

S. I. 2011 No. 7

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

**CIVIL AVIATION (GENERAL APPLICATION AND
PERSONNEL LICENSING) (AMENDMENT)
REGULATIONS, 2011**

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

1. These Regulations may be cited as the *Civil Aviation (General Application and Personnel Licensing) (Amendment) Regulations, 2011*.

2. Regulation 4 of the *Civil Aviation (General Application and Personnel Licensing) Regulations, 2007* in these Regulations referred to as the principal Regulations is amended by

S.I. 2007
No. 172.

(a) renumbering the existing regulation as paragraph (1) of that regulation;

(b) inserting after paragraph (1) the following:

"(2) No holder of a pilot licence shall act either as pilot in command or as co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless the holder of the pilot licence has received authorisation by way of

(a) the appropriate class rating specified in regulation 22(1)(b); or

(b) a type rating, when required, in accordance with the provisions of regulation 22(1)(c).

(3) An applicant for a licence shall, where applicable, hold a medical assessment issued in accordance with the provisions of the General Application and Personnel Licensing Standards."

3. Regulation 5 of the principal Regulations is amended by inserting after paragraph (5) the following:

"(6) The Director shall establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention that shall include a risk assessment process and analysis of current operations, including accident and incident data.

(7) The Director, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence."

4. The principal Regulations are amended by

(a) deleting regulation 16 and substituting the following:

"Inability to perform in accordance with medical certificate.

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

- (a) knows or suspects that he has a medical condition that would make him unable to meet the requirements for the 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 medical certificate.

(2) The Director shall ensure that every holder of a licence is provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner or the Director.

(3) The Director shall, as far as practicable, ensure that a holder of a licence does not exercise the privileges of his licence or related ratings during any period in which his medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of his medical assessment."; and

(b) inserting immediately after regulation 16 the following:

"Use of psycho-active and other substances.

16A. (1) The holder of a licence issued by the Director shall not

- (a) engage in the use of a substance that is likely to result in the impairment of the judgment or ability of the licensee;
- (b) shall not exercise the privileges of his licence and related ratings while under the influence of any psychoactive or other substance which might render him unable to safely and properly exercise these privileges.

(2) The Director shall ensure, as far as practicable, that any licence holder who engages in the conduct referred to in paragraph (1) is identified and prevented from engaging in any safety-critical function.

- (3) Where the Director is satisfied that
- (a) the holder of a licence who had been engaged in the use of a psychoactive or other substance has ceased to engage in such use;
 - (b) treatment is not required or that the holder of the licence has undergone treatment respecting the use of the substance, successfully; and
 - (c) the holder of the licence is capable of performing the function in question and such performance is unlikely to jeopardise safety,

the Director may re-instate the holder of the licence to the performance of the functions which he had discharged prior to his being prevented from the performance of these functions.

(4) For the purpose of this regulation "safety-critical function" means any function that could negatively effect the safety of aircraft operation."

5. Regulation 19 of the principal Regulations is amended by
- (a) renumbering the existing regulation as paragraph (1) of that regulation; and

(b) inserting immediately after paragraph (1), the following:

"(2) When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Director shall either

- (a) issue the licence holder with an additional pilot licence for that category of aircraft; or
- (b) endorse the original licence with the new category rating, subject to the conditions of regulation 22(4).

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

(4) An applicant for any pilot licence or rating shall demonstrate, in a manner determined by the Director, the knowledge and skill as are specified for that licence or rating."

6. The principal Regulations are amended by deleting regulation 20 and substituting the following:

"Conversion and validation of foreign licences.

20. (1) The Director may

- (a) 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;

(b) 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.

(2) When the Director limits the authorisation to specific privileges, the authorisation shall specify the privileges of the licence which are to be accepted as its equivalent.

(3) Where an authorisation under regulation 20(1) is issued for use in commercial air transport operations, the Director shall confirm the validity of the other Contracting State's licence before issuing the authorisation.

(4) A pilot licence issued by a Contracting State may be rendered valid by the Director for use in private flights."

7. The principal Regulations are amended by deleting regulation 21 and substituting the following:

"Pilot in command and co-pilot shall have valid licences.

21. (1) A person shall not act either as pilot in command or as co-pilot of a Barbados registered aircraft in any of the categories mentioned in regulation 22(1)(a) unless that person is the holder of a pilot licence issued in accordance with the provisions of these Regulations.

(2) The category of aircraft shall be included in the title of the licence itself, or endorsed as a category rating on the licence.

(3) No holder of a licence shall exercise privileges other than those granted by that licence."

8. Regulation 22 of the principal Regulations is amended by

(a) deleting paragraph (1)(c) and substituting the following:

"(c) type rating for the following aircraft

- (i) aircraft certificated for operation with a minimum crew of at least 2 pilots;

- (ii) helicopters and powered-lifts certificated for single pilot operation except where a class rating has been established for those helicopters and powered-lifts certificated for single-pilot operations and which have comparable handling, performance and other characteristics; and

- (iii) any aircraft, whenever the grant of a rating in respect of that aircraft is considered necessary by the Director."; and

(b) inserting immediately after paragraph (3), the following:

"(4) An applicant for class rating shall demonstrate a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.

