought.

(7) A national air operator or person who receives a deviation certificate shall ensure that the appropriate management personnel authorised by an approved maintenance organisation to certify aircraft or aircraft components for release to service, and other personnel, are notified of the deviation, including the extent of the deviation and when the deviation is terminated or amended.

(8) Notwithstanding the 60 day requirement for submission referred to in paragraph (5), where the deviation required is one which necessitates immediate implementation, a national air operator may submit a request for such deviation within a shorter period and where he shows that such deviation is necessary in the interest of safety, the Director may authorise the use of such deviation for a prescribed period.

19. The Director may issue the following licenses under this Part: Licences issued.

- (a) student pilot licence;
- (b) private pilot licence in respect of an aeroplane, airship, helicopter and powered-lift;
- (c) commercial pilot licence in respect of an helicopter, airship and powered-lift;
- (d) airline transport pilot licence in respect of an helicopter and powered-lift;
- (e) flight engineer licence;
- (f) air traffic controller licence;
- (g) aircraft maintenance engineer licence;
- (h) aviation repair specialist licence;
- (i) parachute rigger licence;
- (j) free balloon pilot licence;
- (k) glider pilot licence; and
- (l) flight operations officer.

Validation
of foreign
licence.

20. The Director may validate a licence issued by another Contracting State, by issuing a suitable authorisation to be carried with the foreign licence with such limitations and restrictions as the Director may see fit.

Conversion
of foreign
licence.

21. The Director may issue a Barbados airman licence to an applicant who holds a valid airman licence issued by another Contracting State with such limitations and restrictions as the Director may see fit.

General
airman
ratings.

22. (1) The Director may, in issuing a pilot licence under the Act, grant the following ratings for pilots:

(a) category ratings in the following aircraft:

- (i) aeroplane;
- (ii) helicopter;
- (iii) glider;
- (iv) airship of a volume of more than 4 600 cubic metres;
- (v) powered-lift; and
- (vi) free balloon;

(b) class ratings in the following aircraft certificated for single pilot operations:

- (i) single-engine, land;
- (ii) single-engine, sea;
- (iii) multi-engine, land; and
- (iv) multi-engine, sea;

- (c) type ratings in the following aircraft:
 - (i) large aircraft, other than lighter-than-air;
 - (ii) small turbojet powered aeroplanes;
 - (iii) small helicopters for operations requiring a Barbados air operator certificate;
 - (iv) aircraft certified for at least two pilots; and
 - (v) any aircraft considered necessary by the Director;

- (d) instrument ratings for the following aircraft:
 - (i) aeroplane;
 - (ii) helicopter;
 - (iii) powered-lift; and
 - (iv) airship;

- (e) flight instructor rating for the following aircraft:
 - (i) aeroplanes;
 - (ii) airships;
 - (iii) helicopters; and
 - (iv) powered-lift.

(2) The Director may determine the category, class, or type rating to be placed on a pilot licence when issuing that licence, provided the rating reflects the appropriate category, class, or type aircraft used to demonstrate aeronautical knowledge and skill for its issuance.

(3) The Director may issue the following ratings for flight engineers:

- (a) reciprocating engine powered rating;
- (b) turbopropeller powered rating; and
- (c) turbojet powered rating.

Airmen
authorisa-
tion.

23. The Director may issue the following authorisations:

- (a) Category II pilot authorisation;
- (b) Category III pilot authorisation;
- (c) flight test examiner authorisation;
- (d) ground instructor authorisation;
- (e) special pilot authorisation;
- (f) flight operations officer authorisation; and
- (g) inspector authorisation.

PART III

Pilot Licences, Ratings and Authorisations

Applicabil-
ity of this
Part.

24. This Part sets out the requirements for licences, ratings and authorisations that may be issued by the Director for pilots.

General
requirement
for student
pilot
licence.
Schedule.

25. (1) A person wishing to apply for a student pilot licence shall

- (a) apply to the Director in the prescribed form;

- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 16 years of age;
- (d) be able to read, speak, write and understand the English Language; and
- (e) hold a current Class 2 medical assessment in accordance with Part IX.

(2) Notwithstanding paragraph (1)(c), the minimum age for an applicant for a student pilot licence for a glider or lighter-than-air aircraft shall be 14 years.

26. (1) Where the Director is satisfied that the applicant for a student pilot licence meets the requirements of this Part, he may issue the applicant with a student pilot licence.

Issue and validity of student pilot licence.

(2) Notwithstanding regulation 5(3) a student pilot licence issued in accordance with paragraph (1), shall expire at the end of the last day of the

- (a) 60th month from the date of the medical examination shown on the certificate where the person has not reached his 40th birthday on or before the date of such examination, for operations requiring a student pilot licence; or
- (b) 24th month from the date of the medical examination shown on the certificate where the person has reached his 40th birthday on or before the date of such examination, for operations requiring a student pilot licence.

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

Solo requirements for student pilot.

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

- (a) air law;
- (b) airspace rules and procedures for the airport where the student pilot will perform solo flight; and
- (c) flight characteristics and operational limitations for the make and model of aircraft to be flown.

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

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

- (a) received and logged flight training for the manoeuvres and procedures set out in the General Application and Personnel Licensing Standards 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 by this Regulation in the make and model of aircraft or similar make and model of aircraft to be flown.

(5) A student pilot who is receiving solo flight training shall receive and log flight training for the additional manoeuvres and procedures, as applicable for each category and class rating in the areas set out in the General Application and Personnel Licensing Standards.

(6) Where the student pilot

- (a) passes the aeronautical knowledge test referred to in paragraph (2); and

(b) meets the requirements of paragraphs (4) and (5), the Director may authorise such student pilot to conduct a solo flight.

(7) The recommendation referred to in paragraph (6), shall be endorsed on a student pilot licence.

28. (1) No student pilot shall act as pilot in command of an aircraft

General limitations of a student pilot licence.

(a) that is

- (i) carrying a passenger;
- (ii) carrying property for compensation or hire;
- (iii) operated for compensation or hire;

(b) in furtherance of a business;

(c) on an international flight;

(d) with a flight visibility of less than 3 nautical miles during daylight hours or 5 nautical miles at night;

(e) when the flight cannot be made with visual reference to the surface; or

(f) in a manner contrary to any limitations placed in the logbook of the student pilot by an authorised flight instructor.

(2) A flight instructor conducting training of a student pilot shall not be considered a passenger in paragraph (1)(a)(i).

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

(a) the aircraft type certificate; or

(b) by the Act or Regulations made thereunder.

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

(a) when receiving flight training from an authorised flight instructor or on board an airship; and

(b) where no person other than a required flight crew member is carried on the aircraft.

(5) No student pilot shall operate an aircraft in solo flight unless he has received and logged within the 90 days preceding the date of the flight, an endorsement from an authorised flight instructor for the specific make and model of the aircraft to be flown.

(6) No student pilot shall operate an aircraft in solo flight at night unless the student pilot has received

(a) flight training at night that includes takeoffs, approaches, landings, and go-arounds at night at the airport where the student pilot intends to conduct the solo flight;

(b) navigation training at night in the vicinity of the airport where the student pilot intends to conduct the solo flight; and

(c) an endorsement for night solo flight.

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

29. (1) A student pilot shall before

(a) conducting a solo cross-country flight, or any flight greater than 270 km (150 NM) from the airport from where the flight originated; and

Require-
ments for
student
pilot
performing
solo cross-
country
flight.

- (b) making a solo flight and landing at any location other than the airport of origin,

meet the requirements of these Regulations.

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

- (a) have received ground and flight training from an authorised flight instructor on the manoeuvres set out in the General Application and Personnel Licensing Standards that are appropriate to the make and model of aircraft for which solo cross-country privileges are sought;
- (b) have demonstrated cross-country proficiency on the appropriate manoeuvres and procedures set out in the General Application and Personnel Licensing Standards, to an authorised flight instructor;
- (c) have satisfactorily accomplished the pre-solo flight manoeuvres and procedures set out in the General Application and Personnel Licensing Standards, in the make and model of aircraft or similar make and model of aircraft for which solo cross-country privileges are sought; and
- (d) comply with any limitations included in the endorsement of the authorised flight instructor that are required by paragraphs (6) and (7).

(3) A student pilot shall obtain an endorsement from an authorised flight instructor before making certain solo and cross-country flights.

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

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

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

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

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

(7) A licensed pilot who is receiving training for an additional aircraft category and class rating shall have an endorsement placed in his logbook by the authorised flight instructor who conducted the training.

30. (1) A person wishing to apply for a private pilot licence shall

Private aircraft, glider and free balloon pilot licence requirements. Schedule.

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 17 years of age;
- (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language;
- (e) pass the required aeronautical knowledge test in the aeronautical knowledge areas as set out in regulation 31;
- (f) receive flight instruction as set out in regulation 32 and a logbook endorsement from an authorised flight instructor who
 - (i) has conducted training in the areas of operation that apply to the aircraft category and rating sought; and
 - (ii) has certified that the person is prepared for the required skill test;
- (g) meet the aeronautical experience requirements of these Regulations that apply to the aircraft rating sought before applying for the skill test;
- (h) pass a skill test on the areas of operation listed in regulation 33 that apply to the aircraft rating sought;
- (i) provide the Director with evidence of having received training in the physiology of flight set out in the General Application and Personnel Licensing Standards;

- (j) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
- (k) pass the skill test referred to in regulation 33;
- (l) hold a current Class 2 medical certificate in accordance with Part IX of these Regulations.

(2) A person wishing to apply for a glider pilot licence or a free balloon pilot licence shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 16 years of age;
- (d) except as provided in regulation 201, be able to read, speak, write and understand the English Language;
- (e) meet the provisions set out in the General Application and Personnel Licensing Standards; and
- (f) hold a current Class 2 medical certificate in accordance with Part IX of these Regulations.

Schedule.

(3) Where an applicant under this Part requires a type rating the applicant shall satisfy the requirements of regulation 59.

(4) Where an applicant under this Part requires an instrument rating, the applicant shall satisfy the requirements of regulation 61.

(5) Notwithstanding paragraph (1)(i) an applicant for a private pilot licence with an instrument rating shall hold a current Class 1 medical certificate in accordance with Part IX of these Regulations.

(6) The Director may accept the instrument rating on the commercial pilot licence or airline transport pilot licence issued by another Contracting State where it meets the requirement of regulation 61.

31. (1) An applicant for a private pilot licence referred to in regulation 30 shall provide the Director with evidence that he has received and logged ground training from an approved aviation training organisation or an authorised instructor in the aeronautical knowledge areas and a recommendation from such approved aviation training organisation or authorised instructor that he is prepared for the knowledge test under paragraph (2).

Private pilot licence aeronautical knowledge requirements.

(2) An applicant in paragraph (1) shall have demonstrated through an aeronautical knowledge test a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence in the areas set out in the General Application and Personnel Licensing Standards.

32. (1) The applicant for a private, glider or free balloon pilot licence in regulation 30 shall provide the Director with evidence that he has received and logged ground and dual flight instruction in an aircraft from an authorised flight instructor.

Private, glider and free balloon pilot flight instruction requirements.

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

- (a) pre-flight operations, including mass and balance determination, aircraft inspection and servicing;
- (b) airport and traffic pattern operations, collision avoidance precautions and procedures;
- (c) control of the aircraft by external visual reference;
- (d) flight at critically slow airspeeds, recognition of, and recovery from incipient and full stalls;

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

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

(4) In addition to the requirements set out in paragraph (2), an applicant for a private pilot licence referred to in regulation 30, seeking

- (a) an aircraft category rating with a multi-engine class rating shall have received and logged training in multi-engine operations;
- (b) a rotorcraft category rating with a helicopter class rating shall have received and logged training in

- (i) airport and heliport operations; and
 - (ii) hovering manoeuvres;
- (c) a powered-lift category rating shall have received and logged training in
- (i) airport and heliport operations; and
 - (ii) hovering manoeuvres.

(5) An applicant for a glider pilot licence shall have received and logged training in

- (a) airport operations;
- (b) launches and landings;
- (c) performance speeds; and
- (d) soaring techniques.

(6) An applicant for a free balloon pilot licence shall have received and logged training in launches and landings.

33. (1) An applicant for a private pilot licence under regulation 30, shall have demonstrated through a skill test, his ability to perform as pilot in command of an aircraft, the relevant procedures and manoeuvres set out in the General Application and Personnel Licensing Standards, with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence.

Private pilot skill requirements.

(2) The skill test referred to in paragraph (1) shall be taken within 6 months of completing the flight instructions referred to in regulation 32 unless this period is further extended by the Director.

Private
pilot
aeronautical
experience
require-
ments.

34. (1) An applicant for a private pilot licence with an aircraft, helicopter or powered-lift category rating shall receive and log the following minimum flight training times:

- (a) at least 40 hours of flight time; and
- (b) at least 10 hours of solo flight time under the supervision of an authorised flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling a minimum of 270 km (150 NM) in the case of aeroplane and powered-lift rating and 180 km (100 NM) for helicopter rating including full-stop landings at two different airports.

(2) An applicant for a private pilot licence with airship category rating shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:

- (a) 3 hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);
- (b) 5 take-offs and 5 landings to a full stop at an airport with each landing involving a flight in the traffic pattern at an airport;
- (c) 3 hours of instrument time; and
- (d) 5 hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot in command.

(3) An applicant who has successfully completed a private pilot licence course conducted by an approved aviation training organisation need have only 35 hours of aeronautical experience unless fewer hours are approved by the Director.

(4) The minimum flight training times listed in paragraph (1), shall include at least the experiences shown in the General Application and Personnel Licensing Standards.

(5) An applicant for a private pilot licence may credit one of the following methods in an approved flight simulator or an approved flight training device representing the category, class, and type, where applicable, of aircraft appropriate to the rating sought:

- (a) the Director shall determine whether experience as a pilot under instruction in a synthetic flight trainer, approved by the Director, is acceptable as part of the total flight time of 40 hours required in paragraph (1), and credit for such experience shall be limited to a maximum of 5 hours;
- (b) flight time as a pilot of aircraft in other categories may be determined as acceptable by the Director, and the Director will determine the extent to which the flight time requirements of paragraph (1) can be reduced accordingly.

(6) Where an applicant under this Part requires a type rating he shall satisfy the requirements of regulation 66.

(7) Where an applicant under this Part requires an instrument rating he shall satisfy the requirements of regulation 68.

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

(9) An applicant for a glider pilot licence shall

- (a) have completed not less than 6 hours of flight time as a pilot of gliders including 2 hours solo flight time during which not less than 20 launches and landings shall have been performed;

- (b) have gained under appropriate supervision, the operational experience contained in the General Application and Personnel Licensing Standards;
 - (c) be the holder of a pilot licence in the aeroplane category and may be credited with 3 hours towards the 6 hours of flight time required for the glider licence.
- (10) An applicant for a free balloon pilot licence shall have
- (a) completed not less than 16 hours of flight time as a pilot of free balloons including at least 8 launches and ascents of which one must be solo;
 - (b) gained in free balloons under appropriate supervision operational experience;
 - (c) if the privileges of the licence are to be exercised at night, gained under appropriate supervision, operational experience in free balloons in night flying.

Conversion
of a private
pilot
licence
from
another
Contracting
State.

35. (1) Notwithstanding regulation 30, a person is also qualified to hold a private pilot licence under these Regulations where he

- (a) holds a pilot licence issued by the Civil Aviation Authority of another Contracting State that is equivalent to the private pilot licence issued by the Director;
- (b) satisfies the requirements of regulation 30(1)(c), (d) and (l);
- (c) provides the Director with evidence of having successfully completed the aeronautical knowledge and skill test for the grant of a private pilot licence; and
- (d) passes the required knowledge test in air law.

(2) Where a type rating is required the applicant under this regulation shall satisfy the requirements of regulation 66.

(3) Where an instrument rating is required the applicant under this Regulation shall satisfy the requirements of regulation 68.

(4) An applicant under this Regulation may use only one foreign pilot licence as a basis for obtaining a private pilot licence issued by the Director.

(5) An applicant for a pilot licence under this Regulation shall provide

- (a) a foreign pilot licence and medical certification in the English Language; or
- (b) have a foreign pilot licence and the medical certification referred to in (a) accompanied by an English Language transcription that has been signed by an official or representative of the foreign Civil Aviation Authority that issued the foreign pilot licence.

36. Where the Director is satisfied that an applicant for a private pilot licence meets the requirements of this Part, he may issue the applicant with a private pilot licence.

Issue of private pilot licence.

37. (1) No person who holds a private pilot licence (hereinafter referred to as "a private pilot") shall act as a required crew member of an aircraft that

Privileges and limitations of a private aircraft, glider or free balloon pilot licence.

- (a) carries passengers or property for compensation or hire; or
- (b) is operated for compensation or hire.

(2) A private pilot may act as a required crew member of an aircraft in connection with any business or employment where

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

(3) Notwithstanding paragraphs (1) and (2), a private pilot may be reimbursed for aircraft operating expenses that are directly related to search and rescue operations, provided that

- (a) such expenses relate only to fuel, oil, airport charges or rental fees; and
- (b) the operation is sanctioned and under the direction and control of
 - (i) an agency of the Government of Barbados; or
 - (ii) an organisation that conducts search and rescue operations.

(4) No private pilot shall act in any capacity as a pilot of an aircraft under instrument flight rules unless he has an instrument rating appropriate to the category of aircraft in use.

(5) The holder of a glider pilot may act as pilot in command of any glider provided that the licence holder has operational experience in the launching method used.

(6) If passengers are to be carried the licence holder shall have completed not less than 10 hours of flight time as pilot of gliders.

(7) The holder of a free balloon pilot licence may act as a pilot in command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons, as appropriate.

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

Limitations of private pilot licence with balloon rating.

(2) A private pilot may apply to have the limitation under paragraph (1), removed upon

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

(3) Where an applicant for a private pilot licence with a balloon rating takes a skill test in a gas balloon, the Director shall place upon the private pilot licence a limitation restricting the exercise of the privilege of that licence to a gas balloon.

(4) A private pilot may apply to the Director to have the limitation referred to in paragraph (3), removed upon

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

Commercial
pilot
general
require-
ments.
Schedule.

- 39.** (1) A person wishing to apply for a commercial pilot licence shall
- (a) apply to the Director in the prescribed form;
 - (b) pay the prescribed fee as set out in the *Schedule*;
 - (c) be at least 18 years of age;
 - (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language;
 - (e) pass or provide the Director with evidence of having passed the required aeronautical knowledge test referred to in regulation 40;
 - (f) receive or provide the Director with evidence of having received the instruction required by regulation 41 and a logbook endorsement from an authorised flight instructor who
 - (i) conducted the training on the areas of operation that apply to the aircraft category and class rating sought; and
 - (ii) certified that the person is prepared for the required skill test check;
 - (g) meet the aeronautical experience requirements of this Regulation that apply to the aircraft category and class rating sought before applying for the skill test check;
 - (h) pass or provide the Director with evidence of having passed the skill test on the areas of operation set out in the General Application and Personnel Licensing Standards that apply to the aircraft category and class rating sought;

- (i) pass the skill test referred to in paragraph (h) in the manner set out in the General Application and Personnel Licensing Standards;
- (j) complete or provide the Director with evidence of having completed the training in the physiology of flight set out in the General Application and Personnel Licensing Standards;
- (k) hold a valid private pilot licence issued under these Regulations;
- (l) hold a military pilot licence which is certified by the issuing Contracting State as being equivalent to a commercial pilot licence or an airline transport pilot licence;
- (m) comply with the appropriate sections of these Regulations that apply to the aircraft category and class rating sought; and
- (n) hold a current Class 1 medical certificate issued in accordance with Part IX.