(5) When an applicant demonstrates skill and knowledge for the initial issue of a pilot licence, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.

(6) The holder of a pilot licence seeking additional category ratings shall meet the requirements appropriate to the privileges for which the category rating is sought.

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

(8) Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.

(9) Until 10th March 2011, the Director may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence.

(10) The endorsement of the rating on the licence in accordance with paragraph (9) shall indicate that the aircraft is part of the powered-lift category.

(11) The training for the type rating in the powered-lift category shall be completed during a course of approved training and shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category."

9. Regulation 25 of the principal Regulations is amended by inserting immediately after paragraph (2) the following:

"(3) An applicant for a student pilot licence who is under the age of 16 years shall submit, with his application, the consent, in writing, of one of his parents.

(4) A student pilot shall meet the requirements prescribed by the Director.

(5) The Director shall ensure that the privileges granted under a student pilot licence would not enable the conduct of student pilots to contribute a hazard or danger to air navigation."

10. Regulation 27 of the principal Regulations is amended by inserting immediately after paragraph (7) the following:

"(8) A student pilot shall not fly solo unless he is under the supervision of, or flying with the permission of, an authorised flight instructor."

11. Regulation 31 of the principal Regulations is amended by deleting paragraph (2) and substituting the following:

"(2) An applicant referred to 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 and appropriate to the category of aircraft intended to be included in the licence."

12. The principal Regulations are amended by deleting regulation 32 and substituting the following:

“Private
glider and
free balloon
pilot flight
instruction
requirements.

32. (1) An applicant for a private pilot licence in the aeroplane category rating shall have received dual instruction in aeroplanes appropriate to the class rating sought, from an authorised flight instructor.

(2) An applicant for a private pilot licence in the helicopter category rating shall have received not less than 20 hours of dual instruction time in helicopters from an authorised flight instructor.

(3) An applicant for a private pilot licence in the powered-lift category shall have received not less than 20 hours of dual instruction time in powered-lift from an authorised flight instructor.

(4) An applicant for a private pilot licence in the airship category rating shall have received dual instruction in airships from an authorised flight instructor.

(5) 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.

(6) 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.

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

(8) An authorised flight instructor shall ensure that the applicant for a private pilot licence has the operational experience, in the areas set out in the General Application and Personnel Licensing Standards, to the level required for the private pilot."

13. Regulation 34 of the principal Regulations is amended

(a) in paragraph (1), by deleting the word "aircraft" and substituting the word "aeroplane"; and

(b) by inserting immediately after paragraph (10), the following:

"(11) An applicant for a private pilot licence in the aeroplane category shall have received the flight time in Regulation 34(1)(a) as an aeroplane pilot appropriate to the category and class rating sought."

14. The principal Regulations are amended by deleting regulation 40 and substituting the following:

“Commer-
cial pilot
aeronautical
knowledge
requirements.

40. An applicant for a commercial pilot licence, under regulation 39, shall at the time when he makes the application, provide the Director with

(a) evidence that he has received and logged ground training from an approved Aviation Training Organization or an

authorized instructor, on the aeronautical knowledge areas appropriate to the category of aircraft intended to be included in the licence as set out in the General Application and Personnel Licensing Standards; and

- (b) a recommendation from the authorized instructor that the applicant is prepared for the knowledge test."

15. Regulation 41 of the principal Regulations is amended by deleting paragraph (1) and substituting the following:

"(1) An applicant for a Commercial Pilot Licence, under regulation 39, shall at the time when he makes the application provide the Director with evidence of having received and logged ground and dual flight instruction prescribed by the Director as appropriate to the class or type rating sought at an approved training organisation or from an authorized instructor, on the required flight instruction areas of operation."

16. Regulation 43 of the principal Regulations is amended

- (a) by deleting paragraph (1) and substituting the following:

"(1) An applicant for a commercial pilot licence, under regulation 39, shall have completed at least 200 hours of flight time in the case of an aeroplane, airship or powered-lift category of aircraft and 150 flight hours for the helicopter category of aircraft as outlined in the General Application and Personnel Licensing Standards."; and

- (b) in paragraph (6), by deleting the word "power" and substituting the word "powered".

17. Regulation 47 of the principal Regulations is amended by inserting immediately after paragraph (3) the following:

"(4) Before exercising the privileges referred to in paragraph (1), at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation."

18. Regulation 50 of the principal Regulations is amended by

- (a) renumbering the existing regulation as paragraph (1) of that regulation; and

- (b) inserting immediately after paragraph (1), the following:

"(2) An applicant for a multi-crew licence shall have met the requirements, specified in regulation 58, for the airline transport pilot licence appropriate to the aeroplane category in an approved training course."

19. Regulation 55 of the principal Regulations is amended by deleting the marginal note and substituting the following:

"Issue and validity of multi-crew pilot licence."

20. The principal Regulations are amended by deleting regulation 58 and substituting the following:

"Airline
transport
pilot
aeronautical
knowledge
requirements **58.** A person who applies for an airline transport pilot licence in accordance with regulation 57 shall be required to demonstrate a level of knowledge in respect of the aeronautical knowledge areas set out in the General Application

and Personnel Licensing Standards that is appropriate to

- (a) the category of aircraft intended to be included in the licence; and
- (b) the privileges granted to the holder of an airline transport pilot licence."

21. Regulation 66 of the principal Regulations is amended

- (a) in paragraph (1)(a), by inserting the word "aircraft" immediately before the word ";"; and
- (b) by inserting immediately after paragraph (7) the following:

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

22. Regulation 68 of the principal Regulations is amended by

- (a) deleting paragraph (1)(d)(vii) and substituting the following:

"(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 procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;

- (B) pre-flight inspection, use of check lists, taxiing and pretake-off checks;
- (C) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least:
 - (i) transition to instrument flight on take-off;
 - (ii) standard instrument departures and arrivals;
 - (iii) en-route IFR procedures;
 - (iv) holding procedures;
 - (v) instrument approaches to specified minima;
 - (vi) missed approach procedures;
 - (vii) landings from instrument approaches;
- (D) in-flight manoeuvres and particular flight characteristics.";

(b) inserting immediately after paragraph (5) the following:

"(6) An applicant shall have demonstrated, in an aircraft of the category for which the instrument rating is being sought, the ability to

- (a) perform the procedures and manoeuvres described in regulation 68(1)(d)(vii) with a degree of competency appropriate to the

privileges granted to the holder of an instrument rating to;

- (b) recognize and manage threats and errors;
- (c) operate the aircraft for the category being sought within its limitation;
- (d) complete all manoeuvres with smoothness and accuracy;
- (e) exercise good judgment and airmanship;
- (f) apply aeronautical knowledge; and
- (g) maintain control of the aircraft at all times in such a manner as to ensure successful outcome of a procedure or manoeuvre.

(7) Subject to compliance with the requirements specified for validity of a licence, medical fitness and requirement for the issue of a licence, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.

(8) An applicant shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated as inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.

(9) Before exercising the privileges on multi-engined aircraft, the holder of an instrument rating shall have complied with paragraph (8).

(10) For the purposes of this regulation "IFR" means instrument flight rules."

23. The principal Regulations are amended by deleting regulation 81 and substituting the following:

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

"Further limitations on pilot.

- (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

- (i) received and logged ground and flight training
 - (A) from an authorised instructor on the applicable aircraft type; or
 - (B) on 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

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

(2) No

- (a) person shall serve; and
- (b) national air operator shall engage or use a person

as a pilot in command of an aircraft engaged in international commercial air transport operations, where that person has reached his 60th birthday and in the case of operations with more than one pilot where the other pilot is younger than 60 years of age, his 65th birthday.

(3) No

- (a) person shall serve; and
- (b) national air operator shall engage or use a person

as co-pilot of an aircraft engaged in international commercial air transport operations where such person has reached his 65th birthday."

24. The principal Regulations are amended by deleting regulation 86 and substituting the following:

"Flight
instructor
certification.

86. (1) No person shall carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has

- (a) a flight instructor rating on his licence;

(b) the authority to act as an agent of an approved organisation authorized by the Director to carry out flight instruction; or

(c) a specific authorisation granted by the Director.

(2) No person shall carry out instruction on a flight simulation training device required for the issue of a pilot licence or rating unless that person

(a) holds or has held an appropriate licence; or

(b) has appropriate flight training and flight experience

and has received proper authorisation from the Director."

25. Regulation 87 of the principal Regulations is amended by inserting immediately after paragraph (5) the following:

"(6) An applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified for aeroplane, helicopter, powered-lift and airship category, as appropriate."

26. Regulation 93 of the principal Regulations is amended by

(a) renumbering the existing regulation as paragraph (1) of that regulation and

(b) inserting immediately after paragraph (1) the following:

"(2) An applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements."

27. The principal Regulations are amended by deleting the heading "Part V *Flight Engineer Licence*" and substituting the following:

"Part V

Flight Engineer and Flight Navigator Licences".

28. Regulation 106 of the principal Regulations is deleted and the following is substituted:

"Applica-
bility of
this Part.

for

106. This Part prescribes the requirements

- (a) the issue of a flight engineer licence and rating; and
- (b) the issue of a flight navigator licence and rating."

29. The principal Regulations are amended by deleting regulation 110 and substituting the following:

"Skill
requirements
of flight
engineer.

110. (1) The applicant for a flight engineer licence shall be required to demonstrate to the Director,

- (a) the ability to perform, as flight engineer of an aircraft, the duties and procedures described in regulation 109(4) with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence; and
- (b) to satisfactorily
 - (i) recognize and manage threats and errors;
 - (ii) use aircraft systems **within** the aircraft's capabilities and limitations;

- (iii) exercise good judgment and airmanship;
- (iv) apply aeronautical knowledge;
- (v) perform all the duties as part of an integrated crew; and
- (vi) communicate effectively with the other flight crew members.

(2) The Director may approve the use of a flight simulation training device for performing any of the procedures required during the demonstration of skill required by this regulation, where the flight simulation training device is appropriate for the task."