(2) Where a type rating is required for a commercial pilot licence under this Part the applicant shall satisfy the requirements of regulation 66.

(3) Where an instrument rating is required for a commercial pilot licence under this Part the applicant shall satisfy the requirements of regulation 68.

40. An applicant for a commercial pilot licence, referred to in regulation 39, shall provide the Director with evidence that he has received and logged ground training from an approved aviation training organisation or an authorised instructor on the aeronautical knowledge areas set out in the General Application and Personnel Licensing Standards and a recommendation from the authorised instructor that he is prepared for the knowledge test.

Commercial pilot aeronautical knowledge requirements.

Commercial
pilot flight
instruction
require-
ments.

41. (1) An applicant for a commercial pilot licence, in regulation 39, shall provide the Director with evidence of having received and logged ground and flight instruction at an approved aviation training organisation or from an authorised instructor on the required flight instruction areas of operation.

(2) The instruction required in paragraph (1), shall be on the areas of operation in respect of the aircraft category and class rating sought to the level of performance required for a commercial pilot licence set out in the General Application and Personnel Licensing Standards.

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

(4) The instrument training and experience specified in paragraph (2), and the night flying experience specified in paragraph (3), shall not entitle the holder of a commercial pilot licence to pilot aircraft under instrument flight rules.

Commercial
pilot skill
test.

42. An applicant for a commercial pilot licence, under regulation 39, shall provide the Director with evidence of having successfully completed the skill test demonstrating his ability to perform as pilot in command of an aircraft, the relevant procedures and manoeuvres set out in the General Application and Personnel Licensing Standards in the manner set out in those Standards, with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence.

Commercial
pilot
aeronautical
experience
require-
ments.

43. (1) An applicant for a commercial pilot licence, under regulation 39, shall have completed at least 200 flight hours aeronautical experience on an aeroplane with power-lift category or 150 flight hours for a helicopter as outlined in the General Application and Personnel Licensing Standards.

(2) An applicant who has satisfactorily completed a commercial pilot course conducted by an approved aviation training organisation need have only the following total aeronautical experience to meet aeronautical experience requirements:

- (a) 150 hours for an aeroplane or powered-lift rating; and
- (b) 100 hours for a helicopter rating.

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

(4) An applicant for a commercial pilot licence – aeroplane, shall have completed not less than:

- (a) 100 hours as pilot in command, or in the case of a course of approved training 70 hours as pilot in command;
- (b) 20 hours of cross-country flight time as pilot in command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different airports shall be made;
- (c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and
- (d) where the privileges of the licence are to be exercised at night 5 hours of night flight time including 5 take-offs and 5 landings as pilot in command.

(5) An applicant for commercial pilot licence – helicopter shall have completed not less than:

- (a) 35 hours as pilot in command;
- (b) 10 hours of cross-country flight time as pilot in command including a cross-country flight in the course of which landings at two different points shall be made;
- (c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and

(d) if the privileges of the licence are to be exercised at night, 5 hours of night time including 5 take-offs and 5 landing patterns as pilot in command.

(6) An applicant for a commercial pilot licence – power-lift shall have completed not less than:

(a) 50 hours as pilot in command;

(b) 10 hours in cross-country flying as pilot in command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full stop landing at two different airports shall be made;

(c) 10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and

(d) where the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as pilot in command.

(7) An applicant for a commercial pilot licence – airship shall have completed not less than:

(a) 50 hours as pilot in command;

(b) 30 hours as pilot in command or pilot in command under supervision in airships, to include not less than:

(i) 10 hours of cross-country flight time; and

(ii) 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 on areas of operation listed in the flight instruction detailed in the General Application and Personnel Licensing Standards.

44. (1) Notwithstanding regulation 39(1)(e) through (k), a person is also qualified to hold a commercial pilot licence issued by the Director where he

Conversion of a commercial pilot licence from another Contracting State.

- (a) holds a valid pilot licence issued by a Civil Aviation Authority of another Contracting State that is equivalent to a commercial pilot licence issued by the Director; and
- (b) passes the required knowledge test on the following knowledge areas:
 - (i) rules and regulations relevant to the holder of a commercial pilot licence;
 - (ii) rules of the air, appropriate air traffic control practices and procedures;
 - (iii) operating limitations of appropriate aircraft and powerplants, relevant operational information from the flight manual or other appropriate document;
 - (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
 - (v) use and practical application of take-off, landing and other performance data;
 - (vi) general aeronautical knowledge; and
 - (vii) aeronautical knowledge specific to the aircraft type.

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

(3) An applicant under this Regulation may use only one foreign pilot licence as a basis for obtaining a commercial pilot licence issued by the Director.

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

(5) Where a type rating is required, the applicant under paragraph (2), shall satisfy or provide the Director with evidence that he has met the requirements of regulation 66.

(6) Where an instrument rating is required the applicant shall satisfy or provide the Director with evidence that he has met the requirements of regulation 68.

(7) The Director may accept the type rating and instrument rating on a commercial pilot licence issued by another Contracting State where it is equivalent to the requirement of these Regulations.

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

Issue of
commercial
pilot
licence.

45. Where the Director is satisfied that the applicant for a commercial pilot licence meets the requirements of this Part, he may issue the applicant with a commercial pilot licence.

Commercial
pilot
licence for
additional
category
and class
rating
require-
ments.

46. (1) An applicant for a commercial pilot licence with an additional category rating who holds a commercial pilot licence with another aircraft category 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 skill test proficiency check on the areas of operation.

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

47. (1) The holder of a commercial pilot licence (hereinafter referred to as "a commercial pilot") may within the appropriate aircraft category

Commercial
pilot
licence
privileges.

- (a) exercise all the privileges of the holder of a private pilot licence;
- (b) act as pilot in command in an aircraft engaged in operations other than commercial air transport;
- (c) act as pilot in command in commercial air transport operations in an aircraft certificated for single pilot operation; and
- (d) act as co-pilot in an aircraft which is required to be operated with a co-pilot.

(2) A commercial pilot with an airship category rating may

- (a) give flight and ground training for the issuance of a licence or rating for an airship;
- (b) endorse a pilot logbook; and
- (c) act as pilot in command under instrument flight rules.

(3) No commercial pilot shall act in any capacity as a pilot of an aircraft under instrument flight rules unless he has an instrument rating appropriate to the category of aircraft in use.

Commercial
pilot
licence
limitations.

48. (1) The Director may issue to an applicant for a commercial pilot licence with an aeroplane category or powered-lift category rating who does not hold an instrument rating in the same category and class, a commercial pilot licence that contains the limitation,

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

(2) A commercial pilot may apply to the Director to have the limitation referred to in paragraph (1), removed by satisfactorily accomplishing the requirements of regulation 68 for an instrument rating in the same category and class that has the limitation.

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

(4) A commercial pilot may remove the limitation specified in paragraph (3), by

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

(5) Where an applicant for a commercial pilot licence with a balloon rating takes a skill test in a gas balloon, the Director shall place upon the commercial pilot licence, a limitation restricting the exercise of the privileges of that licence to a gas balloon.

(6) A commercial pilot may remove the limitation specified in paragraph (5), by

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

49. A person wishing to apply for a multi-crew pilot licence shall

Multi-crew
pilot
licence
general
require-
ments.
Schedule.

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 18 years of age;
- (d) except as provided in regulation 201, be able to read, speak, write and understand the English Language;
- (e) receive and provide the Director with evidence of having met the knowledge requirements for airline transport pilot licence appropriate to the aeroplane category in an approved training course as set out in the General Application Standards;
- (f) where an instrument rating is required for a multi-crew pilot licence under this Part, the applicant shall satisfy the requirements of regulation 68;
- (g) hold a current Class I medical certificate in accordance with Part IX of these Regulations.

Multi-crew
pilot
licence
aeronautical
knowledge
require-
ments.

50. An applicant for a multi-crew pilot licence, under regulation 49, shall provide the Director with evidence that he has received and logged ground training from an approved aviation training organisation or an authorised instructor on the aeronautical knowledge areas set out in the General Application and Personnel Licensing Standards and a recommendation from the authorised instructor that he is prepared for the knowledge test.

Multi-crew
pilot
licence
flight
instruction
require-
ments.

51. (1) An applicant for a multi-crew pilot licence, under regulation 49, shall provide the Director with evidence of having received and logged ground and flight instruction at an approved aviation training organisation or from an authorised instructor on the required flight instruction areas of operation.

(2) An applicant shall have received dual flight instruction in all the competency units as set in the General Application and Personnel Licensing Standards to the level required for the issue of the multi-crew pilot licence, to include the competency units required to pilot under instrument flight rules.

(3) The instruction required in paragraph (1), shall be on the areas of operation in respect of the aircraft category and class rating sought to the level of performance required for a multi-crew pilot licence set out in the General Application and Personnel Licensing Standards.

Multi-crew
pilot
licence skill
test.

52. (1) An applicant for a multi-crew pilot licence, under regulation 49, shall demonstrate the skills required for fulfilling all the competency units as specified in the General Application and Personnel Licensing Standards as pilot flying and pilot not flying, to the level required to perform as a co-pilot of turbine-powered aeroplanes certified for operation with a minimum crew of at least two pilots under VFR and IFR, and to:

- (a) recognize and manage threats and errors;
- (b) smoothly and accurately manually control the aeroplane within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;

- (c) operate the aeroplane 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; and
- (e) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew co-ordination, including allocation of pilot tasks, crew co-operation, adherence to standard operating procedures (SOPS) and use of checklists.

53. (1) An applicant for a multi-crew pilot licence shall have completed in an approved training course not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight.

Multi-crew
pilot
licence
experience
require-
ments.

(2) Flight experience in actual flight shall include at least the following requirements:

- (a) 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class sought;
- (b) when an applicant has flight time as a pilot of aircraft in other categories, the Director shall determine whether such experience is acceptable and, if so, the flight requirements of sub-paragraph (2)(a) can be reduced;
- (c) the applicant shall have completed in aeroplanes not less than 10 hours of solo flight time appropriate to the class rating sought under the supervision of an authorised 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 airports shall be made;

- (d) upset recovery training;
- (e) night flying; and
- (f) flight solely by reference to instruments.

(3) In addition to meeting the requirements of paragraph (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 Director in accordance with General Application and Personnel Licensing Standards, the experience necessary to achieve the advanced level of competency defined in General Application and Personnel Licensing Standards.

Conversion
of a multi-
crew pilot
licence
from
another
Contracting
State.

54. (1) Notwithstanding regulation 53, a person is also qualified to hold a multi-crew pilot licence under these Regulations, where he

- (a) holds a valid pilot licence issued by the Civil Aviation Authority of another Contracting State that is equivalent to the multi-crew pilot licence issued by the Director;
- (b) satisfies the requirements of regulation 49(c), (d) and (e);
- (c) passes the required knowledge test on the following knowledge areas:
 - (i) rules and regulations relevant to the holder of a multi-crew pilot licence;
 - (ii) rules of the air, appropriate Air Traffic Controls practices and procedures;
 - (iii) operating limitations of appropriate aircraft and powerplants, relevant operational information from the flight manual or other appropriate document;
 - (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;

- (v) use and practical application of take-off, landing and other performance data;
 - (vi) general aeronautical knowledge; and
 - (vii) aeronautical knowledge specific to the aircraft type;
- (d) meets the instrument rating requirements of regulation 68.

(2) The Director may accept the instrument rating on the multi-crew pilot licence issued by another Contracting State where such instrument rating meets the requirement of regulation 68.

(3) An applicant under this Regulation may use only one foreign pilot licence as a basis for obtaining a multi-crew pilot licence issued by the Director.

(4) Where a type rating is required an applicant under this regulation shall satisfy the type rating requirements set out in regulation 66.

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

55. Where the Director is satisfied that the applicant for a multi-crew pilot licence meets the requirements of this Part, he may issue the applicant with a multi-crew pilot licence.

Issue and validity of airline transport pilot licence.

56. (1) The holder of a multi-crew pilot licence may:

Multi-crew pilot licence privileges.

- (a) exercise all the privileges of the holder of a private pilot licence in the appropriate aeroplane category;
- (b) exercise the privileges of the instrument rating in a multi-crew operation; and

(c) act as co-pilot in an aeroplane required to be operated with a co-pilot.

(2) 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 solely by reference to instruments and met the skill requirement specified in regulation 68 appropriate to the aeroplane category.

(3) Before exercising the privileges of a commercial pilot licence in a single pilot operation in aeroplanes, the licence holder shall have:

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

(b) completed 20 hours of cross-country flight time as pilot-in-command, or made up of no 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 airports shall be made; and

(c) met the requirements for the commercial pilot licence appropriate to the aeroplane category specified in General Application and Personnel Licensing Standards in the following areas:

(i) knowledge;

(ii) skill;

(iii) experience; and

(iv) flight instruction.

57. (1) A person wishing to apply for an airline transport pilot licence, shall

Airline transport pilot licence - general requirements. Schedule.

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 21 years of age;
- (d) except as provided in regulation 201 be able to read, speak, write, and understand the English Language;
- (e) meet at least one of the following requirements:
 - (i) hold a valid and current commercial pilot licence and an instrument rating;
 - (ii) hold a military pilot licence which is certified by the issuing Contracting State as being equivalent to a commercial pilot licence or an airline transport pilot licence; or
- (f) meet the aeronautical experience requirements of regulation 60 before applying for the skill test check;
- (g) pass or provide the Director with evidence of having passed an aeronautical knowledge test in the applicable knowledge areas referred to in regulation 58;
- (h) pass or provide the Director with evidence of having passed the skill test referred to in regulation 59;
- (i) provide the Director with evidence of having received training on the physiology of flight set out in the General Application and Personnel Licensing Standards; and
- (j) hold a current Class 1 medical certificate in accordance with Part IX of these Regulations.

(2) Where a type rating is required for a commercial pilot licence under this Part the applicant shall satisfy the requirements of regulation 66.

(3) Where an instrument rating is required for a commercial pilot licence under this Part the applicant shall satisfy the requirements of regulation 68.

Airline transport pilot aeronautical knowledge requirements.

58. An applicant for an airline transport pilot licence, under regulation 57, shall provide evidence to the Director that he has received and logged ground training from an approved aviation training organisation or authorised instructor on the required aeronautical knowledge areas set out in the General Application and Personnel Licensing Standards.

Airline transport pilot flight skill requirements.

59. (1) An applicant for an airline transport pilot licence referred to in regulation 57 shall provide evidence of having received the flight instruction required for the issue of a commercial pilot licence and for the issue of an instrument rating referred to in regulation 68, that apply to the category and class rating sought.

(2) An applicant for an airline transport pilot licence under regulation 57 shall provide the Director with evidence that he has met the requirements of the General Application and Personnel Licensing Standards in respect of his ability to perform as pilot in command of a multi-engine aircraft required to be operated with a co-pilot.

Airline transport pilot aeronautical experience for aeroplane category rating.

60. (1) An applicant for an airline transport pilot licence with an aeroplane category and class rating, shall have no less than 1 500 hours of total time as a pilot that included no less than

- (a) 500 hours as pilot in command or 250 hours either as a 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 a pilot in command or as pilot-in-command under supervision;

- (c) 100 hours of night flight time as pilot in command or as co-pilot; and
- (d) 75 hours of instrument flight time, of which not more than 30 hours may be instrument ground time.

(2) The Director 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; credit for such experience 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.

(3) Notwithstanding paragraph (1)(a), an applicant for an airline transport pilot licence who holds a commercial pilot licence, may credit the following acquired flight time toward the 1 500 hours of total time as a pilot required in paragraph (1):

- (a) 50 per cent of co-pilot time acquired in an aeroplane
 - (i) where it is required to have more than one pilot by the aeroplane flight manual or type certificate; or
 - (ii) that is engaged in operations under the *Civil Aviation (Air Operator Certification and Administration) Regulations, 2007*, for which a co-pilot is required;
- (b) 100 per cent of flight time as co-pilot when performing the duties of pilot in command under the supervision of the pilot in command.

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61. (1) An applicant for airline transport pilot licence with a helicopter category shall have completed no less than 1 000 hours of flight time as a pilot of helicopters.

Airline transport pilot aeronautical experience for rotorcraft and power-lift category.

(2) The Director shall determine whether experience as a pilot under instruction in a synthetic flight trainer, which he has approved, is acceptable as part of the total flight time of 1 000 hours.

(3) Credit for such experience referred to in paragraph (2) 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.

(4) The applicant shall have completed not less than

(a) 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 pilot in command or as pilot in command under supervision;

(c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and

(d) 50 hours of night flight as pilot in command or as co-pilot.

(5) An applicant for airline transport pilot licence-power-lift shall have completed no less than

(a) 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) 100 hours of cross-country flight time, of which not less than 50 hours shall 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.

(6) Notwithstanding regulation 60 and paragraph (1), where an applicant has logged flight time as a pilot of aircraft in other categories the

Director shall determine whether such experience is acceptable and reduce the flight time requirement accordingly.

62. (1) Notwithstanding regulation 57, a person is also qualified to hold an airline transport pilot licence under these Regulations, where he

Conversion of an airline transport pilot licence from another Contracting State.

- (a) holds a valid pilot licence issued by the Civil Aviation Authority of another Contracting State that is equivalent to the airline transport pilot licence issued by the Director;
- (b) satisfies the requirements of regulation 57(c), (d) and (e);
- (c) passes the required knowledge test on the following knowledge areas:
 - (i) rules and regulations relevant to the holder of an airline transport pilot licence;
 - (ii) rules of the air, appropriate air traffic controls, practices and procedures;
 - (iii) operating limitations of appropriate aircraft and powerplants, relevant operational information from the flight manual or other appropriate document;
 - (iv) effects of loading and mass distribution on aircraft handling, flight characteristics and performance, mass and balance calculations;
 - (v) use and practical application of take-off, landing and other performance data;
 - (vi) general aeronautical knowledge; and
 - (vii) aeronautical knowledge specific to the aircraft type;
- (d) meets the instrument rating requirements of regulation 68.

(2) The Director may accept the instrument rating on the commercial pilot licence or airline transport pilot licence issued by another Contracting State where such instrument rating meets the requirement of regulation 68.

(3) An applicant under this Regulation may use only one foreign pilot licence as a basis for obtaining an airline transport pilot licence issued by the Director.

(4) Where a type rating is required an applicant under this regulation shall satisfy the type rating requirements set out in regulation 66.

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

Issue and validity of airline transport pilot licence.

63. Where the Director is satisfied that the applicant for an airline transport pilot licence meets the requirements of this Part, he may issue the applicant with an airline transport pilot licence.

Airline transport pilot additional category, class and type rating.

64. (1) An applicant for an airline transport pilot licence with a category rating who holds an airline transport pilot licence with another aircraft category rating shall

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

(2) An applicant for an airline transport pilot licence with a type rating shall not be required to pass a knowledge test where the airline transport pilot licence of the pilot lists the aircraft category and class rating appropriate to the type rating sought.

65. (1) An airline transport pilot may

Privileges
of airline
transport
pilot
licence.

- (a) subject to continued validity and medical fitness requirements, exercise all the privileges of the holder of a private and commercial pilot licence of an aircraft within the appropriate aircraft category and, in the case of a licence for the aeroplane and power-lift categories, of the instrument rating;
- (b) act as pilot in command in commercial air transportation in an aircraft of the appropriate category and certified for operation with more than one pilot;
- (c) when the holder of the licence in the aeroplane category has only previously held a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements of regulation 56 as appropriate.

(2) Any limitation of privileges referred to in paragraph (1) shall be endorsed on the licence.

(3) An airline transport pilot shall not act in any capacity as a pilot of an aircraft under instrument flight rules unless he has an instrument rating appropriate to the category of aircraft in use.