30. The principal Regulations are amended by inserting immediately after regulation 113 the following:

"General rules concerning the issue of flight navigator licence.

113A. (1) A person shall not act as a flight navigator of an aircraft registered in Barbados unless he holds a valid flight navigator licence that

- (a) indicates compliance of the holder with the appropriate specifications; and
- (b) is appropriate for the duties that the licensee is competent to perform.

(2) The person referred to in paragraph (1) shall for the renewal or re-issue of a flight navigator licence, meet the requirements as are specified for that licence.

Require-
ments for
the issue of
a flight
navigator
licence.

113B. (1) The requirements for the issue of a flight navigator licence are as follows:

- (a) the applicant shall be not less than 18 years of age;
- (b) the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in at least the following subjects:
 - (i) air law, including rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures;
 - (ii) flight performance, planning and loading including
 - (A) effects of loading and mass distribution on aircraft performance;
 - (B) use of take-off, landing and other performance data including procedures for cruise control; and
 - (C) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;

-
- (iii) human performance relevant to the flight navigator including principles of threat and error management;
 - (iv) meteorology including
 - (A) interpretation and practical application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations, use of, and procedures for obtaining, meteorological information, pre-flight and in-flight, altimetry;
 - (B) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
 - (v) navigation including
 - (A) dead-reckoning, pressure-pattern and celestial navigation procedures; the use of aeronautical charts, radio navigation aids and area navigation systems;

knowledge of specific navigation requirements for long-range flights;

- (B) use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft;
- (C) use, accuracy and reliability of navigation systems used in departure, enroute and approach phases of flight and identification of radio navigation aids;
- (D) principles, characteristics and use of self-contained and external-referenced navigation systems and operation of airborne equipment;
- (E) the celestial sphere including the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of sights, calibration of sextants; the completion of navigation documents;
- (F) definitions, units and formulae used in air navigation;

-
- (vi) operational procedures including the interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, enroute, descent and approach;
 - (vii) principles of flight;
 - (viii) radiotelephony, including communication procedures and phraseology;
- (c) where the applicant has flight time as a pilot, the Director shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements set out in subparagraph (d)(i) can be reduced accordingly.
- (2) The applicant shall provide proof of experience in the following respects:
- (a) the applicant shall have completed, in the performance of the duties of a flight navigator, not less than 200 hours of flight time including not less than 30 hours by night, acceptable to the Director, in aircraft engaged in cross-country flights;

- (b) the applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, in the following manner:
 - (i) by night, not less than 25 times by celestial observations; and
 - (ii) by day, not less than 25 times by celestial observations in conjunction with self-contained or externally-referenced navigation systems;

- (c) the applicant shall have demonstrated the ability to perform as flight navigator of an aircraft with a degree of competency appropriate to the privileges granted to the holder of a flight navigator licence, and to:
 - (i) recognize and manage threats and errors;
 - (ii) exercise good judgment and airmanship;
 - (iii) apply appropriately aeronautical knowledge;
 - (iv) perform all duties as part of an integrated crew; and
 - (v) communicate effectively with the other flight crew members;

-
- (d) the applicant shall hold a current class 2 medical certificate in accordance with Part IX of these Regulations.

(3) Subject to compliance with the requirements of these regulations, the privileges of the holder of a flight navigator licence shall be to act as flight navigator of any aircraft.

(4) Where the licence holder has demonstrated the ability to speak and understand the language used for radio-telephony communications, the privileges granted to the licence holder may include radio-telephony communications.

(5) For the purposes of this regulation,

(a) "AIP" means aeronautical information publication; and

(b) "NOTAM" means a notice to airmen concerning the establishment or condition of or change in, any aeronautical facility, service or procedure, or any hazard affecting safety, the knowledge of which is essential to personnel engaged in flight operations."

31. The principal Regulations are amended by deleting regulation 120 and substituting the following:

“Flight training and aeronautical experience records.

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

- (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) Where

- (a) the Director requires that an aircraft certified for operation by a single pilot, be operated with a co-pilot; and
- (b) the holder of a pilot licence is acting as co-pilot at a pilot station of that aircraft,

the holder of the pilot licence shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time to be applied to the total required for the higher grade of pilot licence.

(11) Notwithstanding paragraph (10), the Director may authorize that flight time be credited, in full, towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.

(12) The holder of a pilot licence, when acting as pilot in command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.

(13) 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.

(14) 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.

(15) A flight instructor may log instrument flight time under paragraph (14), when conducting instrument flight instruction in actual instrument flight conditions.

(16) For the purposes of logging instrument flight time under paragraphs (14) and (15) 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.

(17) Approved or accepted flight training equipment may be used by a person to log instrument flight time referred to in paragraphs (14), (15) and (16) provided an authorised instructor is present during the simulated flight.

(18) 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.

(19) The training time referred to in paragraph (18), 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.

(20) 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."

32. Regulation 125 of the principal Regulations is amended by inserting immediately after paragraph (2) the following:

"(3) Approved training organisations shall provide training at a level to ensure competency at least equal to that provided to satisfy the minimum experience requirements for personnel not receiving such approved training.