(4) An airline transport pilot may instruct

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

(5) An airline transport pilot shall not instruct in an aircraft, approved flight simulator or approved flight training device under this Regulation where flight and duty times and rest requirements exceed those prescribed in the Act or Regulations made thereunder.

(6) Paragraph (5), shall not include briefing and debriefing.

(7) An airline transport pilot shall not instruct in Category II or Category III operations unless he has completed successfully the training and testing requirements for Category II or Category III operations.

(8) For the purpose of this Regulation "airline transport pilot" means a person who holds an airline transport pilot licence.

General
require-
ments for
type rating.

66. (1) A pilot shall, in acting as a pilot in command of

(a) large aircraft, other than lighter-than-air;

(b) small turbojet power aeroplanes;

(c) small helicopters for operations requiring a Barbados air operator's certificate;

(d) aircraft certified for at least two pilots; and

(e) any aircraft considered necessary by the Director;

hold a type rating for such aircraft.

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

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

(b) have an endorsement in his logbook or training record from an authorised instructor that within the preceding 6 months the

applicant has in respect of the pilot licence for the aircraft category, class and type rating sought been found competent in the following areas:

- (i) aeronautical knowledge areas;
 - (ii) areas of operation;
- (c) pass the skill test in the manner set out in and on the areas set out in the General Application and Personnel Licensing Standards;
- (d) perform the skill test under instrument flight rules; and
- (e) not be required to take an additional aeronautical knowledge test, where he holds an aeroplane, helicopter, powered-lift, or airship rating on his pilot licence.
- (3) Notwithstanding paragraph (2)(d) an applicant for a type rating in
- (a) a multi-engine aeroplane with a single pilot station may meet the requirements of paragraph (2)(b) in a multi-seat version of that multi-engine aeroplane;
 - (b) a single engine single pilot station aeroplane may meet the requirements of paragraph (2)(b), in a multi-seat version of that single engine aeroplane.
- (4) An applicant for a type rating who during testing for such rating provides an aircraft which is not capable of the instrument manoeuvres and procedures required by the appropriate requirements of regulation 68 for the skill test, may obtain a type rating limited to "visual flight rules only".
- (5) An applicant may remove the "visual flight rules only" limitation for each aircraft type in which the applicant demonstrates compliance with the appropriate instrument requirements of these Regulations.
- (6) Notwithstanding paragraph (3), the Director may issue to an applicant for a type rating, a licence with the limitation "visual flight rules

only" for each aircraft type not adequately equipped to allow the applicant to show instrument proficiency.

(7) A flight test examiner who conducts a skill test under this Regulation may waive any of the tasks for which the Director has given a waiver.

Special
pilot
authorisa-
tion.

67. (1) The Director may issue a special pilot authorisation for the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, in place of issuing the class or type rating required.

(2) The special pilot authorisation referred to in paragraph (1) shall be limited in validity to the time needed to complete the specific flight.

Instrument
rating
require-
ments.

68. (1) Where a pilot wishes to apply for an instrument rating, he shall

- (a) hold a pilot licence with an aircraft category and class rating for the instrument rating sought;
- (b) have completed at least 50 hours of cross-country flight time as pilot in command of aircraft in categories acceptable to the Director, of which not less than 10 hours shall be in the aircraft category being sought; and
- (c) have completed at least 40 hours of instrument time in aircraft of which no more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time; and that ground time shall be under the supervision of an authorised instructor;
- (d) provide the Director with evidence that he has
 - (i) received aeronautical knowledge instruction on an approved instrument rating course at an organisation approved to conduct such courses;

- (ii) received a logbook or training record endorsement from an authorised instructor certifying that the person is prepared to take the required skill test check;
- (iii) passed an aeronautical knowledge test on the aeronautical knowledge areas set out in the General Application and Personnel Licensing Standards, unless the applicant already holds an instrument rating issued by another Contracting State or already holds an instrument rating in another category; and
- (iv) passed the required skill test set out in the General Application and Personnel Licensing Standards on the areas of operation in
 - (A) the aircraft category, class, and type rating, where appropriate to the rating sought; or
 - (B) flight training equipment appropriate to the rating sought and approved for the specific manoeuvre or procedure performed, unless the applicant already holds an instrument rating issued by another Contracting State;
- (v) a level of knowledge appropriate to the privileges granted to the holder of an instrument rating;
- (vi) received and logged ground training from an authorised instructor on the areas of aeronautical knowledge that apply to the instrument rating set out in the General Application and Personnel Licensing Standards; and
- (vii) received and logged training from an authorised flight instructor in an aircraft, or in approved or accepted flight training equipment, in accordance with sub-paragraph (iv) in the following areas of operation:
 - (A) pre-flight preparation;

- (B) pre-flight procedures;
 - (C) air traffic control clearances and procedures;
 - (D) flight by reference to instruments;
 - (E) navigation systems;
 - (F) instrument approach procedures;
 - (G) emergency operations; and
 - (H) post-flight procedures;
- (e) perform the skill test referred to in paragraph (d)(iv) in the manner set out in the General Application and Personnel Licensing Standards;
- (f) log the aeronautical experience set out in the General Application and Personnel Licensing Standards;
- (g) hold a Class 1 medical certificate issued in accordance with Part IX.
- (2) A course in paragraph (1)(d)(i) should, wherever possible, be combined with an approved flight training programme.
- (3) Where the instrument rating is to be renewed, the holder shall meet the requirements set out in this Regulation and any additional requirements as determined by the Director.
- (4) Where the privileges of the instrument rating are to be exercised on a multi-engined aeroplane, the applicant shall have received dual instrument flight instruction in such an aeroplane from an authorised flight instructor.
- (5) The flight instructor referred to in paragraph (4) shall ensure that the applicant has operational experience in the operation of the aeroplane solely by reference to instruments with one engine inoperative or simulated inoperative.

69. (1) An instrument rating shall be valid for 12 months.

Validity and revalidation of instrument rating.

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

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

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

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

70. Where the instrument rating has expired, the applicant shall, where the Director deems it necessary:

Reissue of instrument rating.

(a) complete a programme of refresher training; and

(b) pass the required skill test on some or all of the areas referred to in regulation 68 as specified by the Director.

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

Limitations.

72. (1) The holder of a helicopter instrument rating shall be exempted from the aeronautical knowledge instruction and examination requirement referred to in regulation 68 for an instrument rating.

Credits and exemptions.

(2) The holder of the following licences shall be exempted from the aeronautical knowledge instruction and examination requirements where

he completes the relevant bridge instruction and passes the relevant examinations:

- (a) a helicopter category rating for the issue of an aeroplane category rating;
- (b) an aeroplane category rating for the issue of a helicopter category rating; or
- (c) an airline transport pilot licence helicopter category rating, not restricted to visual flight rules for the issue of a commercial pilot licence or airline transport pilot licence aeroplane category rating;
- (d) commercial pilot licence or airline transport pilot licence aeroplane category rating, for the issue of an airline transport pilot licence helicopter category rating, not restricted to visual flight rules;
- (e) an airline transport pilot licence helicopter category rating, restricted to visual flight rules or of a commercial pilot licence helicopter category rating for the issue of a commercial pilot licence aeroplane category rating; or
- (f) a commercial pilot licence aeroplane category rating for the issue of an airline transport pilot licence helicopter category rating restricted to visual flight rules or of a commercial pilot licence helicopter category rating.

(3) An applicant having passed the aeronautical knowledge examination for commercial pilot licence aircraft category rating is credited with the aeronautical knowledge requirement for a private pilot licence aircraft category.

General
require-
ments for
category
rating.

73. A pilot seeking a category rating shall

- (a) have the required training and possess the aeronautical experience required by these Regulations for the aircraft category and, where applicable, class and type rating sought;

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

74. A pilot seeking an additional class rating shall

General requirements for additional class rating.

- (a) have an endorsement in his logbook or training record from an authorised instructor that the applicant has in respect of the pilot licence and for the aircraft class rating sought been found competent in the following areas:
 - (i) aeronautical knowledge areas; and
 - (ii) areas of operation;
- (b) pass the skill test applicable to the pilot licence for the aircraft class rating sought;
- (c) not be required to meet the training time requirements prescribed by these Regulations for the aircraft class rating sought; and

- (d) not be required to take an additional knowledge test, provided the applicant holds an aeroplane, helicopter, powered-lift, or airship rating appropriate to that pilot licence.

General requirements for Category II and Category III pilot authorisation.

75. (1) An applicant for a Category II or Category III pilot authorisation shall

- (a) hold a pilot licence with an instrument rating or an airline transport pilot licence;
- (b) hold a category, class and type rating, where applicable, for the aircraft for which the authorisation is sought; and
- (c) complete the skill test requirements.

(2) An applicant for a Category II or Category III pilot authorisation shall have at least

- (a) 50 hours of night flight time as a pilot in command;
- (b) 75 hours of instrument time under actual or simulated instrument conditions that may include not more than
 - (i) a combination of 25 hours of simulated instrument flight time in approved or accepted flight training equipment; or
 - (ii) 40 hours of simulated instrument flight time where accomplished in an approved course conducted by an approved aviation training organisation certified to conduct Category II or Category III pilot training and testing; and
- (c) 250 hours of cross-country flight time as a pilot in command.

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

(4) A Category II or Category III pilot authorisation for a specific type aircraft for which a pilot authorisation is held, shall not be renewed beyond 6 months from the month the applicant satisfactorily passed a skill test in that type aircraft.

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

76. (1) Where an applicant for a Category II or Category III pilot authorisation referred to in regulation 75 meets the requirements of that rating, the Director may issue such authorisation.

Issue of Category II or Category III pilot authorisation.

(2) Notwithstanding regulation 5(3) a Category II or III pilot authorisation issued in accordance with this Part shall expire at the end of the 6th month after the month in which it was issued or renewed.

77. (1) An original Category II and Category III pilot authorisation shall contain the following limitations:

Limitations of Category II and Category III pilot authorisation.

- (a) for Category II operations, 1 600 feet runway visual range and a 150 feet decision height; and
- (b) for Category III operations, as specified in the authorisation document.

(2) In order to have the limitation at paragraph (1)(a) removed, a pilot with a Category II pilot authorisation issued in accordance with these Regulations, shall for 6 months preceding the exercise of each authorisation, make three Category II instrument landing system approaches with a 150 feet decision height to a landing under actual or simulated instrument conditions.

(3) A Category III pilot authorisation shall be exercised only in accordance with the specifications of such authorisation.

(4) A Category II or Category III pilot authorisation or an applicant for a Category II or Category III pilot authorisation may use flight training equipment where it is approved by the Director for such use, to meet the experience requirement of paragraph (5), or for the skill test required under these Regulations for a Category II or a Category III pilot authorisation, as applicable.

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

(a) issuance or renewal of

(i) a Category II pilot authorisation;

(ii) a Category III pilot authorisation; and

(b) the addition of another type aircraft to

(i) a Category II pilot authorisation;

(ii) a Category III pilot authorisation.

(6) To be eligible for the skill test for a pilot authorisation referred to in paragraph (5), an applicant shall

(a) meet the requirements of regulation 75; and

(b) where the applicant has not passed a skill test for a pilot authorisation during the 12 months preceding the month of the test

(i) meet the requirements of the Act and Regulations made thereunder; and

(ii) have performed at least 6 instrument landing system approaches

(A) in respect of a Category II pilot authorisation under the conditions set out in the General Application and Personnel Licensing Standards;

- (B) in respect of a Category III pilot authorisation under the conditions set out in the General Application and Personnel Licensing Standards, during the 6 months preceding the month of the test, of which at least 3 of the approaches shall have been conducted without the use of an approach coupler.

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

(8) The skill test referred to in paragraph (5)(a)(i) and (b)(i), shall consist of

- (a) an oral increment of the skill test where an applicant shall demonstrate knowledge in the areas specified in the General Application and Personnel Licensing Standards; and
- (b) a flight increment which shall have the components set out in the General Application and Personnel Licensing Standards.

(9) The skill test referred to in paragraph (5)(a)(ii) and (b)(ii), shall consist of

- (a) a practical test of the knowledge in the areas specified in the General Application and Personnel Licensing Standards; and
- (b) a flight test which shall have the components set out in the General Application and Personnel Licensing Standards.

78. (1) The Director may validate a licence issued by another Contracting State, by issuing a suitable authorisation to be carried with the foreign licence with such limitations and restrictions as he may deem necessary, where he is satisfied that the licensee

Validation of foreign pilot licences.

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

- (b) holds a licence that does not contain an endorsement stating that the applicant has not met all of the standards of the Chicago Convention, for that licence;
- (c) does not currently hold a pilot licence issued by the Director;
- (d) holds a current medical certificate issued by the Contracting State which issued the licence;
- (e) except as provided in regulation 201, is able to read, speak, write, and understand the English Language; and
- (f) has passed the aeronautical knowledge test in air law.

(2) The validity of the authorisation referred to in paragraph (1), shall not extend beyond the period of validity of the licence, or 12 months from date of issue.

Pilot in command and co-pilot.

79. No person shall act as the pilot in command or co-pilot of an aircraft unless that person holds the appropriate category, class, and type rating, where required for the aircraft to be flown, except where the pilot

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

Category and class rating of pilots.

80. No pilot shall act as pilot in command or co-pilot of an aircraft that is

- (a) carrying another person; or
- (b) operated for compensation or hire,

unless that pilot holds a category, class, and type rating that apply to the aircraft.

81. No pilot shall act as pilot in command or co-pilot of

Further limitations on pilots.

- (a) a complex aeroplane, high-performance aeroplane, or a pressurized aircraft capable of flight above 25 000 feet above mean sea level; or
- (b) an aircraft that the Director has determined requires aircraft type specific training,

unless the person has

- (c) received and logged ground and flight training
 - (i) from an authorised instructor on the applicable aircraft type; or
 - (ii) in approved or accepted flight training equipment

that is representative of that aircraft, and he is proficient in the operation of the systems of that aircraft; and

- (d) received a one-time endorsement in his logbook from an authorised instructor who certifies him as proficient to operate that aircraft.

82. Notwithstanding regulation 81, the training and endorsement required under that regulation shall not be required where the person has logged flight time as pilot in command or co-pilot of that type of aircraft, or in approved or accepted flight training equipment that is representative of such an aircraft, prior to these Regulations coming into effect.

Exceptions to requirements for training and endorsements.

83. (1) No pilot shall act as pilot in command or co-pilot of a tail-wheel aeroplane unless that person has

Tail-wheel aeroplane restrictions.

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

- (b) received an endorsement in his logbook from an authorised instructor who found the person proficient in the operation of a tail-wheel aeroplane, to include at least
 - (i) normal and crosswind take-offs and landings; and
 - (ii) wheel landings,

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

- (c) passed the human factors knowledge test.

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

- (3) In this section "tail wheel aeroplane" means

- (a) an aeroplane that is equipped with a conventional wheel mounted at the rear end of the fuselage; and
- (b) the tail wheel supports the rear end of the aeroplane when it is on the ground.

Limitations
on rating.

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

PART IV

Pilot Training Personnel

Applicabil-
ity of this
Part.

85. This Part prescribes the requirements for the issuance of flight instructor ratings, the conditions under which such ratings are necessary, and the limitations on those ratings.

86. No person shall instruct in flight training unless he holds a flight instructor rating issued by the Director in accordance with these Regulations.

- 87.** (1) A person wishing to apply for a flight instructor rating shall
- (a) apply to the Director in the prescribed form;
 - (b) pay the prescribed fee as set out in the *Schedule*;
 - (c) be at least 18 years of age;
 - (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language;
 - (e) 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, where that person holds a commercial pilot licence and is applying for a flight instructor rating with
 - (A) an aeroplane category and single-engine class rating;
 - (B) an aeroplane category and multi-engine class rating;
 - (C) a powered-lift rating; or
 - (D) an instrument rating;
 - (f) demonstrate or provide the Director with evidence of meeting the requirements of regulation 88;
 - (g) receive a logbook endorsement from an authorised instructor on the areas of operation listed in regulation 89, appropriate to the flight instructor rating sought;

Flight instructor certification.

Flight instructor ratings requirements.

Schedule.

- (h) pass or provide evidence of having passed the required skill test that 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) a flight simulator or approved flight training device that is representative of the category and class of aircraft for the rating sought,

and used in accordance with an approved course at an organisation approved to conduct such courses;

- (i) log at least 15 hours as pilot in command in the category and class of aircraft that is appropriate to the flight instructor rating sought;
- (j) comply with the appropriate regulations that apply to the flight instructor rating sought;
- (k) provide the Director with evidence that he has received instruction in flight instructional techniques including demonstration, student pilot practices, recognition and correction of common student pilot errors under the supervision of an authorised flight instructor; and
- (l) has practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction under the supervision of an authorised instructor.

(2) A flight instructor rating referred to in paragraph (1), is not required by

- (a) a commercial pilot with a lighter than air rating, where the training is to be conducted in a lighter than air aircraft;

- (b) an airline transport pilot with appropriate ratings where the training is to be conducted in accordance with an approved air operator training programme;
- (c) a person who is qualified in accordance with these Regulations where the training is to be conducted in accordance with an approved training programme; or
- (d) a ground instructor where the training is to be conducted in accordance with the privileges of his authorisation.

(3) Where an applicant in paragraph (1), is seeking a rating in an aeroplane or a glider he shall

- (a) receive a logbook endorsement for a flight instructor rating from an authorised flight 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 aeroplane or glider, as appropriate, that is certified for spins; and
- (b) demonstrate instructional proficiency for a flight instructor rating in stall awareness, spin entry, spins, and spin recovery procedures with an aeroplane or glider rating.

(4) A flight test examiner designated in regulation 99, may accept the endorsement specified in paragraph (3)(a), as satisfactory evidence of instructional proficiency in stall awareness, spin entry, spins, and spin recovery procedures for the skill test check, where the skill test is not a re-test as a result of the applicant failing the previous test for deficiencies in those knowledge or skill areas.

(5) Where a re-test is the result of deficiencies in the ability of an applicant to demonstrate the requisite knowledge or skill, the applicant shall demonstrate such knowledge or skill to a flight test examiner in an aeroplane or glider, as appropriate, which is certified for spins.

Aeronautical ground training requirements for flight instructor.

88. (1) An applicant for a flight instructor rating referred to in regulation 87, shall receive and log ground training from an authorised instructor on

- (a) techniques of applied instruction;
- (b) assessment of student pilot performance in those subjects in which ground instruction is given;
- (c) the learning process;
- (d) elements of effective teaching;
- (e) student pilot evaluation and testing training philosophies;
- (f) training programme development;
- (g) lesson planning;
- (h) classroom instructional techniques;
- (i) use of training aids;
- (j) analysis and correction of student pilot errors;
- (k) human performance relevant to flight instruction;
- (l) hazards involved in simulating system failures and malfunctions in the aircraft;
- (m) the aeronautical knowledge areas for a private pilot licence and a commercial pilot licence applicable to the aircraft category for which flight instructor privileges are sought; and
- (n) the aeronautical knowledge areas for the rating applicable to the category for which flight instructor privileges are sought.

(2) The following applicants are not required to comply with paragraph (1)(a) to (j):

- (a) the holder of a ground instructor authorisation issued in accordance with this Part;
- (b) the holder of a current teacher’s certificate that authorises that person to teach at secondary level or higher; and
- (c) a person who provides evidence of an equivalent level of experience acceptable to the Director.

89. (1) An applicant for a flight instructor rating shall receive and log flight and ground training.

Areas of operation for flight proficiency for flight instructor.

(2) Where an applicant referred to in paragraph (1), receives flight and ground training he shall receive an endorsement from an authorised flight instructor that he is proficient to pass a skill test in the areas set out in the General Application and Personnel Licensing Standards for the flight instructor rating sought.