(4) The approval of a training organisation by the Director shall be dependent upon the Director being satisfied that the organisation has the capacity and resources to provide the expertise, knowledge and training in accordance with the requirements in the General Application And Personnel Licensing Standards."

33. Regulation 138 of the principal Regulations is amended by deleting paragraph (2) and substituting the following:

"(2) The operator of an air traffic control facility shall, after the applicant has successfully completed the final evaluation,

- (a) certify the record of training 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 that are to be imposed with respect to the use of the rating;
 - (iii) the location of the air traffic control facility for which the rating has been certified;
- (c) provide the following certificate to the Director:

I, _____ being operator of air traffic control facility hereby certify that _____, 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 rating specified in paragraph (2)(b)(ii); and

S.I. 2007
No. 172.

- (d) provide the name and licence number of the officer who conducted the final evaluation."

34. Regulation 140 of the principal Regulations is amended by

- (a) deleting paragraph (1) and substituting the following:

"Privileges and limitations of ratings

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

- (a) an aerodrome control rating is authorized to provide aerodrome control

service to the airport or airports for which the rating is validated;

- (b) an approach control rating is authorized to provide approach control service for the airport or airports for which the rating is certified;
- (c) an approach radar control rating is authorized to 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 is authorized to provide terminal control service within the terminal control area or areas for which the rating is certified;
- (e) a terminal control radar rating is authorized to 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 is authorized to provide area control service within the control area or areas for which the rating is certified; and
- (g) an area radar control rating is authorized to 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.";

- (b) deleting the word "28" that appears in paragraph (3) and inserting the word "90"; and
- (c) inserting immediately after paragraph (6) the following:

"(7) Where an air traffic controller has experienced

- (a) a period of confinement or the premature end to a pregnancy;
- (b) debilitating illness;
- (c) trauma; or
- (d) mental or psychological distress

the air traffic controller shall not be permitted to exercise the privileges of the licence until he or she has demonstrated to the Director proficiency under the licence or rating."

35. The principal Regulations are amended by deleting regulation 146 and substituting the following:

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

146. (1) Subject to paragraph (2), the holder of an air traffic on the job trainer authorisation shall be authorized to supervise air traffic control personnel who are

- (a) undergoing on the job training for the initial issue;
- (b) being assessed to determine continued validity; or
- (c) carrying out the requirements for regaining currency,

of their air traffic licences and ratings.

(2) An air traffic on the job trainer shall not exercise the privileges of his on the job trainer authorisation unless he holds a current air traffic control licence with a rating for the relevant service."

36. The principal Regulations are amended by deleting regulation 147 and substituting the following:

"Air traffic controller training and experience records.

147. (1) The operator of an air traffic control facility shall retain detailed training records for all air traffic control personnel in the organisation.

(2) The operator of an air traffic control facility shall maintain a system for recording the qualifications, experience and ratings of the air traffic controllers."

37. The principal Regulations are amended by deleting regulation 156 and substituting the following:

"Civil aviation medical assessor and medical examiner. Cap 371

156. (1) For the purposes of this Part,

"medical assessor" means a person who

- (a) is registered as a medical practitioner under the *Medical Registration Act* and who has been designated as a medical assessor in accordance with paragraph (b);
- (b) has received training in aviation medicine from a competent organisation acceptable to the Director; and
- (c) has been certified by the organisation as having successfully completed the course of training;

"medical examiner" means a person who

- Cap. 371. (a) is registered as a medical practitioner under the *Medical Registration Act*; and

(b) has successfully completed the required training in aviation medicine and is so certified.
- (2) The Director shall,

 - (a) upon the application of a person who wishes to be designated as a medical examiner; and
 - (b) where the Director is satisfied that the applicant has met the requirements, set out in paragraph (4), for registration as a medical examiner, designate the applicant as a medical examiner.
- (3) A person who wishes to be designated as a medical examiner shall

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

Schedule.
- (4) A person who wishes to be designated as a medical examiner

 - (a) shall be a medical practitioner who is registered under the *Medical Registration Act*;
 - (b) shall have undergone training in aviation medicine at an institution or organisation approved by the Director;

Cap. 371

- (c) shall have been awarded a certificate or other evidence of qualification in aviation medicine, at the level required by the Director;
- (d) shall present proof satisfactory to the Director, of his competency in aviation medicine;
- (e) shall have practical experience within the area of aviation and knowledge of the effects of the aviation environment on the physical and mental health of personnel engaged in the aviation industry."

38. The principal Regulations are amended by deleting regulation 157 and substituting the following:

"Designation
of medical
examiner.

157. (1) 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.

(2) Where a person has been designated a medical examiner in accordance with regulation 156, 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."

39. The principal Regulations are amended by deleting regulation 158 and substituting the following:

“Duties of
medical
examiner.

158. Where a person has been designated as a civil aviation medical examiner in regulation 156, he shall

- (a) examine an applicant for a licence in accordance with medical practice recognized by the medical profession and 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.”

40. The principal Regulations are amended by inserting immediately after regulation 158 the following:

“Civil
aviation
medical
assessor.

158A. (1) Where a person wishes to be designated as a civil aviation medical assessor, he shall

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

Schedule.

- Cap. 371.
- (c) be registered as a medical practitioner under the *Medical Registration Act*;
 - (d) have received training in aviation medicine from an organisation approved by the Director;
 - (e) demonstrate to the Director competency in aviation medicine.

(2) The competence of a medical examiner shall be evaluated periodically by a medical assessor.

(3) A medical examiner shall be required to submit sufficient information to the Director which will enable the Director to undertake for the purpose of ensuring medical assessment audits that the medical examiners meet applicable standards for good medical practice and aeromedical risk assessment."

41. Regulation 159 of the principal Regulations is amended by

(a) deleting paragraph (1) and substituting the following:

"(1) An applicant for a medical assessment in pursuance of an airman licence shall provide to a civil aviation medical examiner, in the prescribed form and duly signed

- (a) a statement of medical facts concerning his personal, familial and hereditary history that is as complete and accurate as his knowledge permits; and

-
- (b) a declaration which shall state
- (i) whether the applicant has previously undergone such an examination;
 - (ii) the date, place and results of the last two examinations;
 - (iii) whether a medical certificate had previously been refused, revoked or suspended;
 - (iv) the reasons for the refusal, revocation or suspension of the medical certificate.";

- (b) deleting paragraph (7) and substituting the following:

"(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 co-ordinating the results of the examinations, evaluating the findings with regard to medical fitness and signing the report.";

- (c) deleting paragraph (10) and substituting the following:

"(10) The Director shall designate certain authorised personnel to have accessibility to all medical records and reports."; and

- (d) inserting immediately after paragraph (10) the following:

"(11) The records and reports referred to in paragraph (10) shall be kept in a secure location at all times.

(12) Every person responsible for the handling of medical documents shall ensure that the documents are kept in a confidential manner at all times.

(13) Where officials have been authorised by the Director to collect pertinent medical information, a medical assessor shall determine to what extent that information shall be presented.

(14) For the purposes of this regulation "medical assessor" means a physician who is qualified and experienced in the practice of aviation medicine and who evaluates medical reports submitted to the Director by medical examiners."

42. Regulation 160 of the principal Regulations is amended by
- (a) renumbering the existing regulation as paragraph (1) of that regulation; and
 - (b) inserting immediately after paragraph (1) the following:

"(2) Except a licence has been deferred, the holder of a private pilot licence, flight crew member, or air traffic controller shall not exercise the privileges of their licence unless they hold a current medical assessment appropriate to the licence."

43. Regulation 161 of the principal Regulations is amended by inserting immediately after paragraph (3) the following:

"(4) The period of validity of a medical assessment shall begin on the day the medical examination is performed and shall be calculated in accordance with the provisions of regulation 162."

44. The principal Regulations are amended by deleting regulation 162 and substituting the following:

Validity
of a
medical
certificate.

162. (1) A medical assessment issued by the Director under regulation 160 shall be valid from the date of the medical examination for a period of not longer than

- (a) 60 months for a private pilot licence for aeroplane, airship helicopter and powered-lift;
- (b) 12 months for a commercial pilot licence for aeroplane, airship, helicopter and powered-lift;
- (c) 12 months for multi-crew pilot licence for aeroplanes;
- (d) 12 months for airline transport licence for aeroplane;
- (e) 60 months for glider pilot licence;
- (f) 60 months for free balloon pilot licence;
- (g) 12 months for flight navigator licence;
- (h) 12 months for flight engineer licence; and
- (i) 48 months for air traffic controller licence.

(2) Notwithstanding paragraph (1), the Director may,

- (a) reduce the period of validity of a medical certificate when clinically indicated; or

(b) extend the period of validity of a medical certificate for up to 45 days.

(3) Where the holder of

(a) an airline transport pilot licence for aeroplane, helicopter or powered-lift; or

(b) a commercial air transport licence for aeroplane, airship, helicopter or powered-lift

who is engaged in single-crew commercial air transport operations carrying passengers, has passed his fortieth birthday, the period of validity specified in paragraph (1) shall be reduced to 6 months.

(4) Where the holder of

(a) an airline transport pilot licence for aeroplane, helicopter or powered-lift;

(b) a commercial air transport licence for aeroplane, airship, helicopter or powered-lift; or

(c) a multi-crew pilot licence is engaged in commercial air transport operations,

has passed his 60th birthday, the period of validity specified in paragraph (1) shall be reduced to 6 months.

(5) Where a holder of

(a) a private pilot licence for aeroplane, airship, helicopter and powered-lift;

- (b) a free balloon pilot licence;
- (c) a glider pilot licence;
- (d) an air traffic controller licence

has passed his fortieth birthday, the period of validity specified in paragraph (1) shall be reduced to 24 months.

- (6) Where a holder of
 - (a) a private pilot licence for aeroplane, airship, helicopter and powered-lift;
 - (b) a free balloon pilot licence;
 - (c) a glider pilot licence; or
 - (d) an air traffic controller licence

has passed his 50th birthday the period of validity specified in paragraph (1) shall be further reduced to 12 months."