(3) An applicant referred to in paragraph (1), may accomplish the flight training required by this Regulation

- (a) in an aircraft that is representative of the category and class of aircraft for the rating sought; or
- (b) in a flight training equipment representative of the category and class of aircraft for the rating sought, and used in accordance with an approved course at an approved aviation training organisation approved to conduct such courses.

90. (1) Where an applicant referred to in regulation 87, meets the requirements for the grant of such flight instructor rating the Director may issue such flight instructor rating.

Issue of flight instructor rating.

(2) A flight instructor rating issued in accordance with this Part shall expire 24 months from the month in which it was issued or renewed and shall be effective only while the holder has a valid pilot licence.

Additional flight instructor rating.

91. (1) An applicant for an additional flight instructor rating shall meet the eligibility requirements listed in regulation 87, that apply to the flight instructor rating sought.

(2) Notwithstanding paragraph (1), an applicant for an additional rating on a flight instructor rating is not required to pass the aeronautical knowledge test on the areas listed in regulation 88.

(3) An applicant for a further flight instructor rating may be credited with the teaching and learning skills already demonstrated for the flight instructor rating.

Flight instructor records.

92. A holder of a flight instructor rating (hereinafter referred to as a "flight instructor") shall

- (a) sign the logbook of each person to whom that flight 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 or student pilot licence that flight instructor has endorsed for solo flight privileges, and the date of the endorsement; and
 - (ii) the name of each person that flight instructor has endorsed for an aeronautical knowledge test or skill test check, and a record of the kind of test, the date, and the results; and
- (c) retain the records required by this Regulation for at least 3 years.

Flight instructor privileges.

93. A flight instructor is authorised within the limitations of his flight instructor rating, pilot licence and ratings, to give training and endorsements as are required

- (a) for the supervision of solo flights by student pilots;
- (b) for the carrying out of flight instruction for the issue of

- (i) a private pilot licence;
- (ii) a commercial pilot licence;
- (iii) a flight instructor rating;
- (iv) a ground instructor authorisation;
- (v) an aircraft rating;
- (vi) an instrument rating; and
- (vii) a flight review, operating privilege, or recency of experience requirement,

provided that the flight instructor

- (c) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;
- (d) holds the licence and rating necessary to act as the pilot in command of the aircraft on which the instruction is given; and
- (e) has the flight instructor privileges granted to him entered on the licence.

94. (1) A flight instructor shall observe the following limitations:

Limitations
on flight
instructor
ratings.

- (a) he shall not exceed the flight and duty times limitation and rest requirements prescribed under the Act or Regulations made thereunder;
- (b) he shall not conduct flight training in any aircraft for which he does not hold
 - (i) a pilot licence and flight instructor rating with the applicable category and class rating; and

- (ii) where appropriate, a type rating;
- (c) he shall have an appropriate instrument rating on his flight instructor rating and pilot licence for instrument flight training or for training for a type rating not limited to visual flight rules;
- (d) he shall not endorse a logbook of
 - (i) a student pilot for solo flight privileges;
 - (ii) a student pilot for solo cross-country flight;
 - (iii) a student pilot for solo flight in a controlled airspace or at an airport within controlled airspace;
 - (iv) a pilot for a flight review, unless that flight instructor has conducted a review of that pilot in accordance with the requirements of regulation 119; or
 - (v) a pilot for an instrument proficiency check, unless that instructor has trained that pilot in accordance with the Act or Regulations made thereunder.

(2) A flight instructor shall not give training required for the issuance of a licence or a rating in a multi-engine aircraft, a helicopter, or a powered-lift unless he has at least 5 flight hours of pilot in command time in the specific make and model of multi-engine aircraft, helicopter, or powered-lift, as appropriate.

(3) Notwithstanding paragraph (1)(d)(i), a flight instructor may endorse the licence or logbook of a student pilot for solo flight privileges where the flight instructor has

- (a) given that student pilot, the flight training required for solo flight privileges required by this Regulation;

- (b) determined that the student pilot is prepared to conduct the flight safely under known circumstances, subject to any limitations listed in the logbook of the student pilot that the flight instructor considers necessary for the safety of the flight;
- (c) given the student pilot training in the make and model of aircraft or a similar make and model of aircraft in which the solo flight is to be flown; and
- (d) endorsed the logbook of the student pilot for the specific make and model aircraft to be flown.

(4) Notwithstanding paragraph (1)(d)(ii), a flight instructor may endorse the logbook of a student pilot for solo cross-country flight where the flight instructor has determined

- (a) the flight preparation, planning, equipment, and proposed procedures of the student pilot are adequate for the proposed flight under the existing conditions and within any limitations listed in the logbook that the instructor considers necessary for the safety of the flight; and
- (b) the student pilot has the appropriate solo cross-country endorsement for the make and model of aircraft to be flown.

(5) Notwithstanding paragraph (1)(d)(ii), a flight instructor may endorse the logbook of the student pilot for solo flight in a controlled airspace or at an airport within a controlled airspace where the flight instructor has

- (a) given that student pilot ground and flight training in such controlled airspace or airport; and
- (b) determined that the student pilot is proficient to operate the aircraft safely.

(6) No flight instructor shall provide instruction to another pilot who has never held a flight instructor rating unless that flight instructor

- (a) holds a current flight instructor rating with the appropriate type rating for at least 24 months, and has given at least 40 hours of ground training; or
- (b) holds a current flight instructor rating and has given at least 100 hours of ground training in a course which has been approved by the Director;
- (c) meets the eligibility requirements prescribed in regulation 87;
- (d) has given at least 200 hours of flight training as a flight instructor for training in preparation for an aeroplane, helicopter, or powered-lift rating; and
- (e) has given at least 8 hours of flight training as a flight instructor for training in preparation for a glider rating.

(7) A flight instructor shall not make any self-endorsement for a licence, rating, flight review, authorisation, operating privilege, skill test check, or knowledge test that are required by this Part.

(8) A flight instructor shall not give training in Category II or Category III operations unless the flight instructor has been trained and tested in Category II or Category III operations.

(9) An applicant for flight instructor rating, in order to carry out instructions for a multi-crew pilot licence, shall also meet all instructor qualifications requirements.

Renewal of
flight
instructor
rating.

95. A flight instructor rating that has not expired may be renewed for an additional 24 months where the flight instructor

- (a) passes a skill test for
 - (i) renewal of the flight instructor rating;
 - (ii) an additional flight instructor rating; or

- (b) presents to the Director
 - (i) a record of training that shows that during the preceding 24 months, the flight instructor has endorsed at least 5 students for a skill test for a licence or rating;
 - (ii) a record that shows that within the preceding 24 months, he served in the position of either a company check airman, chief flight instructor, or flight instructor for an air operator or in a position involving the regular evaluation of pilots;
 - (iii) passed as a proficiency check, the skill test set out in the General Application and Personnel Licensing Standards, within the 12 months preceding the expiry date of the flight instructor rating; or
 - (iv) a graduation certificate or equivalent document showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training, flight training or both, within the 90 days preceding the expiration month of his flight instructor rating;
- (c) accomplishes the renewal requirements within the 90 days preceding the expiration month of his flight instructor licence; and
 - (i) this shall be considered by the Director as having been accomplished in the month due; and
 - (ii) the flight instructor rating shall be renewed for an additional 24 months from its expiration date;
- (d) accomplishes the skill test required by paragraph (a) in an approved course conducted by an aviation training organisation under the Act or Regulations made thereunder.

Expired flight instructor rating.

96. A flight instructor whose flight instructor rating has expired may apply to the Director for a new rating or a renewal of the expired rating upon

- (a) attending a flight instructor refresher seminar, as approved by the Director within the 12 months preceding the expiry date of the flight instructor rating or presenting a graduation certificate showing that the pilot has successfully completed an approved flight instructor refresher course consisting of ground training or flight training within the 90 days preceding the expiration month of the flight instructor rating; and
- (b) having passed, as a proficiency check, the skill test set out in the General Application and Personnel Licensing Standards within the 12 months preceding the expiration of the flight instructor rating.

Flight test examiner authorisation.

97. Where a person wishes to be designated as a flight test examiner he shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee; and
- (c) hold a current flight instructor rating.

Requirements for flight test examiner.

98. (1) An applicant for a flight test examiner authorisation under this Part shall

- (a) hold a licence and rating at least equal to the licence or rating for which he is authorised to conduct skill test or proficiency checks, and unless specified otherwise, the privilege to instruct for this licence or rating;
- (b) be qualified to act as pilot in command of the aircraft during a skill test, and shall meet the applicable experience requirements set out in these Regulations;

- (c) be assessed through an examiner authorisation test prescribed by the Director and supervised by an inspector of the Director, or by a flight test examiner specifically authorised by the Director for this purpose in the role of an examiner for which authorisation is sought, including
 - (i) briefing;
 - (ii) conduct of the skill test check;
 - (iii) assessment of the applicant to whom the skill test is given; and
 - (iv) de-briefing and recording or documentation;
- (d) be a check airman of an air operator or a check instructor of an aviation training organisation who
 - (i) has undergone the full training programme of the air operator or aviation training organisation; and
 - (ii) is not required to be assessed in paragraph (1)(c).

(2) A flight test examiner shall comply with appropriate standardised procedures for examiners, made or approved by the Director.

(3) A flight test examiner authorisation shall be valid for not more than one year and may be re-authorised at the discretion of the Director.

99. (1) The Director shall upon receipt of an application referred to in regulation 97 and where he is satisfied that the applicant is a suitably qualified person of integrity to conduct on behalf of the Director skill test checks, designate such applicant to be a flight test examiner.

Designation of instructors as flight test examiner.

(2) The flight test examiner referred to in paragraph (1), shall be a person who holds an approved flight instructor rating referred to in regulation 90.

(3) A flight test examiner shall be notified in writing by the Director, of his responsibilities and privileges.

(4) The Director shall notify each approved aviation training organisation and national air operator of the flight test examiners who have been designated to conduct skill test for the issue of pilot licence and ratings.

(5) A flight test examiner shall, as far as practicable, not test an applicant to whom he has given flight instruction for that licence or rating except with the expressed consent in writing of the Director.

Flight test
examiner
privileges.

100. (1) A flight test examiner under this Part may where his licence and ratings permits conduct

- (a) skill test checks for the issue of type ratings;
- (b) proficiency checks for revalidation or renewal of multi-pilot type and instrument ratings;
- (c) skill test checks for the initial issue and proficiency checks for the revalidation or renewal of instrument ratings;
- (d) type and instrument rating proficiency checks on multi-pilot aircraft in a flight simulator.

(2) Where a flight test examiner meets the licence qualification, authorisation and experience requirements set out in this Regulation for each role undertaken, he may exercise a number of roles as type rating examiner, instrument rating examiner or simulator flight test examiner.

General
require-
ments for
ground
instructor
authorisa-
tion.
Schedule.

101. (1) An applicant for a ground instructor authorisation shall

- (a) apply to the Director on the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;

- (c) be at least 18 years of age;
 - (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language;
 - (e) provide to the Director evidence of training on the fundamentals of instructing which shall include
 - (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) assessment of student performance in those subjects in which ground instructions is given; and
 - (viii) analysis and correction of student errors; and
 - (f) provide evidence to the Director of having sufficient depth of knowledge in the aeronautical areas as prescribed by the Director.
- (2) The requirements of paragraph (1)(e) shall not apply to an applicant who
- (a) holds a ground instructor authorisation or flight instructor rating issued under this Part;
 - (b) provides evidence of an equivalent level of experience acceptable to the Director.

Ground
instructor
authorisa-
tion.

102. (1) Where the Director is satisfied that an applicant for a ground instructor authorisation satisfies the requirements of this Part he may issue a ground instructor authorisation to the applicant.

(2) A ground instructor authorisation issued in accordance with this Part shall expire 24 months from the month in which it was issued or renewed.

Privileges
of ground
instructor.

103. (1) A person who holds a ground instructor authorisation (hereinafter referred to as a "ground instructor"), is authorised to provide

- (a) ground training in the aeronautical knowledge areas required for the issuance of a pilot licence in the associated category or class rating;
- (b) ground training required for a pilot flight review;
- (c) a recommendation for a knowledge test required for the issuance of any licence issued in accordance with these Regulations; and
- (d) ground training in the aeronautical knowledge areas required for the issuance of an instrument rating.

(2) A ground instructor is authorised to endorse the logbook or other training record of a person to whom the ground instructor has provided the training or recommendation specified in this Regulation.

Recency
require-
ments for
ground
instructor.

104. No person shall perform the duties of a ground instructor unless, within the preceding 12 months

- (a) he has served as a ground instructor; or
- (b) the Director has determined that the person meets the standards prescribed under this Part for the authorisation.

105. Where a ground instructor seeking to exercise the privileges of his authorisation has not exercised the privileges of such authorisation within the preceding 12 months, he may apply for a new ground instructor authorisation or renewal of his expired ground instructor authorisation upon attending a seminar for instructors or taking part in some other training activity acceptable to the Director.

Expired ground instructor authorisation.

PART V

Flight Engineer Licence

106. This Part prescribes the requirements for the issue of a flight engineer licence and rating.

Applicability of this Part.

- 107.** A person wishing to apply for a flight engineer licence, shall
- (a) apply to the Director in the prescribed form;
 - (b) pay the prescribed fee as set out in the *Schedule*;
 - (c) be at least 18 years of age;
 - (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language;
 - (e) hold a Class 2 medical certificate issued under Part IX; and
 - (f) comply with the requirements of this Part that apply to the rating sought.

General requirements for flight engineer licence. Schedule.

108. (1) An applicant for a flight engineer licence referred to in regulation 107 shall pass an aeronautical knowledge test on the subjects listed in the General Application and Personnel Licensing Standards.

Flight engineer knowledge requirements.

(2) Before taking the aeronautical knowledge test required in paragraph (1), an applicant for a flight engineer licence shall present satisfactory evidence of having completed one of the aeronautical experience requirements of regulation 109.

(3) An applicant for a flight engineer licence or rating shall have passed the knowledge test required in paragraph (1) within 24 months of the skill test required in regulation 110.

(4) Notwithstanding paragraph (3), an applicant who within 24 months of passing the knowledge test is employed as a flight crew member or mechanic by a national air operator, need not comply with the time limit referred to in paragraph (3), where he is employed

- (a) by such national air operator at the time of the skill test check; and
- (b) as a flight crew member completed initial training and where appropriate, transition, upgrade and recurrent training.

Aeronautical
experience
requirements for
flight
engineer.

109. (1) An applicant for a flight engineer licence referred to in regulation 107, shall obtain and log the flight times used to satisfy the aeronautical experience requirements of paragraph (2) on an aeroplane on which a flight engineer is required by the Act or Regulations made thereunder.

(2) In addition to the skill and experience requirements, an applicant for a flight engineer licence with a type rating shall present, for the class rating sought, satisfactory evidence of having one of the following:

- (a) at least 3 years of skill and experience in aircraft and aircraft engine maintenance and at least 5 hours of flight training in the duties of a flight engineer;
- (b) graduation from a specialized aeronautical training course in maintaining aircraft and aircraft engines for a period of at least 2 years and at least 5 hours of flight training in the duties of a flight engineer;

- (c) a degree in aeronautical, electrical, or mechanical engineering from a recognized college, university, or engineering school, at least 6 months of skill experience in maintaining aircraft and at least 5 hours of flight training in the duties of a flight engineer;
- (d) a commercial pilot licence with an instrument rating and at least 5 hours of flight training in the duties of a flight engineer;
- (e) at least 200 hours of flight time in a transport category aeroplane as pilot in command or co-pilot performing the functions of a pilot in command under the supervision of a pilot in command;
- (f) at least 100 hours of flight time as a flight engineer; or
- (g) successful completion within the 90-day period before application, of an approved flight engineer ground and flight course of instruction.

(3) The Director shall determine whether experience as a flight engineer in a flight simulator, approved by the Director, is acceptable as part of the total flight time of 100 hours and credit for such experience shall be limited to a maximum of 50 hours.

(4) The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight instructor or flight engineer approved by the Director for that purpose, in at least the following areas:

- (a) pre-flight inspections;
- (b) fuelling procedures, fuel management;
- (c) inspection of maintenance documents;
- (d) normal flight deck procedures during all phases of flight;

- (e) crew co-ordination and procedures in case of crew incapacitation;
- (f) defect reporting;
- (g) recognition of abnormal functioning of aircraft systems;
- (h) use of abnormal and alternate or standby procedures;
- (i) recognition of emergency conditions; or
- (j) use of appropriate emergency procedures.

Skill
requirements of
flight
engineer.

110. (1) An applicant for a flight engineer licence with a type rating shall pass a skill test on the duties of a flight engineer or provide the Director with evidence that he has passed such a test

- (a) on the class of aeroplane for which a rating is sought; or
 - (b) on an approved flight simulator replicating the aeroplane for which the licence with the type rating is sought.
- (2) An applicant under this Regulation shall
- (a) show satisfactory performance in pre-flight inspection, servicing, starting, pre-takeoff and post-landing procedures;
 - (b) in flight, show satisfactory performance of the normal duties and procedures relating to the aeroplane, aeroplane engines, propellers, systems and appliances; and
 - (c) in flight, in an aeroplane simulator or in an approved training device, show satisfactory performance on emergency duties and procedures and recognize and take appropriate action for malfunctions of the aeroplanes, engines, propellers, systems and appliances;

- (d) use aircraft systems within the capabilities and limitations of the aircraft;
- (e) exercise good judgement and airmanship;
- (f) apply aeronautical knowledge;
- (g) perform all the duties as part of an integrated crew with the successful outcome never in doubt; and
- (h) communicate effectively with the other flight crew members.

111. Where the Director is satisfied that an applicant for a flight engineer licence meets the requirements of regulations 106 through 110, he may issue a flight engineer licence to the applicant.

Issue of flight engineer licence.

112. (1) The Director may issue a flight engineer licence on the basis of a flight engineer licence issued by another Contracting State.

Conversion of flight engineer licence issued by another Contracting State.

(2) A flight engineer licence issued in accordance with this regulation, expires at the end of the 24th month after the month in which the licence was issued or renewed.

(3) The Director may add to a licence issued in accordance with these Regulations, those aircraft class ratings listed on the flight engineer licence of the applicant, in addition to any ratings issued after testing under the provisions of these Regulations.

(4) A flight engineer may apply for renewal of his flight engineer licence issued in regulation 111, and the Director may renew that licence and the ratings placed thereon where, at the time of application for renewal, the foreign flight engineer licence on which that licence is based is in effect.

(5) Notwithstanding paragraph (4) an application for renewal of a flight engineer licence shall be submitted before expiration of the current licence or authorisation issued under this Regulation.

(6) Where on the basis of a flight engineer licence issued by another Contracting State a flight engineer is issued a flight engineer licence under this Regulation, he may perform the duties of a flight engineer of a Barbadian aircraft, within and outside Barbados, subject to the limitations of this Part and any additional limitations placed on the licence by the Director.

Flight engineer requirements for an additional aircraft rating.

113. (1) An applicant referred to in regulation 107 may have another aircraft class rating added to his flight engineer licence, where he

- (a) passes the knowledge test in the areas set out in regulation 108(1) and the skill test that is appropriate to the class of aeroplane for which an additional rating is sought; or
- (b) satisfactorily completes an approved flight engineer training programme that is appropriate to the additional class rating sought.

(2) An applicant may take the knowledge tests before acquiring the flight training required by paragraph (1).

(3) A national air operator may, when authorised by the Director, provide as part of an approved training programme, a knowledge test that he may administer to satisfy the test required for an additional rating referred to in paragraph (1).

PART VI

Testing and Training

Applicability of this Part.

114. This Part prescribes the testing and training procedures for airmen and training equipment requirements.

General training and testing for airmen.

115. (1) A test prescribed by or under this Part shall be administered at the times, places and by the persons designated by the Director.

(2) A person wishing to obtain a licence or rating may be required to take

- (a) an aeronautical knowledge test; and
- (b) a skill test.

116. (1) An applicant for a pilot licence, flight engineer licence or flight instructor rating who is required to take a skill test, shall meet all applicable requirements for the licence or rating sought with the last flight under instruction having been completed within the preceding 6 months of the application. Skill test for airmen.

(2) Where an applicant under this Regulation does not complete all the increments of a skill test for a licence or rating on one date, he shall complete all remaining increments of the skill test not more than 60 days after that date.

(3) Where an applicant under this Regulation does not satisfactorily complete all increments of the skill test for a licence or a rating within 60 days after beginning the skill test, he shall complete the entire skill test again including those increments satisfactorily completed.

(4) Except as provided in paragraph (5), to be eligible for a skill test for a licence or rating issued in accordance with these Regulations, an applicant shall

- (a) pass the required knowledge test within the 24-month period preceding the month the applicant completes the skill test, where an aeronautical knowledge test is required;
- (b) present the aeronautical knowledge report at the time of application for the skill test, where an aeronautical knowledge test is required;
- (c) have satisfactorily accomplished the required instruction and obtained the aeronautical experience prescribed under these Regulations for the licence or rating sought;

- (d) meet the prescribed age requirement for the issuance of the licence or rating sought; and
- (e) have an endorsement in his 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 60 days preceding the date of application in preparation for the skill test;
 - (ii) is prepared for the required skill test; and
 - (iii) has demonstrated satisfactory aeronautical knowledge of the subject areas in which the applicant was deficient on the previous aeronautical knowledge test.

(5) An applicant for an airline transport pilot licence or an additional rating to an airline transport pilot licence may take the skill test for that licence or rating with an expired aeronautical knowledge test report, provided that the applicant

- (a) is employed as a flight crew member by a national air operator at the time of the skill test and has satisfactorily accomplished the approved pilot in command aircraft qualification training programme of the national air operator appropriate to the airman licence and rating sought; and
- (b) has qualification training requirements appropriate to the airman licence and rating sought.

Procedures
for skill test
for airmen.

117. (1) The ability of an applicant to hold a licence or rating issued under these Regulations shall be based upon the ability of the applicant as assessed by the flight test examiner to safely meet the following requirements during a skill 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 in accordance with the General Application and Personnel Licensing Standards for the private pilot licence, the commercial pilot licence and the airline transport pilot licence with the successful outcome of each task never seriously in doubt;
- (c) demonstrate reasonable judgement in airmanship;
- (d) complete all manoeuvres with smoothness and accuracy;
- (e) operate the aircraft within its limitations; and
- (f) demonstrate single pilot competence where the aircraft is type certified for single pilot operations.

(2) Where an applicant does not demonstrate proficiency without the aid of a co-pilot, the Director shall place the limitation, "co-pilot required" on the applicant's airman licence.

(3) An applicant referred to in paragraph (2), may upon passing the appropriate skill test and by demonstrating single pilot competency in that aircraft apply to have the limitation removed.

(4) The failure by an applicant for an airman licence or rating of any area of operation, shall be treated as a failure of the skill test.

(5) An applicant under these Regulations who fails a skill test, he shall be issued with a "Notice of Disapproval" in the prescribed form.

(6) An applicant for an airman licence or rating, is not eligible for such airman licence or rating until all the areas of operation are passed.

(7) The flight test examiner or the applicant for an airman licence or rating under this Part may discontinue a skill test at any time

- (a) when the applicant fails one or more of the areas of operation;
- or

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

(8) Where a skill test is discontinued the applicant shall be issued a "Letter of Discontinuance" in the prescribed form and the Director may give the applicant credit for those areas of operation already passed, but only where the applicant

(a) passes the remainder of the skill test within the 60-day period after the date the test began;

(b) presents to the flight test examiner for the re-test the original Notice of Disapproval or the Letter of Discontinuance Form; and

(c) satisfactorily accomplishes any additional training needed, and obtains the appropriate instructor endorsements where additional training is required.

Equipment
required for
skill test.

118. (1) An applicant for a licence or rating issued under these Regulations shall furnish an aircraft with the necessary equipment and controls, unless he is permitted to accomplish the entire flight increment of the skill test in approved or accepted flight training equipment.

(2) An applicant for a licence or rating undergoing a skill test under these Regulations shall

(a) provide a Barbadian aircraft registry for each required skill test that

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

(ii) has a current airworthiness certificate;

(b) at the discretion of the flight test examiner who administers the skill test, provide an aircraft of the same category, class and type, where applicable, of foreign registry that is properly certified by the State of Registry.

(3) Paragraph (2), shall not apply where the applicant is permitted to accomplish the entire flight increment of the skill test in an approved or accepted flight training equipment.

(4) An applicant for a skill test shall use an aircraft that has

(a) the equipment for each area of operation;

(b) no prescribed operating limitations that prohibit its use in any of the areas of operation;

(c) at least 2 pilot stations with adequate visibility for each person to operate the aircraft safely except as provided in paragraph (6); and

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

(5) An applicant for a skill 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 flight test examiner determines that the skill test can be conducted safely in the aircraft without the controls being easily reached.

(6) An applicant for a skill test that involves manoeuvring an aircraft solely by reference to instruments shall furnish

(a) equipment on board the aircraft that permits the applicant to be assessed in 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 flight test examiner from having visual reference outside the aircraft, and is otherwise acceptable to the Director.

(7) An applicant may complete a skill test in an aircraft having a single set of controls, provided the

(a) flight examiner agrees to conduct the test;

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

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

Re-testing
after
failure.

119. (1) An applicant who fails an aeronautical knowledge test, or a skill test may reapply to the Director only after he has received

(a) the necessary training from an authorised instructor who has determined that the applicant is prepared for such test; and

(b) an endorsement from an authorised instructor who gave the applicant the additional training.

(2) An applicant for a flight instructor rating with an aeroplane category rating, or with a glider category rating, who has failed the skill test due to deficiencies in instructional proficiency on stall awareness, spin entry, spins, or spin recovery shall

(a) receive the necessary training from an authorised instructor who has determined that the applicant is proficient to pass the test before being re-tested;

(b) furnish an aircraft for the re-test that is of the appropriate aircraft category for the rating sought and is certified for spins; and

- (c) demonstrate satisfactory instructional proficiency on stall awareness, spins entry, spins, and spin recovery to a flight test examiner during the re-test.

120. (1) A person shall record and credit the flight time for

Flight training and aeronautical experience records.

- (a) flight training and aeronautical experience used to meet the requirements for a licence, rating, qualification, authorisation, or flight review of these Regulations; and
- (b) the aeronautical experience required to show recent flight experience requirements referred to in these Regulations, in a manner acceptable to the Director.

(2) Notwithstanding the generality of paragraph (1), a pilot shall enter in his logbook, the following information for each flight or lesson:

- (a) general information which shall include as applicable the
 - (i) date;
 - (ii) total flight time;
 - (iii) location where the aircraft departed and arrived, or the location where the lesson occurred, or where the training was conducted in an approved flight simulator or an approved flight training device;
 - (iv) type and identification of aircraft, approved flight simulator, or approved flight training device, as appropriate; and
 - (v) name of a safety pilot, where required by the Act or Regulations made thereunder;
- (b) type of pilot experience or training which shall include as applicable

- (i) solo;
 - (ii) pilot in command;
 - (iii) co-pilot;
 - (iv) flight and ground training received from an authorised instructor; or
 - (v) training received in an approved flight simulator or approved flight training device from an authorised instructor;
- (c) conditions of flight which shall include as applicable
- (i) day or night;
 - (ii) actual instrument; or
 - (iii) simulated instrument conditions in flight, in an approved flight simulator, or in an approved flight training device.
- (3) The pilot time described in this Regulation may be used to
- (a) apply for a licence or rating under these Regulations; or
 - (b) satisfy the recent flight experience requirements of the Act or Regulations made thereunder.
- (4) Except for a student pilot acting as pilot in command of an airship requiring more than one flight crew member, a pilot may log as solo flight time only that flight time when the pilot is the sole occupant of the aircraft.
- (5) A student pilot or a pilot shall be entitled to be credited in full with all solo flight 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 the higher grade of pilot licence.

(6) A private pilot or commercial pilot may log pilot in command time only for that flight time during which that pilot is

- (a) the sole manipulator of the controls of an aircraft for which the pilot is rated;
- (b) operating as pilot in command of an aircraft on which more than one pilot is required under the type rating of the aircraft or the regulations under which the flight is conducted; or
- (c) the sole occupant of the aircraft.

(7) An airline transport pilot may log as pilot in command time all of the flight time while acting as pilot in command of an operation requiring an airline transport pilot licence.

(8) A flight instructor may log as pilot in command time all of the flight time while performing as a flight instructor.

(9) A student pilot may log pilot in command time for all of the flight time when operating

- (a) as the sole occupant of the aircraft or performing functions of the pilot in command of an airship requiring more than one flight crew member; or
- (b) has a current solo flight endorsement as required under regulation 27; or
- (c) is undergoing training for a pilot licence or rating.

(10) A pilot, when operating as co-pilot of an aircraft required to be operated with a co-pilot, shall be entitled to be credited with not more

than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence.

(11) A pilot may log co-pilot flight time only for that flight time during which that pilot

- (a) is qualified in accordance with the co-pilot requirements of regulation 79 and occupies a crew member station in an aircraft that requires more than one pilot by the type certificate of the aircraft; or
- (b) holds the appropriate category, class, and instrument rating, where 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 the aircraft or the regulations under which the flight is being conducted.

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

(13) A flight instructor may log instrument flight time under paragraph (12), when conducting instrument flight instruction in actual instrument flight conditions.

(14) For the purposes of logging instrument flight time under paragraphs (12) and (13) to meet the recent instrument experience requirements of the Act or Regulations made thereunder, the following information shall be recorded in the logbook of such person:

- (a) the location and type of each instrument approach accomplished; and
- (b) the name of the safety pilot, where required.

(15) Approved or accepted flight training equipment may be used by a person to log instrument flight time referred to in paragraphs (12),

(13) and (14) provided an authorised instructor is present during the simulated flight.

(16) A pilot may record training time when he receives training from an authorised instructor in an aircraft, approved flight simulator, or approved flight training device.

(17) The training time referred to in paragraph (16), shall be recorded 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, and the instructor’s signature, licence number, and licence expiration date.

(18) A pilot, as co-pilot when performing the functions and duties of a pilot in command, and under the supervision of a pilot-in-command shall be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

121. (1) A pilot shall not receive credit for the use of any flight training equipment for satisfying any training, testing, or checking requirement of this Part unless that flight training equipment is

Limitation on the use of flight simulator and flight training devices.

- (a) approved by the Civil Aviation Authority of another Contracting State and accepted by the Director; or
- (b) approved by the Director for
 - (i) training, testing and checking for which it is used;
 - (ii) each particular manoeuvre, procedure, or crew member function performed; and

- (iii) 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.

(2) An approval or acceptance referred to in paragraph (1) of a flight training equipment shall be on an annual basis.

(3) The Director may consider as a flight training device, any device used for flight training, testing, or checking which has been accepted or approved by it prior to these Regulations coming into force, and which performs as originally designed where it is used for the same purposes for which it was originally approved or accepted and only to the extent of such approval or acceptance.

(4) The Director may approve a device other than a flight training simulator or flight training device for specific purposes.

Flight training equipment for aeroplane category to be conducted in accordance with approved course.

122. (1) Where approved or accepted flight training equipment is used to accomplish any of the training and required skill test for a pilot licence with an aeroplane category, class, and type rating, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an approved aviation training organisation.

(2) Where flight training equipment is used to accomplish any of the training and the required skill test for an additional aeroplane category, class, and type rating for a pilot licence, such training and skill test in flight training equipment shall be conducted in accordance with an approved course at an organisation approved to conduct such courses.

(3) In order to complete all training and testing referred to in paragraph (2), with the exception of pre-flight inspection, for an additional aeroplane rating without limitations when using a flight simulator

- (a) the flight simulator shall be approved as Level C or Level D; and

- (b) the applicant for an additional rating under these Regulations shall meet any one of the following experience and qualification requirements:
- (i) hold a type rating for a turbojet or turbofan aeroplane of the same class of aeroplanes for which the type rating is sought;
 - (ii) hold a type rating for a turbopropeller aeroplane of the same class of aeroplanes for which the type rating is sought;
 - (iii) have at least 2 000 hours of flight time, of which 500 hours is in turbine-powered aeroplanes of the same class of aeroplanes for which the type rating is sought;
 - (iv) have at least 500 hours of flight time in the same type of aeroplane as the aircraft for which the rating is sought; and
 - (v) have at least 1 000 hours of flight time in at least 2 different aeroplanes requiring a type rating.

(4) Subject to the limitations set out in paragraph (5), an applicant who does not meet the requirements of paragraph (3), may complete all training and testing for a pilot licence or rating when using a flight simulator where

- (a) the flight simulator is approved as a Level C or Level D; and
- (b) the applicant for an additional rating under this Regulation meets at least one of the following requirements:
 - (i) holds a type rating in a propeller-driven aeroplane where a type rating in a turbojet or turbo-fan aeroplane is sought, or holds a type rating in a turbojet or turbo-fan aeroplane where a type rating in a propeller-driven aeroplane is sought; or

(ii) since the beginning of the 12th month before the month in which the applicant completes the skill test for an additional aeroplane rating, has logged

(A) at least 100 hours of flight time in aeroplanes of the same class for which the type rating is sought and which requires a type rating; and

(B) at least 25 hours of flight time in aeroplanes of the same type for which the rating is sought.

(5) An applicant meeting only the requirements of paragraph (3), shall be issued a rating with a limitation which shall state the following:

"This licence is subject to pilot in command limitations for the additional rating".

(6) An applicant under this Regulation who has been issued a pilot licence with the limitation specified in paragraph (5)

(a) shall not act as pilot in command of aeroplanes for which the rating was obtained under the provisions of this Regulation until the limitation is removed from his pilot licence; and

(b) may have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of aeroplane to which the limitation applies.

(7) An applicant under this Regulation, who does not meet the requirements of paragraph (3) or (4), may be issued a rating where he complies with

(a) paragraph (2), and the following tasks, which shall be successfully completed on a static aeroplane or in flight, as appropriate

- (i) pre-flight inspection;
 - (ii) normal takeoff;
 - (iii) normal instrument landing system approach;
 - (iv) missed approach; and
 - (v) normal landing; and
- (b) paragraphs (8) and (9).

(8) An applicant who does not meet the requirements of paragraph (3), (4) or (7)(a) shall be issued a licence or rating with a limitation which shall state, "This licence is subject to pilot in command limitations for the additional rating".

(9) An applicant under this Regulation who has been issued a pilot licence with the limitation specified in paragraph (8)

- (a) shall not act as pilot in command of that aeroplane for which the rating was obtained under the provisions of this Regulation until the limitation is removed from the pilot licence; and
- (b) may have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in an aeroplane of the same type to which the limitation applies.

123. (1) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for the initial issue of a pilot licence with a helicopter class and type rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved aviation training organisation.

Approved
or accepted
flight
training
equipment.

(2) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional helicopter class and type rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved aviation training organisation or in an approved or accepted flight simulator.

(3) Where an applicant seeks an additional type rating in a turbine-powered helicopter he shall meet at least one of the following requirements:

- (a) hold a type rating in a turbine-powered helicopter;
- (b) have at least 2 000 hours of flight time that includes at least 500 hours in turbine-powered helicopters;
- (c) have at least 500 hours of flight time in turbine-powered helicopters; or
- (d) have at least 1 000 hours of flight time in at least 2 different turbine-powered helicopters.

(4) Subject to the limitation of paragraph (5), an applicant under this Regulation who does not meet the requirements of paragraph (3) may complete all training and testing, with the exception of pre-flight inspection, for a pilot licence or rating when using a flight simulator where

- (a) the flight simulator is approved as Level C or Level D; and
- (b) he meets at least one of the following requirements:
 - (i) holds a type rating in a turbine-powered helicopter where a type rating in a turbine-powered helicopter is sought; or

- (ii) since the beginning of the 12th month before the month in which the applicant completes the skill test for an additional helicopter rating, has logged at least 25 hours of flight time in helicopters of the same type for which the rating is sought.

(5) An applicant meeting only the requirements of paragraph (2) shall be issued a rating with a limitation which shall state, "This licence is subject to pilot in command limitations for the additional rating".

(6) An applicant under this Regulation who is issued a pilot licence with the limitation specified in paragraph (5)

- (a) shall not act as pilot in command of a helicopter for which the rating was obtained under the provisions of this Regulation until the limitation is removed from the pilot licence; and
- (b) may have the limitation removed by accomplishing 15 hours of supervised operating experience as pilot in command under the supervision of a qualified and current pilot in command, in the seat normally occupied by the pilot in command, in the same type of helicopter to which the limitation applies.

(7) An applicant under this Regulation who does not meet the requirements of paragraph (3) or (4), may be issued a rating upon

- (a) compliance with paragraph (1) and the following tasks, which must be successfully completed on a static helicopter or in flight, as appropriate:
 - (i) pre-flight inspection;
 - (ii) normal takeoff;
 - (iii) normal instrument landing system approach;
 - (iv) missed approach; and
 - (v) normal landing;

(b) compliance with paragraph (1).

(8) An applicant who does not meet the requirements of paragraph (3), (4) or (7)(a) shall be issued a rating with a limitation which shall state, "This licence is subject to pilot in command limitations for the additional rating".

(9) An applicant who has been issued a pilot licence with the limitation specified in paragraph (8)

(a) shall not act as pilot in command of that helicopter for which the rating was obtained under the provisions of this Regulation until the limitation is removed from the pilot licence; and

(b) may have the limitation removed by accomplishing 25 hours of supervised operating experience as pilot in command under the supervision of a qualified pilot in command with recency of experience in the seat normally occupied by the pilot in command, in that helicopter of the same type to which the limitation applies.

Approved
or accepted
flight
training
equipment
for
powered-lift
category.

124. (1) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for a pilot licence with a powered-lift category and type rating, such training is subject to the following requirements:

(a) requirements of regulation 122;

(b) the applicant shall meet at least one of the following if a type rating is sought in a turbine powered-lift:

(i) hold a type rating in a turbine powered-lift;

(ii) have at least 2 000 hours of flight time that includes at least 500 hours in a turbine powered-lift;

- (iii) have at least 500 hours of flight time in a turbine powered-lift;
- (iv) have at least 1 000 hours of flight time in a turbine powered-lift.

(2) Where approved or accepted flight training equipment is used for accomplishing any of the training and the required skill test for an additional powered-lift category and type rating, such training and skill test in such approved or accepted flight training device shall be conducted in accordance with an approved course at an approved aviation training organisation or in an approved or accepted flight simulator.

(3) Subject to the limitation described in regulation 122(9), an applicant who does not meet the requirements of regulation 122(2), may complete all training and testing, with the exception of pre-flight inspection, for a rating when using a flight simulator where

- (a) the flight simulator is approved as Level C or Level D; and
- (b) the applicant meets at least one of the following:
 - (i) holds a type rating in a turbine powered-lift if a type rating in a turbine powered-lift is sought; or
 - (ii) since the beginning of the 12th month before the month in which the applicant completes the skill test for an additional powered-lift rating, has logged at least 25 hours of flight time in powered-lifts of the same type for which the rating is sought.