45. The principal Regulations are amended by deleting regulation 163 and substituting the following:

"Limitation on medical certificate.

163. Where the medical standards set out in regulation 160 for a particular licence are not met, the Director shall not issue or renew the appropriate medical assessment unless the following conditions are satisfied:

- (a) the accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirements whether numerical or otherwise, is such that exercises of the privileges of the licence applied for is not likely to jeopardize flight safety;

- (b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and
- (c) the licence is endorsed with a special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations."

46. The principal Regulations are amended by deleting regulation 171 and substituting the following:

"Director to be provided with evidence re experience, skills and knowledge.

171. (1) An applicant for an aircraft maintenance engineer licence shall submit to the Director as evidence of the experience required

- (a) an official document issued by an Aviation Training Organization approved by the Director to conduct training in aircraft maintenance; or
- (b) a document issued by an appropriately qualified aircraft maintenance engineer,

stating that the applicant has met the required level of experience appropriate to the aircraft maintenance engineer licence category or rating sought.

(2) An applicant for an aircraft maintenance engineer licence shall submit to the Director as evidence of skills required

- (a) an official document issued by an Aviation Training Organization approved by the Director to conduct training in aircraft maintenance; or

- (b) a satisfactorily documented on the job training programme completed under the guidance and supervision of an aircraft maintenance engineer

stating that the applicant has met the skills requirements appropriate to the aircraft maintenance engineer licence category or rating sought.

(3) An applicant for an aircraft maintenance engineer licence shall submit to the Director as evidence of the knowledge training required:

- (a) an official document issued by an Aviation Training Organization approved by the Director to conduct training in aircraft maintenance stating that the applicant has successfully completed the knowledge training appropriate to the aircraft maintenance engineer licence category or rating sought; or
- (b) a document issued by an aircraft maintenance engineer stating that the applicant under his guidance and supervision has successfully completed a structured programme of self study using such material as may be specified for a student on an approved course conducted by an Aviation Training Organization, appropriate to the aircraft maintenance engineer licence category or rating sought.

(4) A structured programme of self study referred to in paragraph (3)(b) shall not be valid unless prior to the applicant's commencement

(a) the programme was approved by the Director; and

(b) an aircraft maintenance engineer was approved by the Director the supervision and guidance of the programme of self study."

47. Regulation 174 of the principal Regulations is amended by

(a) renumbering the existing regulation as paragraph (1) of that regulation; and

(b) inserting immediately after paragraph (1), the following:

"(2) A person who fails the required knowledge test shall be eligible to retake the test after such period of time as is specified in the General Application and Personnel Licensing Standards."

48. The principal Regulations are amended by deleting regulation 177 and substituting the following:

"Compass
compensa-
tion and
adjustment
rating.

177. (1) An applicant for a compass compensation and adjustment rating shall

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

(b) pay the prescribed fee;

(c) hold an aircraft maintenance **engineer** licence

(i) E1 or WE2 - Avionics Systems category; or

(ii) A - Airframe category with a type rating;

(d) provide documented evidence of training in direct reading compass compensation given by the holder of a valid aircraft maintenance engineer licence endorsed for such direct reading compass compensation rating, or by a qualified instructor; and

(e) provide evidence of having completed at least 2 supervised compass swings carried out on more than one aircraft during the preceding 6 months.

(2) Where the requirements of paragraph (1) have been satisfied, the Director may include the compass compensation and adjustment rating in the applicant aircraft maintenance engineer licence."

49. The principal Regulations are amended by deleting Regulation 178 and substituting the following:

"Renewal of an aircraft maintenance engineer licence.

178. (1) The holder of an aircraft maintenance engineer licence who wishes to renew his aircraft maintenance engineer licence shall

- (a) apply to the Director on the prescribed form;
- (b) pay the prescribed fee; and
- (c) provide evidence of having satisfied the standards for renewal of his licence

set out in the General Application and Personnel Licensing Standards, applicable to the category or rating held.

(2) Where the Director is satisfied that the holder of an aircraft maintenance engineer licence, has met the requirements for renewal of that licence, the Director may renew the licence for a period of 2 years.

(3) The expiry date of the licence referred to in paragraph (2) shall be determined in accordance with the provisions of the General Application and Personnel Licensing Standards."

50. The principal Regulations are amended by deleting regulation 179 and substituting the following:

"Validation of an aircraft maintenance engineer licence or certificate issued by another Contracting State.

179. (1) The holder of an aircraft maintenance engineer licence or certificate issued by another Contracting State, who wishes to have his licence or certificate validated by the Director shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee,
- (c) be able to read, speak, write and understand the English Language;
- (d) provide evidence that
 - (i) the requirements under which the foreign aircraft maintenance engineer licence or certificate was issued are at least equal to the applicable standards set out in this Part;

- (ii) the foreign aircraft maintenance engineer licence or certificate is not subject to revocation or suspension by the State that issued the licence or certificate; and
- (iii) the foreign aircraft maintenance engineer licence or certificate does not contain an endorsement stating that the applicant has not met all the standards of the Chicago Convention for that aircraft maintenance engineer licence or certificate.