125. (1) A graduation certificate issued by an approved aviation training organisation, and presented to the Director within 60 days of such graduation shall be sufficient evidence that the applicant has met the applicable aeronautical experience, aeronautical knowledge and areas of operation training requirements of these Regulations.

Graduates
of an
approved
training
programme.

(2) Where the Director is satisfied that an application submitted after 60 days from the date of issue of a graduation certificate, still meets the requirements of paragraph (1) he may accept such application.

PART VII

Air Traffic Control Certification

Applicability of this Part.

126. This Part prescribes the requirements for the issue of air traffic control licences.

Limitations.

127. No person shall exercise air traffic control privileges under this Part unless he

- (a) holds an air traffic controller licence issued to him by the Director under these Regulations; and
- (b) holds an appropriate rating for the particular air traffic control facility or has qualified for the operating position and acts under the supervision of the holder of air traffic control rating for that air traffic control facility.

Issue of air traffic control licences.

128. The Director may, where an applicant meets the requirements of this Part, issue the following air traffic control licences, ratings and authorisation:

- (a) air traffic control trainee licence;
- (b) air traffic controller licence;
- (c) air traffic controller ratings:
 - (i) aerodrome control rating;
 - (ii) approach control rating;
 - (iii) approach radar control rating;

- (iv) terminal control rating;
 - (v) terminal control radar rating;
 - (vi) area control rating; and
 - (vii) area radar control rating;
- (d) air traffic instructor authorisation; and
- (e) air traffic on-the-job trainer authorisation.

129. (1) Where a person wishes to apply for an air traffic trainee licence he shall

Air traffic trainee licence requirements.

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 20 years of age;
- (d) except as provided in regulation 201 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;
- (e) have completed an approved training course in the areas specified in regulations 130 and 131;
- (f) have passed an approved aeronautical knowledge test in respect of the training courses referred to in paragraph (e);
- (g) hold a current Class 3 medical certificate in accordance with Part IX of these Regulations.

Schedule.

(2) The training required to be completed by paragraph (1)(e) shall be conducted by the holder of an air traffic instructor authorisation.

Aeronautical knowledge requirements.

130. An applicant for an air traffic trainee licence shall pass an aeronautical knowledge test referred to in regulation 129(1)(f) on the areas set out in the General Application and Personnel Licensing Standards.

Air traffic trainee knowledge requirements.

131. In completing a training course in regulation 129(1)(e), an applicant for an air traffic trainee licence shall demonstrate to an air traffic instructor through a skill test, general knowledge of and ability to perform completely, the normal and emergency air traffic control procedures and practices in the areas of operation set out in the General Application and Personnel Licensing Standards.

Recommendation by air traffic instructor.

132. Where an air traffic instructor is conducting courses under regulation 129(1)(e) is satisfied that the applicant for an air traffic trainee licence is ready to undertake on the job training he may make such recommendation to the Director.

Designation of air traffic on-the-job trainer.

133. The Director on receiving a recommendation referred to in regulation 132 shall assign an air traffic on-the-job trainer to administer the on-job-training and evaluation.

Issue of air traffic trainee licence.

134. The Director shall issue the air traffic trainee licence where an applicant has passed the test referred to in regulation 129(1)(e).

Privileges of an air traffic trainee.

135. The holder of an air traffic trainee licence, (hereinafter referred to as "an air traffic trainee") while training may perform air traffic control duties under the direct supervision of the air traffic on-the-job trainer, for the purpose of obtaining the necessary skill and experience in air traffic control duties to

- (a) qualify for the issue of an air traffic controller licence or rating; and
- (b) regain recency of experience for an air traffic controller licence or rating.

136. (1) Where a person wishes to apply for an air traffic controller licence he shall

Requirements for an air traffic controller licence.

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule* except where such fee is waived;
- (c) be at least 21 years of age;
- (d) except as provided in regulation 201 be able to read, write, and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;
- (e) hold a current air traffic trainee licence issued in accordance with this Part, or a current air traffic controller licence issued by another Contracting State; and
- (f) have at least
 - (i) 3 months experience under the supervision of an air traffic on-the-job trainer, exercising the privileges of an air traffic trainee licence issued in accordance with this Part; or
 - (ii) 2 years experience, exercising the privileges of an air traffic controller licence in another Contracting State where the licence was issued; and
- (g) have met the necessary training and experience and have passed the required test for at least one air traffic control rating issued in accordance with these Regulations.

Schedule.

(2) The experience specified in paragraph (1)(e) shall have been completed within the 6-month period immediately preceding the application.

Require-
ments for
air traffic
controller
rating.

137 (1) Where an initial rating is to be issued an applicant referred to in regulation 136 he shall provide evidence of having

- (a) satisfactorily completed a training course in the areas set out in the General Application and Personnel Licensing Standards, in respect of the rating sought;
- (b) completed the experience requirements set out in the General Application and Personnel Licensing Standards; and
- (c) passed the relevant evaluation, in the subject areas specified in paragraph (1)(a), conducted by an air traffic on-the-job trainer;
- (d) demonstrated to the air traffic on-the-job trainer responsible for his training, the skill, judgment and performance required to provide a safe, orderly and expeditious control service at an air traffic control facility appropriate to the rating sought.

(2) The training required to be completed in paragraph (1)(a), shall be conducted by an air traffic instructor.

(3) A person who wishes to have his existing air traffic controller rating for an additional air traffic control facility, shall

- (a) have completed the training required by paragraph (1)(a), for such air traffic control facility; and
- (b) have complied with the requirement of paragraphs (1) and (2), for such air traffic control facility.

Issue of air
traffic
controller
ratings.

138. (1) Where the air traffic on-the-job trainer is satisfied that an applicant for an air traffic controller rating is ready to be tested pursuant to regulation 137, he shall recommend to the Director that the applicant is prepared for final evaluation.

(2) An air traffic on-the-job trainer shall after the applicant has successfully completed the evaluation

- (a) certify the record of training in the logbook of the applicant; and
- (b) enter the following information in the prescribed form:
 - (i) the name and date of birth of applicant;
 - (ii) the air traffic control rating to be issued and any conditions on the use of the rating;
 - (iii) the location of the air traffic control facility for which the rating has been certified;
 - (iv) the following statement: "(name of air traffic controller) has satisfied the requirements of Part VI of the *Civil Aviation (General Application and Personnel Licensing) Regulations, 2007*, for the issue of the air traffic controller Rating specified above"; and
 - (v) signature, name and licence number of the on-the-job trainer.

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(3) Where the Director is satisfied that the applicant has passed the required tests referred to in regulation 137 he shall issue the air traffic controller licence with an air traffic controller rating.

139. Where the holder of an air traffic controller licence (hereinafter referred to as "air traffic controller") with an air traffic controller rating wishes to apply for an additional rating he shall meet the requirements of regulation 137.

Additional ratings for air traffic controller.

140. (1) Subject to paragraphs (2), (3) and (4), an air traffic controller holding

Privileges and limitations of ratings.

- (a) an airport control rating shall provide airport control service at the airport or airports for which the rating is validated;
- (b) an approach control rating shall provide approach control service for the airport or airports for which the rating is certified;
- (c) an approach radar control rating shall provide approach control service with the use of radar, or other surveillance system, for the airport or airports for which the rating is certified;
- (d) a terminal control rating shall provide terminal control service within the terminal control area or areas for which the rating is certified;
- (e) a terminal control radar rating shall provide terminal control service with the use of radar or other surveillance systems within the terminal control area or areas for which the rating is certified;
- (f) an area control rating shall provide area control service within the control area or areas for which the rating is certified; and
- (g) an area radar control rating shall provide area control service with the use of radar or other surveillance systems within the control area or areas for which the rating is certified.

(2) Where an air traffic controller wishes to obtain an additional rating, he may perform the air traffic controller duties for that rating while under the direct supervision of an air traffic on-the-job trainer for the purpose of obtaining the skills and experience in air traffic control duties for that rating.

(3) Where the privileges of an air traffic controller licence or rating issued under this Part have not been exercised without direct supervision for at least 5 hours of operational duty during a single shift within the preceding 28 days, the holder shall demonstrate his ability to perform unsupervised duty to an air traffic on-the-job trainer, before the privileges of that rating may be exercised again.

(4) Where the privileges of an air traffic controller licence or rating issued under this Part have not been exercised within the preceding 6 months, the holder shall before exercising the privileges of that rating, apply to the Director and demonstrate to an air traffic on-the-job trainer his proficiency under his licence or rating.

(5) Where the privileges of an air traffic controller licence issued under these Regulations have not been exercised within the preceding 5 years, the licence holder shall meet the requirement of regulations 129 and 136, before the privileges of that licence may be exercised again.

(6) A person shall not exercise the privileges of a rating at any air traffic control facility or with any type of radar equipment, unless since the beginning of the 12th month before that service, that person has passed a proficiency check prescribed by the Director.

141. (1) Except where the Director determines that an emergency air traffic situation has arisen, an air traffic controller shall have a minimum of 24 consecutive hours free from duty within each 7 consecutive days of duty.

Rest and
duty
limitations.

(2) Except where the Director determines that an emergency air traffic situation has arisen, an air traffic controller shall not work or be required to work for more than 12 consecutive hours.

(3) An air traffic controller shall be required to take a rest period of at least 8 consecutive hours before each duty period.

(4) Notwithstanding paragraph (3), where the duty period is more than 10 consecutive hours the rest period of the air traffic controller shall be no less than the preceding duty period.

Require-
ments for
issue of air
traffic
instructor
authorisa-
tion.
Schedule.

142. Where a person wishes to apply for an air traffic instructor authorisation he shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) hold an air traffic controller licence issued in accordance with this Part with a rating for the relevant service;
- (d) except as provided in regulation 201 be able to read, write and understand the English Language and speak it without impediment of speech that would adversely affect two-way radio conversation;
- (e) have at least 5 years experience exercising the privileges of an air traffic controller licence; and
- (f) provide the Director with evidence of having satisfactorily completed an approved training course in the theory and practice of instruction.

Instructor
authorisa-
tion.

143. Where an applicant meets the requirements of regulation 142, the Director may issue the air traffic instructor authorisation.

Privileges
and
limitations
of air
traffic
control
instructor
rating.

144. (1) Subject to paragraph (2), the holder of an air traffic instructor authorisation (hereinafter referred to as "an air traffic instructor") may

- (a) instruct air traffic control personnel;
- (b) directly supervise air traffic control personnel undergoing training, regaining recency or who are performing air traffic control duties;
- (c) assess the preparedness of an applicant for the issue of an air traffic controller licence or rating.

(2) Subject to paragraph (4), an air traffic instructor in exercising the privileges under his rating shall hold a current air traffic controller licence with a valid rating for the relevant service.

(3) Where an air traffic instructor is not exercising the privileges given under an air traffic controller licence, he shall not be required to hold a current medical certificate.

(4) In exercising the privileges referred to in paragraph (1), an air traffic instructor shall within the preceding 13 months have demonstrated to an air traffic on-the-job trainer his ability to exercise such privileges by passing an examination and a skill test based on the exercise of such privileges.

145. Where an air traffic controller has at least 5 years experience and the air traffic controller is of good character, he may be designated by the Director as an air traffic on-the-job trainer for skills and proficiency testing.

Requirements for air traffic on-the-job trainer.

146. (1) Subject to paragraph (2), the holder of an air traffic on-the-job trainer authorisation (hereinafter referred to as "an air traffic examiner") shall conduct skill tests for initial issue or continued validity of air traffic licences and ratings.

Privileges and limitations of air traffic on-the-job trainer.

(2) An air traffic examiner in exercising the privileges of his air traffic examiner authorisation shall

- (a) hold a current air traffic service licence with a rating for the relevant service; and
- (b) conduct the tests at an air traffic control facility or an aviation training organisation approved for air traffic control training;

Air traffic controller logbook requirements.

147. (1) The holder of an air traffic control licence under this Part shall

- (a) maintain a record in ink of his air traffic control training and experience in a logbook acceptable to the Director;
- (b) have the logbook entries countersigned by his shift supervisor to validate the correctness of such entries; and
- (c) submit his logbook in support of any application for a licence, rating or authorisation.

(2) An air traffic controller shall be credited with the total air traffic control time during which he is carrying out the duties of an air traffic controller.

PART VIII

Flight Operations Officer Licence

Applicability of this Part.

148. This Part prescribes the requirements for the issue of a flight operations officer licence.

Flight operations officer licence.

149. (1) A person wishing to perform the duties of a flight operations officer shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 21 years of age; and
- (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language.

Schedule.

(2) An applicant for a flight operations officer licence under paragraph (1), shall

- (a) pass a knowledge test;
- (b) provide the Director with a certificate of competency from a national air operator as evidence of having successfully met the knowledge and skill requirements of an approved flight operations officer training programme; or
- (c) meet or provide evidence of having met the knowledge requirements set out in the General Application and Personnel Licensing Standards.

150. (1) A national air operator in conducting knowledge and skill test referred to in regulation 148(2)(a) shall submit to the Director for approval a flight operations officer training programme for the initial issue, qualification and recurrent training of a flight operations officer.

Training programme of national air operator

(2) The training syllabus for a flight operations officer approved programme referred to in regulation 149, shall include the aeronautical knowledge requirements and skill requirements set out in the General Application and Personnel Licensing Standards.

151. (1) A person who applies for a flight operations officer licence referred to in regulation 149 shall have the following experience:

Experience or training requirements for flight operations officer.

- (a) a total of 2 years of service in any one or in any combination of the following capacities set out in paragraph (b) where the period served in any one capacity shall be at least one year;
- (b) the capacities referred to in paragraph (a) are:
 - (i) a flight crew member in air transportation;
 - (ii) a meteorologist in an organisation dispatching aircraft in air transportation;

- (iii) an air traffic controller; or
- (iv) a technical supervisor of flight operations officers or air transportation flight operations systems; or
- (c) at least one year as an assistant in the dispatching of air transport; or
- (d) have satisfactorily completed a course of approved training.

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

(3) Where an applicant is required to pass a knowledge test referred to in regulation 149, he shall be tested by an examiner assigned by the Director for such purpose.

Exemption where flight dispatcher course is completed.

152. Notwithstanding regulation 149(2), where an applicant for a flight operations officer licence provides the Director with evidence of having successfully completed an approved flight dispatcher course from a Contracting State, he shall be deemed to have met the requirements for the issue of a flight operations officer licence.

Certificate of competency.

153. (1) An applicant for a flight operations officer licence shall demonstrate to the Director the skills and 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 alternate destinations;

- (d) determine the optimum flight path for a given route segment;
- (e) create accurate manual and computer generated flight plans; and
- (f) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the flight operations officer.

154. (1) Where an applicant for a flight operations officer licence referred to in regulation 149 meets the requirements of this Part, the Director may issue to the applicant such flight operations officer licence.

Issue of a flight operations officer licence.

(2) A licence issued in paragraph (1), shall be valid for one year and may upon application to the Director be renewed upon successful completion of a competency test.

155. (1) The flight operations officer licence shall authorise the holder to exercise the following privileges:

Privileges and limitations of licence.

- (a) assist the pilot in command in flight preparation and provide the relevant information required;
- (b) assist the pilot in command in preparing the operational and air traffic service flight plans, and sign and file the air traffic service flight plan with the appropriate air traffic control facility;
- (c) furnish the pilot in command while in flight by the most appropriate means with information, which may be necessary for the safe conduct of the flight;
- (d) initiate procedures as may be outlined in the Operations Manual in the event of an emergency.

(2) A flight operations officer shall avoid taking any action that would conflict with the procedures established by

- (a) air traffic control;
- (b) the meteorological service; or
- (c) the communications service.

PART IX

Medical Standards and Certification

Civil aviation medical examiner. **156.** (1) Where a person wishes to be designated as a civil aviation medical examiner he shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be registered as a medical practitioner under the *Medical Registration Act*; and
- (d) have received training in aviation medicine from an organisation acceptable to the Director.

Schedule.

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(2) For the purposes of this part "medical examiner" means a "civil aviation medical examiner".

Designation of medical examiner. **157.** The Director shall where he is satisfied that an applicant meets the requirements of regulation 156, designate such applicant to be a medical examiner.

Duties of medical examiner. **158.** (1) Where a person has been designated a medical examiner in regulation 157, he shall

- (a) examine an applicant for a licence in accordance with medical practice recognized by the medical profession and the personnel licensing medical standards referred to in regulation 166;

- (b) record in a medical examination report his clinical findings and submit the signed medical assessment to the Director; and
- (c) report to the Director any individual cases where, in the judgment of the medical examiner, an applicant for an airman licence fails to meet any requirement which could jeopardize flight safety.

(2) A medical examiner shall be designated by the Director for a maximum period of 30 months, and shall be eligible for further designation upon the completion of the appropriate refresher training programme as prescribed by the Director.

(3) Where a person has been designated a medical examiner in regulation 157, he shall attend an indoctrination training programme prescribed by the Director which shall include training in the practical knowledge and experience in the conditions in which the holders of licences and ratings carry out their duties.

159. (1) An applicant for a medical assessment in pursuance of an airman licence shall provide the medical examiner with a certified statement in the prescribed form, of the medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits.

Require-
ments for
medical
records for
airmen.

(2) Where the medical examiner finds that additional medical information or history is needed from the applicant, he shall require the applicant to

- (a) furnish that information; or
- (b) authorise any clinic, hospital, physician, or other person to release to him all available information or records concerning that history, with the consent of the applicant.

(3) Where the Director receives a written report from a medical examiner that an applicant or holder of a medical certificate fails to provide the requested medical information or history, or fails to authorise the release so requested or makes any false declaration to the medical examiner, the Director may

- (a) suspend, modify, or revoke all medical certificates the airman holds; or
- (b) in the case of an applicant, deny the application for an airman medical certificate.

(4) Where an airman medical certificate is suspended or modified in paragraph (3)(a) that suspension or modification remains in effect until

- (a) the holder or applicant provides the requested information, or authorisation to the medical examiner; and
- (b) the medical examiner determines that the holder or applicant meets the medical standards.

(5) The Director retains the right to have any recommendation or finding of a medical examiner re-evaluated.

(6) The Director may employ the services of other medical practitioners experienced in aviation medicine when necessary, to evaluate reports submitted by a medical examiner.

(7) Where the medical examination is carried out by a constituted group of medical examiners, a person shall be designated as head of the group and shall be responsible for coordinating the results of the examination and signing the report.

(8) The Director shall use the services of medical assessors to evaluate reports submitted by medical examiners.

(9) A medical examiner shall submit sufficient medical information to the Director to enable the auditing of Medical Assessments.

(10) For the purpose of this regulation "medical assessor" means a physician qualified and experienced in the practice of aviation medicine who evaluates medical reports submitted to the Director by medical examiners.

160. The Director shall issue the applicable medical certificate in the prescribed form to any person who meets the medical standards prescribed in regulation 166, based on the medical examination, assessment and evaluation of the history and condition of the applicant by the medical examiner. Medical certification.

161. (1) An airman shall be assessed by a medical examiner for a Class 1 medical certificate to exercise the privileges of Medical certification requirements.

- (a) an airline transport pilot licence, aeroplane, helicopter and powered-lift;
- (b) a commercial pilot licence, aeroplane, airship, helicopter and powered-lift; and
- (c) a multi-crew pilot licence aeroplane.

(2) An airman shall be assessed by a medical examiner for a Class 2 medical certificate to exercise the privileges of

- (a) a student pilot licence;
- (b) a private pilot licence, aeroplane, airship, helicopter and powered-lift;
- (c) a glider pilot licence;
- (d) a free balloon pilot licence; and

(e) a flight engineer.

(3) An applicant shall be assessed by a medical examiner for a Class 3 medical certificate to exercise the privileges of an air traffic controller licence.

Validation
of a
medical
certificate.