(2) Where the Director is satisfied that the requirements for the application for validation of a foreign aircraft maintenance engineer licence or certificate have been met, the Director shall ensure that the applicant is given a written knowledge test in the areas of civil aviation requirements laws and regulations set out in the General Application and Personnel Licensing Standards.

(3) Where an applicant is submitted pursuant to paragraph (1) and the applicant passes the knowledge test in civil aviation requirements, laws and regulations, the Director may issue a suitable authorisation in accordance with regulation 20.

(4) An applicant who fails the required knowledge test is eligible to retake the test after the passage of such period of time as is specified in the General Application and Personnel Licensing Standards."

51. The principal Regulations are amended by deleting regulation 180 and substituting the following:

“Conversion of an aircraft maintenance engineer licence or certificate issued by another Contracting State.

180. (1) The holder of an aircraft maintenance engineer licence or certificate issued by another Contracting State who wishes to have an aircraft maintenance engineer licence issued by the Director based on the licence or certificate shall

- (a) apply to the Director in the prescribed form;
- (b) pay the prescribed fee;
- (c) be able to read, speak, write and understand the English Language; and
- (d) provide evidence that
 - (i) the standards under which the foreign aircraft maintenance engineer licence or certificate was issued are at least equal to the applicable standards set out in this Part;
 - (ii) the foreign aircraft maintenance engineer licence or certificate is not subject to revocation or suspension by the Contracting State that issued the licence or certificate; and

- (iii) the foreign aircraft maintenance engineer licence or certificate does not contain an endorsement stating that the applicant has not met all the standards of the Chicago Convention for that aircraft maintenance engineer licence or certificate.

(2) Where the Director is satisfied that the application requirements for conversion of an aircraft maintenance engineer licence or certificate issued by another Contracting State have been met, he shall ensure that the applicant is given a written knowledge test in the areas set out in the General Application and Personnel Licensing Standards, which were not covered by the aircraft maintenance engineer licence or certificate issued by such Contracting State.

(3) Where an application is submitted pursuant to paragraph (1) and the applicant passes a written knowledge test, the Director shall ensure that the applicant is interviewed to test his knowledge and practical application of such knowledge in the category or rating sought.

(4) Notwithstanding the requirements of paragraph (3), where the Director is satisfied with the application for a conversion, he may at his discretion, waive the interview requirement.

(5) Where

- (a) an applicant is successful in the interview held in accordance with paragraph (3); or

- (b) the Director exercises his discretion and waives the interview in accordance with paragraph (4)

the Director may issue the applicant an appropriate aircraft maintenance engineer licence with or without limitations in the category or type rating sought.

(6) A person who fails the required knowledge test shall be eligible to retake the test after such period of time as specified in the General Application and Personnel Licensing Standards."

52. The principal Regulations are amended by deleting regulation 181 and substituting the following:

"Aircraft
maintenance
personal
record.

181. (1) The holder of an aircraft maintenance engineer licence shall keep a detailed personal record of all aircraft maintenance work he accomplished or certify which shall include the following details:

- (a) date;
- (b) aircraft registration;
- (c) aircraft maintenance manual reference;
- (d) description of work performed or certified; and
- (e) name, licence number and signature of person authenticating the entry.

(2) The following persons may authenticate entries required under paragraph (1)(e):

- (a) an aircraft maintenance engineer who certified the aircraft maintenance work;
- (b) an aircraft maintenance."

53. The principal Regulations are amended by inserting immediately after regulation 196 the following:

“Language proficiency requirements for pilots, flight navigators and others.

196A. (1) Aeroplane, airship, helicopter and powered-lift pilots and those flight navigators who are required to use the radiotelephone equipment aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communication.

(2) Every

(a) air traffic controller;

(b) aeroplane, airship, helicopter and powered-lift pilot and flight navigator required to use the radiotelephone aboard an aircraft

shall demonstrate the ability to speak and understand the language used for radiotelephony communication to the level specified in the language proficiency requirements set out in the General Application and Personnel Licensing Standards.

(3) Every flight engineer and glider and free balloon pilot shall have the ability to speak and understand the language used for radiotelephony communications.

(4) The language proficiency of

(a) aeroplane, airship, helicopter and powered-lift pilots;

(b) flight navigators, required to use the radiotelephone aboard an aircraft;

- (c) air traffic controllers and aeronautical station operators

who demonstrate proficiency below the Expert Level (Level 6) shall be formerly evaluated at intervals in accordance with an individual's demonstrated proficiency levels as set out in paragraph (5).

(5) The categories of persons set out in paragraph (4) shall be evaluated as follows:

- (a) those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every 3 years; and
- (b) those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every 6 years.

Approved
training
and
approved
training
organisa-
tion

196B. (1) The approval of a training organisation by the Director shall depend upon the applicant demonstrating compliance with the requirements of the General Application and Personnel Licensing Standards.

(2) An approved training programme shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving that level of approved training."

Made by the Minister this 14th day of January, 2011.

EDWIN G. HUTSON
Minister responsible for Civil Aviation.