162. (1) A Class 1 medical assessment shall expire at the end of the last day of the

(a) 12th month from the date of examination shown on the licence for operations requiring an airline transport pilot licence, and commercial pilot licence;

(b) 6th month from the date of examination shown on the licence for operations requiring an airline transport pilot licence and a commercial pilot licence aeroplane and helicopter, where the person is engaged in single-crew commercial air transport operations carrying passengers and has reached his 40th birthday on or before the date of such medical examination;

(c) 6th month from the date of examination shown on the licence for operations requiring an airline transport pilot licence, commercial pilot licence or multi-crew licence, where the person is engaged in commercial air transport operations and has reached his 60th birthday on or before the date of such medical examination.

(2) A Class 2 medical assessment shall expire at the end of the last day of the

(a) 60th month from the date of the medical examination shown on the licences for operations requiring a private pilot licence, glider pilot licence or free balloon pilot licence where the person has not reached his 40th birthday on or before the date of such medical examination;

- (b) 24th month from the date of the medical examination shown on the licences for operations requiring a private pilot licence, glider pilot licence or free balloon pilot licence where the person has reached his 40th birthday on or before the date of such medical examination;
 - (c) 12th month from the date of the medical examination shown on the licences for operations requiring a private pilot licence, glider pilot licence or free balloon pilot licence where the person has reached his 50th birthday on or before the date of such medical examination;
 - (d) 12th month from the date of the medical examination shown on the licences for operations requiring a flight engineer licence.
- (3) A Class 3 medical certificate shall expire at the end of the last day of the
- (a) 48th month from the date of the medical examination shown on the certificate where the person has not reached his 40th birthday on or before the date of such examination, for operations requiring an air traffic controller licence;
 - (b) 24th month from the date of the medical examination shown on the certificate where the person has reached his 40th birthday on or before the date of such examination, for operations requiring an air traffic controller licence; or
 - (c) 12th month from the date of the medical examination shown on the certificate where the person has reached his 50th birthday on or before the date of such examination, for operations requiring an air traffic controller licence.

Limitation
on medical
certificate.

163. The Director may place a limitation on a medical certificate where an applicant does not meet the applicable standards for the medical certificate sought and where the Director determines that

- (a) the duties authorised by the medical certificate can be performed without jeopardizing flight safety; and
- (b) relevant ability, skill, and experience of the applicant and operational conditions have been given due consideration.

Renewal of
a medical
certificate.

164. The requirements for the renewal of a medical certificate are the same as those for the initial issue of a medical certificate under this Part except where otherwise specifically stated.

Deferral of
medical
examination.

165. (1) The prescribed re-examination of a licensee operating in an area which is remote or distant from designated medical examination facilities may be deferred at the discretion of the Director, and shall not exceed

- (a) a single period of 6 months in the case of a flight crew member of an aircraft engaged in non-commercial operations;
- (b) 2 consecutive periods each of 3 months in the case of a flight crew member of an aircraft engaged in commercial operations, provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such designated medical examiner is not available, by a physician qualified to practice medicine in that area; or
- (c) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by medical examiner designated in regulation 156, in which the applicant is temporarily located.

(2) A report of a medical examination referred in paragraph (1), shall be sent to the Director where the licence was issued.

(3) In this Regulation

"remote" means difficulty in accessing regular transportation to and from;
and

"distant" means geographical distance from Barbados.

166. The physical and mental standards required for all medical examinations and assessments referred to in regulation 160 are set out in the General Application and Personnel Licensing Standards.

Medical examination standards.

PART X

Aircraft Maintenance Certification

167. This Part prescribes the requirements for the issue of an aircraft maintenance engineer licence and associated ratings.

Applicability of this Part.

168. (1) A person who wishes to obtain an aircraft maintenance engineer licence shall

General applicability and eligibility.

(a) apply to the Director in the form prescribed;

(b) pay the prescribed fee as set out in the *Schedule*;

Schedule.

(c) be at least 18 years of age;

(d) except as provided in regulation 201, 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;

- (e) comply with the knowledge, experience, and proficiency requirements prescribed for the licence and rating sought; and
- (f) pass all of the prescribed tests for the licence sought, within a period of 24 months from the date of application.

(2) An application for aircraft maintenance engineer licence shall specify the rating sought whether airframe or powerplant.

(3) Notwithstanding paragraphs (1)(c) and (e), where the applicant provides the Director with evidence that he has received training from an approved aviation training organisation on the knowledge areas and such approved aviation training organisation certifies that the applicant is prepared to take the knowledge test referred to in regulation 170, the Director may allow the applicant to take such knowledge test before meeting the requirements of paragraph (1)(c) or (e).

Issue of ratings.

169. The Director may issue the following ratings under this Part:

- (a) airframe;
- (b) powerplant;
- (c) avionics; and
- (d) other ratings as may be determined by the Director.

Knowledge requirements for ratings.

170. (1) An applicant for an aircraft maintenance engineer licence shall demonstrate through a knowledge test, levels of knowledge relevant to the responsibilities of the aircraft maintenance engineer licence and rating in the areas described in the General Application and Personnel Licensing Standards.

(2) An applicant for an aircraft maintenance engineer licence or rating shall, after meeting the applicable experience requirements of regulation 173, pass the applicable knowledge tests in the knowledge areas prescribed in the General Application and Personnel Licensing Standards, covering the construction and maintenance of aircraft appropriate to the rating sought, the regulations governing the aircraft maintenance engineer licence and the applicable provisions of these Regulations.

(3) An applicant under this Regulation shall pass each section of the knowledge test before applying for the skill test prescribed by regulation 172.

171. An applicant for an aircraft maintenance engineer licence shall provide the Director with evidence that he has completed a training course approved or accepted by the Director appropriate to the licence and rating sought.

Director to be provided with evidence re training course.

172. (1) Upon providing the Director with evidence of completion of a training course referred to in regulation 171 an applicant for an aircraft maintenance engineer licence shall pass a skill test on the areas set out in the General Application and Personnel Licensing Standards prescribed by the Director for the rating sought.

Requirements for aircraft maintenance engineer licence.

(2) The skill test referred to in paragraph (1), shall assess the basic skill of the applicant in performing practical projects on the subjects covered by the knowledge test for the rating sought.

(3) An applicant for a powerplant rating shall in respect of propellers demonstrate

- (a) basic principles covering the installation and maintenance of propellers; and
- (b) the ability to make satisfactory minor repairs and alterations.

Aeronautical
experience
requirements
for aircraft
maintenance
engineer
licence.

173. An applicant for an aircraft maintenance engineer licence or rating shall provide the Director with evidence of practical experience in the procedures, practices, materials, hand tools, machine tools, and equipment generally used in constructing, maintaining, or altering airframes, or powerplants appropriate to the rating sought for a period of

- (a) 24 months, for the initial issue of an aircraft maintenance engineer licence with either airframe or powerplant rating;
- (b) 48 months for the initial issue of an aircraft maintenance engineer licence with both an airframe and powerplant rating;
or
- (c) 24 months, for issue of an additional rating to the aircraft maintenance engineer licence.

Issue of
aircraft
maintenance
engineer
licence.

174. Where the Director is satisfied that an applicant for an aircraft maintenance engineer licence under this Part, meets the requirements of this Part he may issue to the applicant an aircraft maintenance engineer licence.

Privileges
and
limitations
of aircraft
maintenance
engineer
licence.

175. (1) Except as provided in paragraph (6), an aircraft maintenance engineer may in respect of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof, for which he is rated

- (a) perform or supervise the
 - (i) maintenance;
 - (ii) preventive maintenance; or
 - (iii) modification; and
- (b) after inspection, issue a certificate of release to service for such aircraft.

(2) Prior to exercising the privileges referred to in paragraph (1), an aircraft maintenance engineer shall provide the Director with evidence that he has

- (a) performed the duties under his rating for no less than 6 months within the preceding 24 months; or
- (b) performed the duties while working under the direct supervision of an aircraft maintenance engineer or the holder of an aviation repair specialist licence who is appropriately rated and has
 - (i) had previous experience in the specific operation concerned; or
 - (ii) received training acceptable to the Director on the task to be performed.

(3) Except as provided in paragraph (6), an aircraft maintenance engineer with an airframe rating may, after he has performed the 100-hour inspection required by *Civil Aviation (Aircraft Operations) Regulations, 2007* on an airframe, or any related part or appliance, approve and return it to service. S.I. 2007
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(4) Except as provided in paragraph (6), an aircraft maintenance engineer with a powerplant rating may perform the 100-hour inspection required by *Civil Aviation (Aircraft Operations) Regulations, 2007* on a powerplant or propeller or any related part or appliance, and approve and return it to service. S.I. 2007
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(5) An aircraft maintenance engineer shall exercise the privileges of his licence in respect of such

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

- (b) airframes, powerplants and aircraft systems or components as are entered on his licence either specifically or under broad categories; and
 - (c) aircraft avionic systems or components as are entered on his licence whether specifically or under broad categories.
- (6) No aircraft maintenance engineer with an airframe or a powerplant rating shall
- (a) perform or supervise, unless under the direct supervision and control of an approved maintenance organisation or an air operator that is authorised to perform maintenance, preventative maintenance, or modifications under an equivalent system in accordance with the Act or Regulations made thereunder
 - (i) a major repair or major modification of a propeller; or
 - (ii) any repair or modification of instruments;
 - (b) issue a certificate of release to service in respect of
 - (i) any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major modification or major repair; or
 - (ii) any instrument after completion of any repair or modification;
 - (c) exercise the privileges of the licence unless he understands the current instructions for continued airworthiness and the maintenance instructions for the specific operation concerned.

176. (1) No aircraft maintenance engineer shall exercise the privileges of his aircraft maintenance engineer licence or rating unless, within the preceding 24 months

Recent
experience
requirements.

- (a) the Director is satisfied that he can perform such work;
or
- (b) he has for at least 6 months within the preceding 24 months
 - (i) served as an aircraft maintenance engineer under his aircraft maintenance engineer licence and rating;
 - (ii) technically supervised other aircraft maintenance engineers;
 - (iii) provided aviation maintenance instruction or served as the direct supervisor of persons providing aviation maintenance instruction for an aircraft maintenance engineer course or programme acceptable to the Director;
 - (iv) supervised the maintenance, preventive maintenance or modification of any aircraft, airframe, aircraft engine, propeller, appliance, component or part thereof;
or
 - (v) been engaged in any combination of paragraphs (i) through (iv).

(2) Each person who holds an aircraft maintenance engineer licence shall keep it within the immediate area where he normally exercises the privileges of the licence and shall present it upon the request of the Director or his authorised representative.

Eligibility requirements for aircraft maintenance inspection authorisation.

177. (1) An applicant for an aircraft maintenance inspection authorisation shall

- (a) hold a current aircraft maintenance engineer licence with both an airframe rating and a powerplant rating, each of which has been in effect for at least 3 years;
- (b) have been actively engaged, for at least 2 years immediately preceding the date of application, in the maintenance of certified aircraft maintained in accordance with the Act or Regulations made thereunder;
- (c) have a fixed base of operations at which the applicant may be located in person or by telephone during a normal working week but which need not be the place where the applicant will exercise inspection authority;
- (d) have available the equipment, facilities, and inspection data necessary to properly inspect airframes, aircraft engines, propellers, or any related component, part, or appliance;
- (e) pass a knowledge test on the areas set out in the General Application and Personnel Licensing Standards that demonstrate the ability of the applicant to inspect according to safety standards for approving aircraft and aeronautical product for the issue of a certificate of release to service after major and minor repairs, major and minor modifications, annual inspections and progressive inspections, which are performed in accordance with the Act or Regulations made thereunder.

(2) An applicant who fails the knowledge test referred to in paragraph (1)(e), shall not apply for re-testing until at least 90 days after the date he failed the test.

178. Where the Director is satisfied that the applicant for an aircraft maintenance engineer inspection authorisation meets the requirements of regulation 177, he may issue the aircraft maintenance engineer inspection authorisation.

Duration of aircraft maintenance engineer inspection authorisation.

179. (1) An authorisation issued in regulation 178 shall be valid for one year.

Issue of aircraft maintenance engineer inspection authorisation.

(2) The holder of an authorisation may only exercise the privileges of such aircraft maintenance engineer inspection authorisation where he holds a valid aircraft maintenance engineer licence with both a valid airframe rating and a valid powerplant rating.

(3) An authorisation ceases to be valid where

(a) the authorisation is surrendered, suspended, or revoked;

(b) the holder no longer has a fixed base of operation; or

(c) the holder no longer has the equipment, facilities, and inspection data required by regulation 177(1)(d) for issuance of his authorisation.

(4) The holder of an authorisation that is suspended or revoked shall, upon the request of the Director, return it to the Director.

180. (1) An applicant for renewal of an inspection authorisation shall within 30 days prior to the expiration of the authorisation, provide the Director with evidence that he still meets the requirements of regulation 177 and demonstrate that, during the current period of authorisation, he has

Renewal of aircraft maintenance engineer inspection authorisation.

(a) performed at least one annual inspection during each 3 month period he held the authorisation;

- (b) performed inspections of at least 2 major repairs or major modifications for each 3 month period he held the authorisation;
- (c) performed or supervised and approved at least one progressive inspection in accordance with standards prescribed by the Director for each 12-month period he held the authorisation;
- (d) performed any combination of paragraphs (a) through (c);
- (e) successfully completed an aircraft maintenance engineer inspection authorisation refresher course or series of courses acceptable to the Director, of not less than 16 hours of instruction during the 12-month period preceding the application for renewal; or
- (f) passed a knowledge test administered by the Director to determine whether the knowledge of applicable regulations and standards is current by the applicant.

(2) An authorisation refresher course referred to in paragraph (1)(a) shall be on the areas listed in the General Application and Personnel Licensing Standards.

(3) No person who is the holder of an authorisation that has been in effect for less than 3 months before the expiration date shall comply with paragraph (1)(a) through (e) of this Regulation.

Privileges
and
limitations
of authori-
sation.

181. (1) Except as provided in paragraphs (2) and (3), the holder of an authorisation may

- (a) inspect and issue a certificate of release to service in respect of any aircraft, airframe, aircraft engine, propeller, appliance, component, or part thereof after completion of a major repair or major modification performed in accordance with the *Civil Aviation (Airworthiness) Regulations, 2007*; and

- (b) perform an annual inspection, or perform or supervise a progressive inspection, in accordance with the Act or Regulations made thereunder on any aircraft, except those aircraft engaged in commercial air transport, and issue a certificate of release to service.

(2) No person who is the holder of an authorisation with a current and valid aircraft maintenance engineer licence shall inspect and approve for return to service for

- (a) any aircraft over 5 700 kilogrammes maximum take-off weight; or
- (b) any airframe, aircraft engine, propeller, appliance, component, or part thereof that is subject to a maintenance programme required by the *Civil Aviation (Aircraft Operations) Regulations, 2007*, and *Civil Aviation (Air Operator Certification and Administration) Regulations, 2007*.

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(3) No person who is the holder of an aircraft maintenance engineer inspection authorisation with a current and valid aircraft maintenance engineer licence shall inspect and issue a certificate of release to service in respect of any aircraft maintained in accordance with a continuous maintenance programme approved under the *Civil Aviation (Aircraft Operations) Regulations, 2007* and *Civil Aviation (Air Operator Certification and Administration) Regulations, 2007*.

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No. 174.
S.I. 2007
No. 173.

(4) When exercising the privileges of an authorisation, the holder shall keep it available for inspection by the aircraft owner and the aircraft maintenance engineer submitting the aircraft, repair, or modification for approval and shall present it at the request of the Director or an authorised representative of the Director.

(5) Where the holder of an authorisation changes his fixed base of operation, and equipment facilities or inspection data, he shall not

exercise the privileges of the authorisation until he has notified the Director of the change and has received approval in writing.

(6) No person who is the holder of an authorisation shall exercise any privilege of an inspection authorisation where he no longer

- (a) has a fixed base of operation;
- (b) has the equipment, facilities or inspection required by regulation 177;
- (c) holds a current and valid aircraft maintenance engineer licence.

Aviation
repair
specialist
licence.

182. (1) Where a person wishes to apply for an aviation repair specialist licence with a rating he shall

Schedule.

- (a) apply to the Director on the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 18 years of age;
- (d) except as provided by regulation 201, be able to read, write, speak, and understand the English Language by reading and explaining appropriate maintenance publications and by writing defect and repair statements;
- (e) be specially qualified to perform maintenance on aircraft or components thereof, appropriate to the job for which he was employed;
- (f) be employed for a specific job requiring those special qualifications by an approved maintenance organisation or an air operator that is required by its operating certificate or approved specific operating provisions to provide

maintenance, preventive maintenance, or modifications to aircraft approved with a maintenance programme according to its maintenance control manual;

- (g) be recommended for certification by his employer, to the satisfaction of the Director, as able to satisfactorily maintain aircraft or aeronautical product, appropriate to the job for which he is employed;
- (h) have either;
 - (i) demonstrate a level of knowledge relevant to the privileges to be granted and appropriate to the duties to be performed;
 - (ii) at least 24 months of practical experience in the procedures, practices, inspection methods, materials, tools, machine tools, and equipment generally used in the maintenance duties of the specific job for which the person is to be employed and licensed; or
 - (iii) completed formal training that is acceptable to the Director and is specifically designed to qualify the applicant for the job on which the applicant is to be employed.

(2) This section does not apply to the issuance of an aviation specialist licence in respect of an experimental aircraft builder.

183. (1) A rating referred to in regulation 182 may be either Ratings.

- (a) a propeller rating;
- (b) an avionics rating;
- (c) a computer rating;

- (d) an instrument rating;
- (e) an accessory rating;
- (f) components rating;
- (g) welding rating;
- (h) non-destructive testing (NDT); or
- (i) such other rating as may be determined by the Director.

(2) A rating for an applicant employed by an approved maintenance organisation shall be consistent with the rating issued at the approved maintenance organisation and limited to the specific job for which the person is employed to perform, supervise, or issue a certificate of return to service.

(3) A rating for an applicant employed by an air operator shall be consistent with the rating issued to the air operator and listed on

- (a) the approved operations specifications; and
- (b) the approved maintenance control manual that identifies the air operator's authorisations limited to the specific job for which the person is employed to perform, supervise or approve for return to service.

(4) At no time shall an aviation repair specialist licence be issued with an airframe or power plant or avionics rating to circumvent the process of obtaining an aircraft maintenance engineer licence.

(5) At no time shall an aviation repair specialist licence be issued with a rating in which the approved maintenance organisation (AMO) has not been issued.

184. Where the Director is satisfied that an applicant for aviation repair specialist licence, meets the requirements of regulations 182 and 183 he may issue an aviation repair specialist licence to such applicant.

185. (1) An aviation repair specialist may perform or supervise the maintenance, preventive maintenance, or modification of aircraft and aeronautical products, appropriate to the designated specialty area for which the aviation repair specialist is licensed and rated, but only in connection with employment by an approved maintenance organisation or an air operator certificate (AOC) holder that is authorised to perform maintenance, preventive maintenance, or modifications under an equivalent system in accordance with the Act or Regulations made thereunder.

(2) An aviation repair specialist shall not perform or supervise duties unless the aviation repair specialist understands the current instructions of the employing certificate holder and the instructions for continued airworthiness, which relate to the specific operations concerned.

(3) An aviation repair specialist licence must be surrendered to the Director at the time the licence holder leaves the employ of the approved maintenance organisation or an operator certificate holder.

186. Where a person wishes to apply for a parachute rigger licence with a rating he shall

- (a) apply to the Director on the prescribed form;
- (b) pay the prescribed fee as set out in the *Schedule*;
- (c) be at least 18 years of age;
- (d) except as provided in regulation 201, be able to read, speak, write, and understand the English Language; and

Aviation repair specialist licence.

Privileges and limitations of an aviation repair specialist.

Parachute rigger licence requirements.

- (e) comply with this Part in respect of the licence and type rating being sought.

Issue of
parachute
rigger
licence.

187. (1) Where the Director is satisfied that an applicant for a parachute rigger licence referred to in regulation 186, hereinafter referred to as a "Parachute Rigger", meets the requirements of the issue of such licence, he may issue the applicant with a parachute rigger licence.

(2) A parachute rigger's licence shall be issued for a maximum period of 5 years.

Restrictions
on
parachute
rigger
licence.

188. (1) No person shall pack, maintain, or modify any personal-carrying parachute intended for emergency use in connection with a Barbados civil aircraft unless he holds an appropriate current parachute rigger licence and type rating issued under this Part.

(2) Except as provided by paragraph (3), a person shall not pack, maintain, or modify any main parachute of a dual parachute pack to be used for intentional jumping from a Barbados civil aircraft unless he has an appropriate parachute rigger licence issued under this Part.

(3) A person who does not hold a licence may pack the main parachute of a dual parachute pack that is to be used by him for intentional jumping.

(4) A person who holds a parachute rigger licence shall present it for inspection upon the request of the Director or a person authorised by the Director.

Experience,
knowledge
and skill
requirements
for a
parachute
rigger
licence.

189. An applicant for a parachute rigger licence shall

- (a) present evidence to the Director that he has packed at least 20 parachutes of each type for which he seeks a rating, in accordance with the instructions of the

manufacturer and under the supervision of a licensed parachute rigger holding a rating for that type or a person holding an appropriate military rating; and

- (b) provide the Director with evidence of having passed a knowledge test, with respect to a parachute applicable to at least one type parachute appropriate to the type rating sought, on
 - (i) construction, packing, and maintenance;
 - (ii) the manufacturer’s instructions; and
 - (iii) the regulations of this Part;
- (c) pass an oral and skill test demonstrating the ability to pack and maintain at least one type of parachute appropriate to the type of rating sought.

190. The type ratings sought in regulation 186 may be either

Type ratings for a parachute rigger.

- (a) a seat rating;
- (b) a back rating;
- (c) a chest rating; or
- (d) a lap rating.

191. A parachute rigger who applies for an additional type rating shall

Additional type ratings for a parachute rigger.

- (a) present evidence satisfactory to the Director of having packed at least 20 parachutes of the type rating sought, in accordance with the manufacturer’s instructions and under the supervision of a licensed parachute rigger holding a rating for that type or a person holding an appropriate military rating; and

- (b) provide the Director with evidence of having passed a practical test, to the satisfaction of the Director, showing the ability to pack and maintain the type of parachute for which the applicant seeks a rating.

Privileges
of a
parachute
rigger.

192. A parachute rigger may

- (a) pack or maintain, except for major repair any type of parachute for which he is rated; and
- (b) supervise other persons in packing any type of parachute for which he is rated.

Facilities
and
equipment.

193. No parachute rigger shall exercise the privileges of his licence unless he has at least the following facilities and equipment available

- (a) a smooth table top at least 3 feet wide by 40 feet long;
- (b) suitable housing that is adequately heated, lit and ventilated for drying and airing parachutes;
- (c) enough packing tools and other equipment to pack and maintain the types of parachutes serviced; and
- (d) adequate housing facilities to perform applicable duties and to protect tools and equipment.

Performance
standards
for
parachute
riggers.

194. No parachute rigger shall

- (a) pack, maintain, or modify any parachute unless he or she is rated for that type;
- (b) pack a parachute that is not safe for emergency use;
- (c) pack a parachute unless it has been thoroughly dried and aired;

- (d) pack, maintain, or modify a parachute in any manner that deviates from procedures approved or accepted by the Director or the manufacturer of the parachute; or
- (e) exercise the privileges of the licence and type rating unless he understands the current manufacturer's instructions for the operation involved and has
 - (i) performed duties under the licence for at least 90 days within the preceding 12 months; or
 - (ii) demonstrate to the Director the ability to perform those duties.

195. (1) A parachute rigger shall keep a record of the packing and maintenance of parachutes or supervision of those activities, and shall sign such a record with his or her name and licence number. Records to be kept by parachute rigger.

(2) A parachute rigger who packs a parachute shall enter on the parachute packing record attached to the parachute, the date and place of the packing, a notation of any defects found during any inspection and shall sign that record with his or her name and licence number.

(3) The record required by paragraph (1), shall contain, with respect to each parachute worked on, a statement of

- (a) its type and make;
- (b) its serial number;
- (c) the name and address of its owner or user;
- (d) the kind and extent of the work performed;
- (e) the date when and place where the work was performed; and

(f) the results of any drop tests made with it.

(4) A person who makes a record in paragraph (1), shall keep such record for at least 2 years after the date it is made.

Seal of
parachute
rigger.

196. (1) A parachute rigger shall have a seal and a seal press with an identifying mark prescribed by the Director.

(2) After packing a parachute, a parachute rigger shall seal the pack with his seal in accordance with the manufacturer's recommendation for that type of parachute.

PART XI

Aeronautical Service Fees

Applicability
of this Part.
Schedule.

197. (1) The fee imposed in respect of the issuance, renewal or amendment or renewal, in the case of a medical certificate, the processing of a document is set out in the *Schedule*.

Schedule.

(2) If a document referred to in the *Schedule* is not issued, renewed, amended or endorsed, but action preparatory thereto has been carried out, the fee calculated considering the quantum of work completed is payable.

Processing
of applica-
tions
outside
Barbados.

198. (1) In addition to a fee referred to in regulation 197, when an employee of the Director must travel outside Barbados to process an application for the issuance, renewal, amendment or endorsement of a document, the following expenses that relate to the processing of the application are payable:

(a) transportation, lodging, meal and incidental expenses, as calculated in accordance with the rates set out by the Director unless, in respect of transportation and lodging, there is an agreement between the applicant and the Director that the applicant provide transportation and lodging in lieu of payment; and

- (b) overtime expenses, as calculated in accordance with the appropriate collective agreement, for performing the service or travelling to perform the service on weekdays, when the total duty time for the day exceeds 7.5 hours, and on Saturdays, Sundays and Barbadian public holidays.

(2) The Director shall, on request by an applicant, provide an estimate of the expenses referred to in paragraph (1).

199. (1) Subject to regulation 200, a fee imposed under this Part is payable in Barbados dollars at the time the service is commenced. Payment in advance.

200. A fee is payable in Barbados dollars within 30 days after the date indicated on each invoice presented by the Director for the service, in the case of a fee imposed in respect of the expenses referred to in regulation 197(1). Invoices.

PART XII

Miscellaneous

201. (1) An applicant under these Regulations who cannot comply with certain eligibility requirements or areas of operations required for the issue of an airman licence because of physical limitations or for other reasons, may be issued a licence, rating, or authorisation with an appropriate limitation where General exemptions.

- (a) the applicant is able to meet all other certification requirements for the licence, rating, or authorisation sought;
- (b) the physical limitation, has been recorded with the authority on the medical records of the applicant; and
- (c) the Director determines that the inability of the applicant to perform the particular area of operation will not adversely affect safety.

(2) A limitation placed on a licence under this Regulation may on the recommendation of the Director, be removed where the licencee 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.

(3) No person shall act as a required pilot of a civil aircraft of foreign registry within Barbados, unless the pilot licence issued to such person in accordance with these Regulations was issued or validated by the country in which the aircraft is registered.

(4) No person shall act as a pilot, flight instructor, required flight crew member, or air traffic controller unless that person holds an appropriate and current medical certificate issued in accordance with these Regulations or other documentation acceptable to the Director.

Transitional provisions.

202. (1) Notwithstanding the requirements for licences ratings and authorisations under Parts II, III, IV, V, VII and VIII of these Regulations, a person meeting the requirements and exercising the privileges of such licence, rating or authorisation, on the commencement of these Regulations may continue to do so under the conditions of his existing licence, rating or authorisation for a period no greater than 6 months from the date of the commencement of these Regulations and thereafter shall meet the requirements of those Parts.

(2) Notwithstanding the requirements for licences, ratings and authorisations under Part IX of these Regulations, a person exercising the privileges of such licence, rating, or authorisation on the commencement of these Regulations may continue to do so under the conditions of his existing licence, rating or authorisation for a period no greater than 36 months from the date of the commencement of these Regulations and thereafter shall meet the requirements of Part IX.

203. The holder of an airman licence under these Regulations in meeting the requirements of regulations 5, 31, 33, 40, 42, 58, 66, 68, 108, 115, 116, 117, 120, 130 and 149, shall ensure that he complies with the minimum implementing standards set out in the General Application and Personnel Licensing Standards.

Implement-
ing
Standards.

204. (1) The Director may make Standards or amend Standards and incorporate them by reference into these Regulations.

Director
may make
Standards or
amend
Standards.

(2) The Director shall not make a Standard or an amendment to a Standard unless the Director has undertaken consultations with interested parties concerning the Standard or the amendment.

(3) No Standard or amendment may come into effect less than 30 days after it is made.

(4) A Standard or an amendment to a Standard may be made and brought into effect by the Director without regard to paragraphs (2) and (3) where the Standard or amendment is urgently required to ensure aviation safety or the safety of the public.

SCHEDULE

(Regulations 30, 39, 49, 57, 87, 101, 107, 129, 136, 142, 149, 156, 168, 182, 186)

PERSONNEL LICENCES

Type of Licence	Initial Issue			Renewal			Replace	Night Rating	Multi Rating	Instructor Rating	Instrument Rating Int.	Instrument Rating Ren.	Type Rating	Additional Category
	<40	40>	50>	<40	40>	50>								
Student pilot	\$200	\$200	\$150	\$100	\$100	\$75	\$200	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Private pilot	\$200	\$200	\$150	\$100	\$100	\$75	\$200	\$100	\$100	\$100	\$100	\$100	\$100	\$100
ATCO	\$250	\$250	\$200	\$150	\$100	\$75	\$250	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Commercial pilot	<50	50>	50>	50>	50>	50>								
	\$300	\$250	\$150	\$125	\$300	\$100	\$300	N/A	\$100	\$100	\$100	\$100	\$100	\$100
ATPL	<50	50>	<50	50>	50>	50>								
	\$400	\$275	\$250	\$150	\$400	\$100	\$400	N/A	N/A	\$100	\$100	\$100	\$100	\$100
Radio telephony	\$100			N/A			\$100	N/A	N/A	N/A	N/A	N/A	N/A	N/A
AME	\$200			\$100			\$200	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Flight engineer	<40	40>	<40>	40>	40>	40>								
	\$300	\$250	\$150	\$125	\$200	\$100	\$200	N/A	N/A	\$100	\$100	\$100	\$100	\$100

SCHEDULE – *Cont'd*

Services, aircraft registration, identification, import and export approvals

FLYING TRAINING UNIT CERTIFICATE

	INITIAL ISSUE	RENEWAL	AMENDMENT	MANUAL AMENDMENT REVIEW & APPROVAL
Single engine private licence	\$1 000	\$ 500	\$ 300	\$ 50
Single engine commercial licence	\$2 000	\$1 000	\$ 300	\$ 50
Multi-engine ops spec	\$ 600	\$ 400	\$ 300	\$ 50
Aerobaic training ops spec	\$ 600	\$ 400	\$ 300	\$ 50

AERIAL WORK CERTIFICATE

	INITIAL ISSUE	RENEWAL	AMENDMENT
Single engine piston or turbine A/C	\$ 500	\$ 250	\$ 100
Multi-engine aircraft	\$ 800	\$ 400	\$ 200

LETTER OF ATTESTATION TO LICENCE OR CREDENTIALS

These are done as time permits. \$30.00

SCHEDULE – *Cont'd*

CERTIFICATE OF REGISTRATION

AIRCRAFT SIZE	INITIAL ISSUE	CHANGE OR REPLACEMENT	RESERVE REG MARKS	NOISE CERTIFICATE OR VALIDATION
Less than 10 passengers	\$ 300	\$ 200	\$ 200	\$ 100
10 to 19 passengers	\$ 500	\$ 300	\$ 200	\$ 100
19 to 50 passengers	\$ 800	\$ 400	\$ 200	\$ 200
More than 50 passengers	\$1 000	\$ 550	\$ 200	\$ 400

AIRCRAFT AIRWORTHINESS FEES

CERTIFICATE OF AIRWORTHINESS		EXTENSION/CONCESSIONS			
Weight Category	Initial/Renewal	Replacement	1st Instance	2nd Instance	3rd & Subsequent
< 2730 kg	\$ 500	\$400	-----	-----	-----
2731 - 5700 kg	\$1350	\$400	\$150	\$200	\$250
5701 - 15000 kg	\$3250	\$400	\$150	\$200	\$300
15001 - 27000 kg	\$5450	\$400	\$200	\$250	\$300
27001 - 50000 kg	\$8250	\$400	\$200	\$250	\$300
50001 kg - 100000 kg	\$9000	\$500	\$250	\$350	\$450
100001 kg - 225000 kg	\$10000	\$600	\$400	\$500	\$600
225001 kg >	\$15000	\$700	\$500	\$600	\$700

SCHEDULE – *Cont'd*

PERMIT TO FLY WITHOUT CERTIFICATE OF AIRWORTHINESS

Weight Category	Investigation	Renewal Annual	Replacement
Not Exceeding 5700 kg	\$500	\$500	\$200
Exceeding 5700 kg	\$700	\$700	\$200

DOCUMENTS

Search and rescue manual	\$ 50	Light aircraft maintenance schedule	\$ 30
NOTAMS, circulars, bulletins etc.	\$ 60	Personnel licensing handbook	\$ 50
Personal flying log book	\$ 50	Sample maintenance procedures manual	\$ 40
Aircraft log book (not exceeding 2730 kg)	\$ 35	Barbados aviation requirements part	\$ 40
Engine log book (not exceeding 2730 kg)	\$ 35	Barbados Civil Aviation Act	\$ 100
Variable pitch propeller log book (not exceeding 2730 kg)	\$ 35	Barbados Civil Aviation Regulations / per part	\$ 60
Aircraft maintenance engineer's log book (exceeding 2730 kg)	\$ 50	Barbados Aeronautical Information Publication (AIP)	\$ 100
Engine log book (exceeding 2730 kg)	\$ 50	Amendment Service for AIP (annually)	\$ 80
Variable pitch propeller log book (exceeding 2730 kg)	\$ 50	Sample maintenance control manual	\$ 40
Modification Record Book	\$ 50	Other documents	\$ 50

SCHEDULE – *Cont'd***AIRPORT INSPECTION AND CERTIFICATION FEES**

AIRPORT/ AERODROME CERTIFICATES/ REGISTRATION

	INITIAL	AMENDMENTS	AERONAUTICAL SAFETY STUDY
International airport certificate	\$7 000	\$ 700	\$ 100 per hour of Inspector time
Domestic public aerodrome certificate	\$2 000	\$ 200	\$ 100 per hour of Inspector time
Private registration	\$ 200	\$ 50	N/A

AIRPORT LICENCE FEES

	ANNUALLY	AMENDMENTS
International Scheduled Service	\$5 000*	\$ 400
Heliport	\$ 300*	\$ 50
Airport Special Inspection	\$ 500 plus cost	

*Includes Annual Inspection

SCHEDULE – *Cont'd*

EXAMINATION FEES

WRITTEN EXAMINATION		ORAL EXAMINATION		MEDICAL EXAMINATION	
First attempt	\$ 75	First attempt	\$ 50	Processing of certificate	\$ 50
Second attempt	\$ 85	Second attempt	\$ 75		
Each subsequent attempt	\$ 100				

FLIGHT TESTS CONDUCTED BY DESIGNATED EXAMINERS

	MULTI RATING	INSTRUCTOR RATING	INSTRUMENT RATING	INSTRUMENT RATING RENEWAL	TYPE
Flight test for rating	\$ 300	\$ 300	\$ 300	\$ 300	\$ 300
Pilot proficiency check	\$ 300				
Flight test for licence	\$ 300				

SCHEDULE – *Cont'd***APPROVAL OF AIRCRAFT EQUIPMENT INCLUDING
MODIFICATION, REPAIRS etc.**

PARTICULARS	Aircraft Weight	Fee
Approval of equipment including radio apparatus or the manner of its installation	Not exceeding 5700 kg	\$ 600
Approval of equipment including radio apparatus or the manner of its installation	Exceeding 5700 kg	\$1 200
Approval of the major modification, repair etc. of aircraft	Not exceeding 5700 kg	\$ 700
Approval of the major modification, repair etc. of aircraft	Exceeding 5700 kg	\$1 400
Approval of minor repairs and modifications	All aircraft	\$ 300

SCHEDULE – *Cont’d*

APPROVED MAINTENANCE ORGANISATION

Initial Application	Renewal	Inclusion of each aircraft rating <5700 kg	Inclusion of each aircraft rating >5700 kg	Inclusion of each piston engine rating	Inclusion of each turbine engine rating	Inclusion of each component rating
\$2000	\$1000	\$400	\$600	\$200	\$300	\$100

EXPORT CERTIFICATE OF AIRWORTHINESS

WEIGHT CATEGORY	ISSUE	RE-ISSUE	VALIDITY
Aircraft Below 2730 kgs	\$ 300	\$ 300	30 days
Aircraft > 2730 kgs but < 5700 kgs	\$ 500	\$ 500	30 days
Aircraft > 5700 kgs but < 50,000 kgs	\$1 000	\$1 000	30 days
Aircraft > 50,000 kgs	\$2 000	\$2 000	30 days

SCHEDULE – *Cont'd***SIMULATOR APPROVAL FEES**

FLIGHT SIMULATORS

Approval	\$7 000
Renewal of approval	\$3 000
Validation of approval	\$2 000

VALIDATION OF FOREIGN LICENCES

Validation	Initial Issue			Renewal			Replacement
	<40	40>	50>	<40	40>	50>	
Private pilot's licence	\$200	\$150	\$100	\$150	\$100	\$75	\$200
Commercial pilot's licence	<50		50>	<50		50>	\$300
	\$300		\$250	\$150		\$125	
Air transport pilot's licence	<50		50>	<50		50>	\$400
	\$400		\$275	\$250		\$150	
AME licence	\$200			\$100			\$200

SCHEDULE – *Concl'd*

AIR OPERATOR APPROVAL FEES

AUTHORISATIONS

AUTHORISATION	INITIAL ISSUE	RENEWAL	REPLACEMENT
Company check pilot	\$ 500	\$ 300	\$ 100
Designated examiner	\$ 500	\$ 300	\$ 100
Flight permits	\$ 500	\$ 300	\$ 100
Temporary certificates	\$ 200	N/A	\$ 100
Exemptions	\$ 500	\$ 200	\$ 100
Special authorities	\$ 500	\$ 200	\$ 100
Aircraft welder	\$ 200	\$ 100	\$ 100
Other miscellaneous authorisations	\$ 200	\$ 100	\$ 100

Extension of validity of check or certificate \$200 each time.

ISSUE OF AIR OPERATOR CERTIFICATE

COMMERCIAL AIR TRANSPORT

Category of Aircraft by pax seats	Category of operation	FEES BDS \$		
		Ops Spec Amendment	Initial Issue	Renewal
<10 passengers	Domestic	150.00	2000.00	1500.00
<10 passengers	International	200.00	2500.00	1200.00
10-19 passengers	International	300.00	3000.00	1500.00
20-50 passengers	International	500.00	15000.00	7000.00
>50 passengers	International	3000.00	25000.00	12000.00

Made by the Minister this 31st day of December, 2007.

NOEL A. LYNCH
Minister responsible for Civil Aviation.